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E. M. CHANIK

**COMMAND HISTORY
UNITED STATES SHIP ENTERPRISE
(CVN 65)**

1 JANUARY - 31 DECEMBER 1998

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Mission

To provide a responsive, mobile strike force in support of national interests; launch, recover and support mission-capable aircraft; communicate, coordinate and operate with joint and allied forces; provide the wherewithal for on-target/on-time ordnance delivery.

Organizational Structure

Commander, Naval Air Force, U.S. Atlantic Fleet

ENTERPRISE (CVN 65)

Commanding Officer

Captain Evan M. Chanik

Executive Officer

Captain Robert J. Gilman

Command Master Chief

ETCM (SW) Randy Hardin

Duty Station

Norfolk Naval Base, VA

CHRONOLOGY

→ Command Assessment Readiness Training (CART II)	Hampton Roads	12-16 Jan
→ Tailored Ships Training Availability/ TRACOM Carrier Qualifications	Jacksonville Operating Area	22 Jan- 3 Feb
→ Operational Reactor Safeguard Examination	Virginia Capes Operating Area	20 Feb- 04 Mar
→ Tailored Ships Training Availability/ TRACOM Carrier Qualifications	Jacksonville Operating Area	16 - 27 Mar
→ Tailored Ships Training Availability I/II	Hampton Roads	01-10 April
→ Tailored Ships Training Availability I/II	Virginia Capes Operating Area	16 Apr- 01 May
→ Ammo Transfer with USS GEORGE WASHINGTON	Virginia Capes Operating Area	04-07 May
→ Tailored Ships Training Availability/ TRACOM Carrier Qualifications	Jacksonville Operating Area	09-19 Jun
→ Comprehensive Training Unit Exercise	Puerto Rico Operating Area	15 Jul- 20 Aug
→ Port Visit	St. Thomas	02-04 Aug
→ Emergency Hurricane Sortie (Bonnie)	Virginia Capes Operating Area	25-28 Aug
→ Joint Fleet Exercise JTFEX	Cherry Point Operating Area	18-30 Sept
→ Deployment 98/99	Atlantic Ocean/Med Sea	06-18 Nov
→ Suez Canal Transit	Suez Canal, Egypt	19 Nov
→ Turnover with USS EISENHOWER	Red Sea	23 Nov
→ <i>Operation Southern Watch</i>	Arabian Gulf	24 Nov – 03 Dec
→ Port Visit	Jebel Ali, UAE	04 Dec – 08 Dec
→ <i>Operation Southern Watch</i>	Arabian Gulf	09 Dec – 15 Dec
→ <i>Operation Desert Fox</i>	Arabian Gulf	16 Dec – 19 Dec
→ <i>Operation Southern Watch</i>	Arabian Gulf	20 – 24 Dec
→ Deployment JTG 99-1	Gulf of Oman/Red Sea	25 – 31 Dec

AIR DEPARTMENT

Air Department's accomplishment for 1998 can be summarized by saying we did everything necessary to launch and recover over 13,400 fixed wing and over 1,415 rotary wing sorties. The Air Department divisions worked together to pump the fuel, maintain the equipment, prepare and maintain the flight deck, make the aircraft available for maintenance, train the personnel, and safely execute the mission. From 16-20 December 1998, ENTERPRISE was the centerpiece of *Operation Desert Fox*, flawlessly launching and recovering nearly 300 combat sorties.

V-1 Division:

V-1 Division started the year off by completing a highly successful TSTA I and II, followed by several months of Fleet CQ and CNATRA CQ, qualifying the fleet and new students in carrier operations. We completed an outstanding COMPTUEX earning ENTERPRISE's blue water certification. In between at-sea periods, V-1 replaced over 110,000 square feet of non-skid, replacing the worn out non-skid after the approximately 10,000 launches and recoveries executed during the exercises between ESRA and through COMPTUEX.

For three weeks ENTERPRISE was underway for JTFEX 98 completing additional training while working with the rest of ENTERPRISE Battle Group.

Following a short POM period, ENTERPRISE departed for JTG 99-1 Deployment. Tragically, on the evening of 8 November 1998, during night carrier qualifications, two aircraft collided in the landing area. The collision resulted in immediate explosion and fire. The Team ENTERPRISE Crash and Salvage team responded immediately, initiating application of fire extinguishing agent within seconds of the initial impact. The massive fire was extinguished in approximately 7 minutes. Damage to adjacent aircraft was limited to those already ablaze. No flight deck personnel were injured.

During *Operation Desert Fox*, V-1 kicked off the action by planning and executing a 33 aircraft Launch Sequence Plan for the first strike. Through teamwork with the air wing and other departments, 100% of planned sorties were completed.

During 1998, Crash and Salvage Branch responded to over sixty-five miscellaneous aircraft emergencies, three catapult trough fires, and two major compartment fires. Additionally, they craned off five aircraft, and performed two major salvage (crane) evolutions. Following the 8 November mishap, they successfully jettisoned a destroyed S-3B Viking.

V-2 Division

V-2 Division began 1998 in Tailored Selected Training Assessment (TSTA) IV and ended the year deployed in the Mediterranean Sea. While undergoing TSTA, V-2 Division supported flight operations, qualifying both CNATRA and CVW-3 aircrew. The division also supported flight operations for COMPTUEX and JTFEX while training to deploy in November.

The heroic efforts of V-2 personnel were instrumental in the fight against a major flight deck fire following an aircraft mishap on 8 November 1998.

Once on station in the Arabian Gulf, the catapult and arresting gear team supported intense flight operations during *Operation Desert Fox* in a safe and effective manner, maintaining 100% Catapult and Arresting Gear availability.

Of the over 13,000 safe and efficient launches conducted by V-2 in 1998, over 2,000 were performed with live ordnance in support of *Operations Southern Watch* and *Desert Fox*. *Desert*

Fox posed unique operational challenges such as unexpended ordnance on recovery and large, non-coincident launch evolutions. The V-2 Team handled these challenges with determination and intensity that translated into ordnance on target.

During these intense operations, skilled technicians in eleven separate work centers completed over 3,000 preventative maintenance and over 700 corrective maintenance evolutions.

A detailed divisional training plan ensured that ENTERPRISE deployed with a full complement of qualified watchstanders despite having only 77% of the designated V-2 manning. This training plan enabled 401 watch station qualifications to be achieved by Catapult, Arresting Gear and Integrated Launch and Recovery Television System crewmen during the high operational pace of the pre-deployment training cycle and deployment.

V-3 Division

Early March saw an ammunition onload with USS NIMITZ and continued fleet CQ through early April, with V-3 playing a central role as with all replenishments at sea. CVW-3 unloaded in mid-April for work-ups in which V-3 expertly executed "packed bay operations" with extensive maintenance requirements.

In July and August, COMPTUEX continued full bay evolutions as intensity and training became more demanding with FTG and AIRLANT training teams aboard. After a brief HURREVAC for Hurricane Bonnie, JTFEX kicked off in September and concluded in October. This concluded the training evolutions and readiness evaluations prior to cruise.

During the POM period, V-3 was busy with stores onload and outfit of supplies and aircraft stores. Coordination of lay down areas were the key to the success of Newport News Shipbuilding/SIMA/IT-21 and numerous contractors to complete last minute installs/repairs crucial to the 6 November deployment.

Following a high-speed transit to the Arabian Gulf, V-3 hosted a reception for President Bush and numerous dignitaries in the hangar bays. During the four days of intensive operations in support of *Operation Desert Fox*, V-3 conducted 95 aircraft moves and 43 elevator runs. V-3 also supported the Weapons Department by providing extensive hangar bay space for weapon construction and storage.

V-4 Division

During the year, 4,000,000 gallons of JP-5 and 12,000 gallons of Aviation Lube Oil were on-loaded, while inport, safely and efficiently without a single mishap. A total of 19,850,000 gallons of JP-5 were received via underway replenishment. V-4 issued 22,543,254 gallons of JP-5 fuel, completed more than 19,000 separate fueling evolutions and drew more than 12,000 fuel samples during 1998. V-4 off loaded 680,000 gallons of JP-5 to three ENTERPRISE escort ships significantly increasing combat battle readiness for the fleet.

V-4's operational readiness was improved through the upgrade and overhaul of key equipment which included four JP-5 service pumps, three transfer pumps, 2 stripping, two JP-5 purifiers and numerous valves replacements. Also, 50 JP-5 fuel tanks were opened and inspected, 20 tank-level indicators (TLI's) repaired, 20 overflow boxes were overhauled, 200 fuel hoses were hydrostaticly tested, 10 defuel pumps and two fuel defuel valves were rebuilt. Division personnel completely rehabbed 25 division spaces.

The V-4 Division pumped a total of 530,000 gallons of JP-5 into the jets launched in *Operation Desert Fox*. Working in a high tempo, quick turn around cyclic environment, their keen coordination with air wing maintainers and ordnance handlers ensured fully fueled, mission ready jets for every strike. The below decks pumproom personnel ensured 100% service fuel

availability to the flight deck to make it all possible. From the first wave of over thirty aircraft to the last launch of the operation, the "Grapes" provided the gas to get the bombs on target.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPT.

Coming off a successful Extended Ship's Restricted Availability (ESRA'97) turnaround cycle, Aircraft Intermediate Maintenance Department (AIMD) was at full speed as '98 began. AIMD initiated improved repair capabilities, training of personnel, and fully supported Carrier Air Wing Three and the ENTERPRISE Battle Group, providing repair and services during the 178 days at sea in 1998.

Aggressive leadership, exceptional technical expertise and an extraordinary team effort characterized AIMD's superb performance this year, with the department processing 37,458 induction's achieving a 88.3% Ready For Issue (RFI) rate.

During the year, AIMD was responsible for coordinating all maintenance and logistics efforts for the best recorded COMPTUEX/JTFEX , culminated with an outstanding operational success in *Operation Desert Fox*. AIMD provided support to CVW3 resulting in 85% Mission Capable Aircraft, flying 792.2 hours and completing 297 sorties during the four day operation against Iraq.

IM1: Admin, QA, Maintenance/Material Control, Manpower, Personnel & Training

Quality Assurance led the way in reestablishing AIMD for the FY-99 deployment cycle, from shipyard maintenance to operational readiness at sea. Utilizing highly experienced technicians while providing skilled technical training, trend analysis feedback, improved safety standards, and developing innovative local maintenance standards, ensured AIMD's work up and deployment successes. Such successes are documented by CNAL Aviation Maintenance Management Team's (AMMT) recent "Combine Aviation Maintenance Supply Efficiency Evaluation"(CAMSEE), grade of "Outstanding" and awarding of the SECNAV Large Command Phoenix Award. A successful COMPTUEX and JTFEX, observed and evaluated by COMCARGRUFOUR and the most recent successful execution of *Operation Desert Fox*, are further indicators of superb quality control standards.

Quality Assurance provided over 250 maintenance process audits, 36 Naval Aviation Discrepancy Reports, maintains 8,500 technical publications and 2,200 technical directives, trained and certified over 120 Quality Assurance Inspectors. The work center also liaisons with numerous external organizations for technical assistance and verification of records, and with ten onboard operational squadrons for standardized quality practices. It provided critical technical research and trend analysis for decreasing the occurrence of defects while increasing operation readiness. Quality Assurance continues to provide the battle group with world class quality maintenance practices.

IM2: Power Plants, Airframes, And Aviation Life Support Equipment

The power plants branch consisting of the Jet Shop, Air Refueling Stores (ARS) and Oil Analysis Lab completed a successful year. Standup and certification for the upgraded F110 engine required acquisition of equipment, installation and qualifications of operators for the test cell prior to deployment JTG 99-1. During workups and deployment, the Jet Shop produced 43 engines to ENTERPRISE's air wing (CVW3) and Fleet Replacement Squadron aircraft during

carrier qualifications. The Oil Lab was certified on the Joint Oil Analysis Program (JOAP) and became Physical Properties certified, a requirement to run Battle Group Intermediate Maintenance Activity (BGIMA) shipboard samples. Between JOAP and BGIMA, the oil lab analyzed over 5,000 samples during the year. The ARS work center was tasked as a full time flight deck crew in support of buddy stores, which proved invaluable in maintaining a 100% mission completion rate while receiving our blue water certification. ARS personnel also received turnaround training and sent 4 technicians to Fallon, Nevada in support of CVW3 training.

The Airframes Branch prepared for deployment with the installation of two freezers to support material required for composite material Non-Destructive Inspections (NDI) and with the construction of an Individual Material Readiness List (IMRL) storage area. The NDI Lab and ALSS Branch processed in excess of 450 items each the first month of deployment while the tire shop provided CVW3 aircraft with over 150 RFI wheel assembly's.

IM3: Avionics, Armament Equipment, And Calibration

Calibration: The ENTERPRISE Field Calibration Activity (FCA) is responsible for the calibration support of 10,138 calibratable assets throughout the ship. During 1998, the Calibration Laboratory (CAL LAB) processed over 4,550 transactions aided by the implementation of the new AISPC or Automated Information System PC. This new database has allowed for the local printing and updating of MEASURE formats such as 350's and 802's. This system has been augmented by the installation of the ship's IT-21 LAN system. This allows the Cal Lab to email formats to customers vice printing them locally and distributing them manually. Also, database updates can be transmitted to and from MOCC (Measure Operations Control Center) Norfolk via email eliminating the requirement of mailing METER Card "White Copies" to MOCC for processing. In all, the AISPC has enhanced the work center's productivity by decreasing administrative burdens, paper waste, and MEASURE format turnaround.

LANTIRN: The most significant event for work center 680 was the first Blue Water cross deck of the LANTIRN Test Bench. The system, consisting of a 1,620 pound EOTS bench and 812-pound test stand and several ancillary pieces was transported successfully via CH-53 from EISENHOWER to ENTERPRISE. The bench was installed, calibrated and verified within a 48-hour period showing that the LANTIRN test system is durable enough to transport.

CASS: Overall CASS performed well in its first year of operation and in direct support of CVW-3. CASS maintained an above average RFI rate (86%) during both COMPTUEX and JTFEX exercises. Due to the off-load of Versatile Avionics Test Station (VAST), we successfully verified 48 S3 LOT4 and LOT5 Test Program Sets (TPS) encompassing all the assets previously run on VAST. Numerous discrepancies were noted in new TPSs and resulted in the generation of 11 Engineering investigations in hopes of improving current and future TPS development. In addition to S3 LOT 4 and LOT 5 we successfully verified both the AN/ALE-47, F-14+, and recently received the Automated Test Station (ATS) off-load TPS which has proved valuable during the first 2 months of deployment.

Armament: The Armament Branch placed its best foot forward in preparation for the upcoming deployment, by obtaining the specific requirements for each squadron and completing the on-load of over 1,500 pieces of aircraft armament equipment safely and on time. Requested, and streamlined the rehabilitation of the ALQ-99 POD storage work center, increasing the work center's efficiency and suitability by 50% for the deploying units. The Mine Readiness Inspection was completed with minor defaults, which were corrected on the spot. CAMSEE inspection restated the high quality performance of the work center through constant program monitoring, resulting in the work center being noted with a grade of 99.5% online. CNAL

appointed the Ordnance Branch as a test platform for the Linkless Ammunition Loading System-2 (LALS-2). The system initially performed adequately loading several aircraft M61A1 Gun Systems. In comparison to the Manual LALS system it failed due to the availability of parts and the limited assets on-board. The highlight of the year came with the arrival of the Common Rack and Launcher Test Set (CRALTS). The introduction and training was completed within two working days. The set has produced over 300 Ready-For-Issue assets, reducing turn-around time and wasted maintenance hours by 50%. This test set has proven to be an extremely valuable asset during the first 2 months of deployment.

IM4: Support Equipment

The 45 hardworking and dedicated personnel of the Support Equipment Division have enjoyed an outstanding year. Completely focused on CVW-3 support, IM4 Division processed over 9,000 items for both scheduled and unscheduled maintenance, affording a 100 percent availability of support equipment, from every maintenance task to every catapult launch. IM4 Division maintained a 98 percent Ready for Issue (RFI) rate for 1,517 items of support equipment and material handling equipment during COMTUEX, JTFEX, the deployment to Med/Arabian Gulf and during *Operation Desert Fox*.

To ensure outstanding air wing support, every part of the job needs to be done by the book and right the first time. This is evident by the outstanding grades received by the division for the Combined Aviation Maintenance/Supply Effectiveness Evaluation (CAMSEE), Mine Countermeasure Readiness Inspection (MCRI), and Maintenance Material Management Inspection (3-M).

COMBAT SYSTEMS DEPARTMENT

The mission of the Combat Systems Department is to provide and maintain all communications, dissemination, tactical gathering, display navigation, and weapon systems onboard ENTERPRISE. We strive to provide superior tactical, administrative and crew morale systems support to advance the missions assigned, and defend ENTERPRISE, the Battle Group, and the Fleet Commander.

December of 1997 marked one of the most significant changes in the ENTERPRISE organization with the formation of the Combat Systems Department from the old Communications and Electronic Maintenance Departments. Moreover the first and largest integrated Local Area Network of its kind, the Integrated Technology 21st Century (IT21) was installed aboard a carrier and flagship. This massive installation of a fiber optic network required the skills and tireless work of the entire newly formed department. CDR [REDACTED] relieved CDR [REDACTED] in April 1998.

Combat Information Systems

Information Systems Division (CS1): The mission of CS1 Division is the maintenance, operation and operational readiness of the ship's external and selected internal communications systems. The division also ensures proper routing, transmission and receipt of communications traffic to and from the ship, flag and embarked units and is responsible for the planning and implementation of tactical circuits and communication plans. Specific achievements include:

- Installation of the 5KHZ satellite communications system. Enabled communications via narrowband UHF satellite communications channels.

- Installation of the Advanced Digital Networking System (ADNS). Increased the efficiency of IP communications via UHF, SHF and EHF satellite systems.
- Installation of the Scaled Integrated Voice Communications System (SIVCS). Provided Personal Integrated Communications Terminals (PICT) for users to access the spectrum of voice communications capabilities available onboard ENTERPRISE.
- Installation of Advanced Narrowband Digital Voice Terminal Direct Transfer System (ANDVT-DTS). Allows for data transfer via voice communications paths.
- Installation of UHF Medium Data Rate (MDR) system enabling video teleconferencing and telephone connectivity for intra battle group units.

Network Systems Division (CS2): The mission of CS2 Network Control Center Division is to provide and maintain all unclassified network computer systems to include, SUADPS, NALCOMIS, OMMS, MRMS, UMIDS, ATIS, FEDLOG, Office Automation Products, Email (on and off ship) Internet and Intranet web-browsing services onboard ENTERPRISE for all ship's force, air wing and staff personnel. Specific achievements include:

- Installation of the IT21 LAN system, one for classified and one for unclassified applications. Brought IP products, messaging and e-mail services to the desktop and provided all hands with e-mail and web browsing.
- Installed new Uninterruptible Power Supplies (UPS) for unclassified data servers in the Network Control Center.
- Completed over 9,500-software trouble calls during the year.
- Expanded the number of PC's in the Learning Resource Media Center to 20.
- Transmitted and received over 1.9 million unclassified e-mails during COMPTUEX, JTFEX and deployment.
- Installed new Fleet Automated Control Transportation System (FACTS) for Supply Department to provide a tool to minimize the administrative overhead associated with shipping documentation.
- Installed ViewMCA software (Vibration Analysis Database) to support Engineering, Reactor and Air Departments in tracking all vibration analysis records and results.

Message Services Division (CS3): The Message Center and Electronic Data Processing (EDP) make up CS3 Division. The mission of the Message Center is to provide all incoming and outgoing message traffic services for ENTERPRISE, embarked staffs and squadrons. The mission of EDP, the tactical hub of ENTERPRISE, is to provide Afloat Command Centers with Command, Control, Communications, Computers and Intelligence (C4I) resources. The array of computer systems of the classified Local Area Network (LAN) include Joint Maritime Command Information System (JMCIS), Contingency Theater Automated Planning System (CTAPS), Tactical Aircraft Mission Planning System (TAMPS) and the IT21 NT LAN. These systems are all designed to enhance and support the Battle Group/Battle Force Commanders in their decision making process. Specific achievements include:

- The Joint Maritime Communications Information System (JMCIS) 98 was upgraded to Global Command and Control System-Maritime (GCCS-M) JOTS system 3.1.
 - The Contingency Theatre Air Planning System (CTAPS) was upgraded to version 5.2.
- Real Secure system installed allowing for real time monitoring of classified and unclassified networks for unauthorized access attempts.

CMS Division

- CMS Installed the Electronic Key Management System (EKMS), modernizing the management of the command's COMSEC Material System (CMS) account.
- Completed the 1998 CMS Fixed Cycle Inventory with zero discrepancies.

Combat Systems Maintenance Function (CSMO)

Combat Systems Data Division (CS5): The mission of CS5 Division is to maintain and repair all Data Processing Systems currently installed onboard ENTERPRISE. These systems include the Advanced Combat Direction System (ACDS) utilized in the Combat Direction Center (CDC) and Tactical Flag Command Center (TFCC), the Joint Maritime Command Information System (JMCIS), and over 1200 Personal Computers (PC) attached to the IT-21 Local Area Network. The equipment is used to visibly display all tactical radar and communications data for use by CDC as they monitor both enemy and allied ships and aircraft. The PC equipment is used to bring the Internet and Electronic Mail (e-mail) to all departments on the ship. We are dedicated to providing prompt, professional, and courteous service to all of our customers. Specific achievements include:

- Installed Advanced Combat Direction System (ACDS) Block 0 Level 10 Software Upgrade.
- Installed Automatic Identification (Auto ID) System. Removed PT-545 Large Screen Displays (LSD) from Combat Direction Center (CDC) and installed video wall.
- Installed UQX-5 Fast Time Analysis System (FTAS) Operating System upgrade.
- Installed OJ-707 Software 4.4 upgrade. Established Personal Computer (PC) Repair facility.
- Installed GCCS-M (Global Command and Control System - Maritime) and JMCIS (Joint Maritime Command Information System) 98 software and hardware modifications.
- Installed Integrated Technology for the 21st Century System (IT-21): six backbone switches, 18 edge switches, four node rooms, 500+ computers and associated peripherals.
- Performed XYLAN switch software consolidation Modification.
- Installed Generic Area Limitation Environment (GALE) - Lite System.
- Installed Real Secure System.

Radar Division (CS6): The mission of CS6 Division is to maintain all non-fire control radars, air navigation, satellite navigation, direction finding, as well as Precision Aviation Landing System (PALS), and navigational aids including Tactical Air Navigation (TACAN), and the Ship's Inertial Navigation System (SINS). Specific achievements include:

- AN/SPS-49 (V)5 antenna replacement occurred when it was discovered the previous antenna was not shimmed correctly causing premature wear of roller path bearings.
- AN/SPN-41 Field Change 12 installed.
- Installed hard drive in ECDIS chart station to enable printing function
- Rebuilt 3 synchro amplifiers during casualty while underway for JTFEX
- Moved RAYNAV 390 antenna (GPS) to eliminate AEGIS SPY-1 interference/damage

Ship's Self Defense Systems Division (CS7): The mission of CS7 Division is to maintain and operate all of the ship's self-defense weapons systems' and various fire control systems onboard ENTERPRISE. These systems include the AN/SPS-48E 3D Primary Air Search Radar, NATO Sea Sparrow Surface Missile System (NSSMS), Close-In Weapons System (CIWS), and the Target Acquisition System (TAS) radar. Additionally, we remain dedicated to provide for planning, operation and firing/tactical employment of the missile against all aircraft, anti-ship cruise missiles and surface threats, and for assignment of related underway and condition of readiness watches. Specific achievements include:

- Successfully conducted two missile firing exercises (NSSMS #1 & #2) in April 98. Two Drones (BQM-74E's) destroyed by direct hits.

- Successfully conducted missile-firing exercise (NSSMS #1). Drone (BQM-74E) destroyed by direct hit July 98.
- Successfully conducted CIWS Live firing exercise. Towed Drone Unit (TDU) destroyed by Mount #24 in July 98.
- Eight Successful Pre-Action Aim Calibration Firing (PAC Fire) Maintenance Actions accomplished.
- Completed Competitive AAW exercises for CIWS, AAW-20-SF and AAW-21-SF both awarded grades of 100 each.
- Awarded COMNAVAIRLANT NSSMS Certification.
- AN/SPS-48E (V)9 High Pass Waveguide Filter installed to reduce EMI interference with the CAIII satellite communications system.
- ORDALT 16617. Installation of Lap Top computer and associated hardware replacing Plasma Indicator Display on the MK 16 MOD 2 System Evaluation and Trainer (SEAT).
- ORDALT 30466. Installation of MK 16 MOD 2 SEAT system software CD-ROM.

Exterior Communications Division (CS8): The mission of CS8 Division is to maintain the flow of communications both on and off the ship. From bouncing a phone call or Email off satellites across the world, to downloading target imagery, CS8 does it all. They support flight deck HYDRA comms and communications for the departure, recovery and control of Air Wing aircraft. Additionally, they support circuits connecting the ENTERPRISE flagship to the rest of the battle group. CS8 connects you and the ship to the world. Specific achievements include:

- Installed the AN/WSC-8(V) Challenge Athena satellite system. Provides an additional T1 trunk to shore. Primary purpose is to support JSIPS-N, SIPRNET, NIPRNET, POTS and Sailor Phones lines. Also, antenna sponson was raised five feet and angled out 10 degrees to improve antenna look angles and reduce blockage.
- Installed the Scaled Interior Voice Communication System (SIVCS). This COTS equipment consists of the 3080 electronic switch, 45 Programmable Integrated Communication Terminals (PICTS), 13 Terminal Entry Devices (TEDS), and 14 8510 ISDN Phones. TEDS are exclusively used by CATTC for air traffic control. System currently parallels the OJ-314. PICTS replaced TA-970 red phones. System currently interfaces with the SAS/BAS, Definity phone switch, and selected (3) sound powered phone circuits.
- Installed the AN/USQ-101 Tactical Receive Equipment. Dual (2 channels) channel Tactical Data Information Exchange System (TADIXS-B/TDDS). Two UHF receive only satellite links for surveillance data in support of military operations. Three terminals located in TFCC, SUBPLOT and the EW Module.
- Installed the Battle Group Information Exchange System (BGXIS). This system provided DAMA/NON-DAMA high-speed UHF satellite data communications between CVN and SSN. Passes any type of data files i.e. Email, pictures etc. Terminals are located in the Message Center, USW Mod and SUBPLOT. System is a Med turnover item.
- Installed the Medium Data Rate System. A modified rack of AN/WSC-3 radios, which provide a Line of Sight (LOS) data, link between ENTERPRISE, GETTYSBURG, and HAMPTON. Data link provides VTC, POTS, and EMAIL. Data line can be patched to our SHF pipeline.
- Installed the Sailor Phone System which uses the CAIII satellite system. Two multiplexers provide 20 phones lines throughout the ship. There are 16 sailor phones and the additional 4 lines can be patched to any J-dial phone through the Definity switch. Provides the crew with phone accesses back to shore. Uses phone cards (\$1 per minute) purchased at the ship's store or from a vending machine on the aft mess decks.

- Installed ANDVT modifications. ANDVTs can now be conveniently switched from voice to data via a switching unit. Prior to modifications, technicians would physically change cables.

- Installed the AN/WSC-3A (DAMA) 5KHZ modifications. Includes new patch panels, modems and a CPU controller. Allows use of 5KHZ satellite channels vice the standard 25KHZ. Eventually the entire fleet will utilize 5KHZ spacing, thereby increasing the number of UHF SATCOM channels.

- Made dramatic improvements in the AN/SRC-55 HYDRA Flight Deck Communication Logistical system. Established viable supply route for this COTS system. Supply support had been nonexistent. Direct efforts by ENTERPRISE have forced SPAWAR into the logistical support mode. Purchased additional below-deck Hydra's in anticipation of embarked staff. Started battery phased replacement program to repopulate batteries already beyond their estimated lifetime.

- Vastly updated 2M/MTR lab capabilities. Improved tracking and documenting procedures. Acquired additional AN/USM-646 and updated Gold Disk software package. ENTERPRISE won Secretary of the Navy's Maintenance Award for her outstanding efforts in repair dollar savings utilizing the 2M/MTR repair program.

- Completed ADNS installation. Testing is in progress.

- Received and installed the latest software upgrades for Comquest 248 modems. Allows internal HP timing mode, a fleet standard.

Site TV/Telephone/Copier Division (CS9): The mission of CS9 Division is to provide professional, reliable technical support for the ship's state of the art Definity telephone system, Sailor Phones, Entertainment/Information television, Secure television, Video Tele-Conferencing as well as Xerox monochrome and color reproduction copiers. Specific achievements include:

- Responded to over 2,000 trouble calls which involved the programming or repairing of televisions, repairs to existing cable drops, and installation of new cable drops throughout the ship.

- Replaced 3,500 ft of RG-11 coaxial cable on 03 level to improve TV reception. Placed two Blonder Tongue amps in 03-2-2-L (03 level passageway) and 01-22-0-L (CS berthing) to improve TV reception.

- SPAWAR/Ship's force installed VIXS/JWICS VTC system. Received corrective and preventative maintenance on Video Information Exchange System (VIXS).

- Integrated IT21 & 23CCTV with VIXS enabling Powerpoint briefs, weather, flight deck activity, CNN, to be seen by others off ship.

- Naval Media Center, Fleet Support Detachment Norfolk VA installed DTS (Power-Vu's).

- Work center CS-32 maintained 80 Xerox copiers, completed over 600 trouble calls, installed twenty-two new copiers and phased replaced thirteen copiers. The installs consisted of 5 class IV-S (5680), 3 Docucenters (230/220) and 14 class II (5328) copiers.

- The phased removals consisted of 6 class IV, 5 class II and 2 class III copiers.

- Definity 75 hardware was upgraded from G3siV3, to a G3siV6 as well as the software to G3V6i.02.0.120.5. With the software add, the previous Processors were removed, and two new TN790 processors and four DS1 Interface 24/32 Cards were added. This upgrade was performed to support the installation of the SIVCS communications system.

- Sailor Phone capability was upgraded from ten to twenty lines. This was accomplished by adding an additional MUX, upgrading the FXS cards in the Timeplex and increasing bandwidth on the Challenge Athena Satellite System.

DECK DEPARTMENT

At the end of the Christmas holiday period Deck Department began 1998 full speed ahead! Initiating numerous projects to improve repair capabilities, training of personnel, and space rehabilitation despite reduced manpower (46% onboard), aggressive leadership, exceptional technical expertise and an extraordinary team resulted in new operational capabilities and a dramatic quality improvement of department spaces.

With two Northeasters rolling in early in the year, Deck Department got busy with placing extra lines out to the pier to hold us in, and adjusting the mooring lines as the river rose. Before we could turn our backs, Hurricane Bonnie made an appearance in the Hampton Roads area. As Bonnie approached the shoreline all ships in the area prepared to sortie. With SECOND fleet on board, ENTERPRISE was ready and the last to depart and ride out Bonnie in the open ocean.

By the end of the year, *Operation Desert Fox* was over and ENTERPRISE was ready to depart for the Suez Canal en-route to a port call in the Mediterranean. Total accomplishments for the year included 12,000,000 gallons of fuel transferred, 1,042 ammunition lifts, 4,318 stores lifts, 2,100 hours of boating operations, 22 moorings, and 25 anchorages with zero mishaps.

1st Division

Ship's Forecastle – During every anchoring evolution, First Division intimately involves itself in the restoration of the forecastle to showcase appearance. This includes complete refurbishment of 3,160 feet of anchor chain in two weeks at no monetary cost, just extended hours and seamen learning their craft. Use of the ship's forecastle for reenlistment, retirement, awards ceremonies, and Sunrise Services has become a growing tradition by all the ship's departments and air wing squadrons. Additionally, the forecastle was toured by the Chief of Naval Operations, SECOND Fleet, FIFTH Fleet, CENTCOM, the President of Bulgaria, and other distinguished guests during their visits to ENTERPRISE.

Anchor Operation – During the year, several anchor operations were conducted - precision anchoring on 18 April 1998, and Anchorage on 1 May 1998, and an Anchorage at Port Said 18 November 1998. First Division also manned the forecastle for the Special Sea & Anchor Detail while transiting the Puerto Rico North Passage Op area, Strait of Gibraltar, Suez Canal, Bab el Mandeb, and the Strait of Hormuz. The foc'sle crew conducted four anchoring evolutions and maintained a ready anchor for 98 hours during our overseas transit to the Arabian Gulf and return to the Mediterranean sea alone.

Life rafts – Due to the installation of faulty inflation valves, SIMA issued a recall of 80 defective ENTERPRISE life rafts. With coordinating crane services, the life rafts were offloaded. After many long hours and re-certification, all life rafts were re-installed onboard shortly before ENTERPRISE left Norfolk to carry out COMPTUEX and work-up training for its upcoming Mediterranean/Arabian Gulf Deployment. This major project occupied the major share of First Division's manpower for nearly one month.

Accom ladders – In early June, a huge revamping process was undertaken to improve their condition and render the accommodation ladders operable in the near future. After all material condition was completed accommodation ladders number one, two and their ladder wells were cleaned, and painted.

EEBD's – Before embarking on deployment, ENTERPRISE became aware of the necessity of replacing thousands of expired shipboard EEBDs. For Deck Department, this meant the replacement of over 350 EEBDs for all three divisions. First Division was tasked with this responsibility, which was carried out and completed.

Sail Loft Operation – Further showcasing its versatility, First Division had the added responsibility of the sail loft. Once the arrival of new sewing machines were in place in early September, First Division was tasked with manufacturing numerous items such as covers, and wind skirts for the department and for the ship.

Spaces – Improvements were made in all divisional and air wing spaces prior to arrival of the embarked air wing squadrons. Long man-hours were involved in spraying out majority of the compartments, outfitting each berthing with habitability material such as mattress, pillows, and curtains during the POM period. All air wing spaces were then turned over to the respective squadrons prior to COMPTUEX training.

Overall - 179 Compartments were sprayed out and 127,000 square feet of freeboard was rolled out.

2nd Division

The major tasks undertaken by the division dealt with both of the refueling stations. The forward station needed much attention, and the aft station was essentially rebuilt from the ground up. Specifics include:

Forward Delivery Station- Had not been operated since the last deployment, and was in bad shape. The span-wire winch was overhauled and groomed with the assistance of Port Hueneme. All 3 winch wires and the span-wire were repaired by ship's forces. Since the grooming, ENTERPRISE has delivered fuel twice from this station.

Aft Delivery Station- Had not been operated since 1979 and essentially had been ignored. The division was given 5 days to assemble this station from the ground up prior to getting underway for JTFEX. Over the course of five days, the following was accomplished:

- 1) New set of 7 inch X 35 foot hoses purchased
- 2) Hoses and couplings assembled, hydrostatic tested, and stenciled
- 3) Winch wires and span-wire procured, greased and installed per MRC
- 4) Span-wire winch groomed and verified by Port Hueneme and ship's force technicians.
- 5) Trolley serviced and repaired
- 6) Blocks were installed
- 7) Padeyes weight tested

A fuel delivery procedure was developed for ease in operating this station. The station has been op-tested satisfactory, but operational schedule for current deployment has not had time available for fuel delivery. Most recent attempt cancelled due to *Operation Desert Fox*.

Accommodation ladders – Second Division's accommodation ladder is widely used by COMENTBATGRU while embarked. With that in mind, a huge revamping process was also undertaken by Second Division personnel to improve the condition of accommodation ladder Number Three. After the material condition was upgraded, accommodation ladder Number Three and the ladderwell had a complete cleaning and fresh paint applied.

Sliding Padeyes - Hoisting cables for both padeyes were procured and replaced on very short notice prior to COMPTUEX, ensuring the safety of numerous underway replenishments.

Air Wing Spaces- Improvements were made in all divisional and air wing spaces prior to arrival of the embarked air wing squadrons that involved spraying and habitability items during the POM period. All air wing spaces were then turned over to the respective Squadrons prior to COMPTUEX training.

Divisional Spaces-Strides were made in all spaces. A complete reorganizing of the unrep hole was accomplished. The "Top 5" were brought up to inspection ready for every dignitary visit which included former President Bush, the CNO, CENTCOM, and numerous captains, admirals, generals, and celebrities.

3rd Division

Liberty Boats - With liberty call guaranteed during the upcoming port visits in the Mediterranean, all 7 liberty boats and the Captain's gig had to be in top operating order. The interiors were painted out, exteriors were sanded and repainted, new deck coverings were applied, and engine operations were verified. Along with ship's liberty boats, the division assisted with the upkeep of COMCRUDESGRU 12 Barge.

Small boat training – Extensive small boat training was conducted from training the Coxswains and boat crew to ensuring Engineers were fully familiar with each and every boat engine. This endeavor consisted of five intense days of actual boat operations, engine repairs and classroom training.

SAR Training – In preparations for the upcoming at sea periods, a total of 5 Search and Rescue swimmers were trained, refreshed, and trained again to handle every situation that might arise at any time while underway. This involved 2 months of concentrated schooling and actual in the ocean water survival.

Accommodation Ladder – To expedite the offload of liberty parties while at anchor and assist in boarding harbor pilots, NNSY worked side by side with ships force to install a second accommodation ladder on the fantail with minimal change to the stern.

Sponson 4- Following the path of Hurricane Bonnie, ENTERPRISE braved the seas with minimal damage. Sponson 4 had some handrails that were damaged and needed replacement. Working side by side with NNSY in installing new hand rails, re-locating the control platform for the davit, both jobs were completed within two weeks and prior to next underway period.

Incinerator fire – Accidents can and will happen. As a result of this fire, 3rd Division had two passageways suffer from smoke and heat damage. Several man hours were involved in preparing both spaces for repainting, from cleaning the smoke film off the bulkheads, to chipping blistered paint, both were returned to their normal condition of readiness.

Distinguished visitors greeted by Honors Boatswain's Mate

President of Bulgaria
CNO, Argentinian Navy
CINCLANTFLT
COMSECONDFLT
COMFIFTHFLT
CNO
CENTCOM
Former President George Bush
Secretary of Defense
Senator Warner
Senator Inouye
Representative Murtha

Deck Department Accomplishments

Event	Date
man overboard (Oscar)	14 January 98
precision anchorage	20 February 98
man overboard (Oscar)	20 February 98
underway replenishment fuel	22 February 98
man overboard (Oscar)	16 April 98
man overboard (Oscar)	17 April 98
precision anchoring	18 April 98
man overboard (Oscar)	19 April 98
man overboard (Oscar)	23 April 98
underway replenishment fuel / cargo	25 April 98
search & rescue exercise / man overboard	26 April 98
underway replenishment fuel / cargo	28 April 98
underway replenishment cargo	29 April 98
underway replenishment fuel delivery	29 April 98
man overboard (Oscar)	30 April 98
anchorage	01 May 98
man overboard (Oscar)	04 May 98
precision anchorage	05 May 98
man overboard (Oscar)	08 June 98
man overboard (Oscar)	11 June 98
man overboard (Oscar)	14 June 98
man overboard (Oscar)	15 June 98
underway replenishment fuel/cargo	16 June 98
man overboard (Oscar)	18 July 98
underway replenishment fuel/cargo/weapons	20 July 98
man over board (Oscar)	23 July 98
underway replenishment fuel delivery	25 July 98
underway replenishment fuel delivery	27 July 98
transit Virgin Passage (Puerto Rico)	27 July 98
underway replenishment fuel / cargo	30 July 98
transit Virgin Passage (Puerto Rico)	30 July 98
anchored St. Thomas	02 August 98
underway replenishment fuel / cargo	07 August 98
SAR exercise / man overboard	07 August 98
man overboard (actual)	07 August 98
underway replenishment fuel	08 August 98
man overboard/SAR (plane in the water)	08 August 98
transit Virgin Passage (Puerto Rico)	12 August 98
underway replenishment fuel / cargo	13 August 98
underway replenishment weapons	14 August 98
underway replenishment fuel	22 September 98
underway replenishment fuel / cargo	28 September 98
underway replenishment fuel	04 October 98
underway replenishment fuel delivery	07 November 98
underway replenishment fuel	08 November 98
man overboard (mishap)	08 November 98

transit Straits of Gibraltar	14 November 98
underway replenishment cargo	16 November 98
anchored Port Said	18 November 98
transit Suez Canal	19 November 98
transit Red Sea	20 November 98
transit Gulf of Aden	21 November 98
transit Straits of Babel Mandeb	21 November 98
transit Gulf of Oman / Strait of Hormuz	23 November 98
underway replenishment fuel / weapons	28 November 98
underway replenishment fuel	10 December 98
underway replenishment fuel / cargo	13 December 98
underway replenishment fuel/cargo/ammo	22 December 98
transit Gulf of Oman / Strait of Hormuz	24 December 98
transit Straits of Babel Mandeb	28 December 98
transit the Red Sea	29 December 98

Afloat Training Group Senior Inspector comments

“ENTERPRISE’s STT organization and team performance is the example for other carriers to emulate. During TSTA III/FEP STT conducted in-depth briefs for anchoring, man overboard, and underway replenishment. Operational Risk Management are inclusive, accurate and are briefed to cover all contingencies. STT is heavily involved in the day to day operation of all seamanship evaluations.”

DENTAL DEPARTMENT

During February, traditionally recognized as National Dental Health Month, department personnel actively participated in preventive dentistry education seminars at six local elementary schools. Preventive dentistry lectures were given to over 1,035 students at the following elementary schools: Green Run, John Marshall, Bayside Presbyterian, Tallwood, Ingleside, and Bethel Manor.

In April the department hosted Navy and Air Force residents from the Advanced Education in General Dentistry programs at Norfolk and Langley AFB. Following a tour of the ship, the residents presented case studies completed during their training program. This exchange provided significant operational training for the dental residents as well as professional continuing dental education for the dental officers on ENTERPRISE.

CDR [REDACTED] relieved CDR [REDACTED] as the Dental Department Head while underway for COMTUEX in July. CDR [REDACTED] reported from duty as Officer in Charge, Branch Dental Clinic, Guam. CDR [REDACTED] detached for duty as Branch Clinic Director, Corry Station.

The annual dental examination / dental recall process was modified to facilitate providing the examination during each patient’s birth month. This effort dramatically improved compliance and patient awareness of when their annual examination would be due. The ENTERPRISE Dental Department became the first underway dental department to implement the updated Dental Management Information System (DENMIS) 4.0. In addition to being Y2K compliant, this Windows based program simplified entries in to the patient treatment needs database, enhanced flexibility in generating monthly customer reports and included a centralized appointment system.

Throughout the first two months of Mediterranean Sea and Arabian Gulf operations, over 2,250 patients were treated; this included 1,149 annual dental examinations. The adjusted dollar value of the comprehensive dental treatment provided during the first two months of the deployment was in excess of \$316,000. The Operational Dental Readiness at the end of December for ENTERPRISE personnel was 95 percent. The Operational Dental Readiness for Carrier Air Wing Three personnel was 92 percent.

ENGINEERING DEPARTMENT

A-Division

EA01 – Hydraulic Shop

- Replaced B&A Crane main wire hydraulic motor.
- Replaced flexible hoses and high pressure hose clamps on #1 and #7 Replenishment at sea winches.
- Upgraded #7 RAS winch to permit fuel transfer to other ships.
- Replaced #7 Capstan mechanical seal assembly
- Overhauled #2 Steering Port Unit stroke control tower.
- Repaired #3 Steering Stbd unit replenishment relief valve.
- Replaced brake pads and pressure plate on #2 Stores Conveyor.
- Replaced Loader Trays on #5 Conveyor.
- Weight tested vertical Stores Conveyors 1 through 5.
- Groomed and weight tested 3000# Cargo Elevator.
- Replaced wire ropes and weight tested #1 Pilot's Elevator.
- Weight tested and Certified Bridge and Travel Crane.
- Weight tested and Certified Boat and Aircraft Crane.
- Weight tested and Certified Island Elevator.
- Replaced counterweight wire rope on Aft Dumbwaiter.
- Refurbished and restored #1 - #4 Aircraft Elevator locks.
- Replaced broken shaft and freed stuck locks on #1 Aircraft Elevator.
- Manufactured and replaced Servo Motor gearbox shaft for #2 Aircraft Elevator.
- Replaced forward thrust roller on #2 Aircraft Elevator platform.
- Adjusted Manual Operation Gearbox on #3 Aircraft Elevator.
- Overhauled Stanchions on #2 and #3 Aircraft Elevators.
- Repaired seized locks on #4 Aircraft Elevator.
- Replaced group #12 Stanchion reduction gear assembly on #4 Aircraft Elevator.
- Replaced #6 Vickers Hydraulic Pump auto/manual stroke handle.
- Repaired #12 Vickers Compensator Assembly.
- Replaced Group #1 Stanchion reduction gear assembly on #1 Aircraft Elevator.
- Tested and set all Aircraft Elevator Relief Valves.
- Tensioned all Aircraft Elevator cables.

EA02 – Steam and Heat Shop

- Responded to over 700 trouble calls to maintain crew habitability.
- Installed Service Steam Drain sample lines throughout the ship to improve reliability.

- Performed 8 emergent repairs to Service Steam System piping following ruptures in the system.
- Replaced all overboard steam drain valves allowing recovery of all drains.
- Replaced 6 feet of pipe in the Potable Water Main to repair rupture.
- Replaced 12 hot water heater circulation pumps.
- Removed and replaced heating coils for 2 hot water heaters.
- Braze repaired heating coils for 2 hot water heaters.
- Repaired 5 CXT Valves for hot water heaters.
- Replaced 3 garbage grinder motors and 1 garbage grinder.
- Performed repairs and maintained Solid Waste Plants
- Repaired 5 laundry heater coils.
- Replaced 2 Laundry washer brakes.
- Manufactured and replaced new shaft for Laundry Press.

EA03 – Air Conditioning and Refrigeration Shop

- Overhauled # 4 A/C salt water pump.
- Overhauled # 3 A/C salt water pump.
- Replaced mechanical seal on 1,2,3 & 4 reefer s/w pump.
- Overhauled # 16 300 ton A/C compressor.
- Overhauled # 2 363 ton A/C compressor.
- Overhauled # 1 363 ton A/C compressor.
- Replaced bearings on # 3 chill water pump.
- Replaced TCV on # 1 and # 2 reefer compressor.
- Replaced coupling on # 4 chill water pump.
- Replaced coupling on # 1 A/C salt water pump.
- Replaced package A/C unit in central control.
- Replaced WRV on bosn's locker package A/C.
- Replaced compressor on package A/C 03-256-4-q.
- Replaced WRV on ESO package A/C.
- Replaced 10 water coolers.
- Installed cooling coil in S-8 fanroom.
- Replaced numerous solenoid coils on reefer circuits.
- Assisted shipyard in cooling coil replacement zone 5 & 10.
- Assisted EQOL in installing numerous bulk ice machines.
- Replaced 8" gate valve for # 4 A/C fire main back up.
- Overhauled 8" butterfly valve # 4 A/C fire main back up.
- Spent numerous hours setting superheat chill & freeze circuits.
- Installed numerous condensing units in galley gear.
- Lock ringed cooling coil in HS-7 workspace 03-138-10-1.
- Lock ringed flat package A/C unit, G-5, 01-106-2
- Replaced numerous cage assemblies in TXVs.
- Replaced numerous dehydrator cartridges.
- Replaced various flow restrictors in cooling coil lines.
- Replaced various solenoids on cooling coils.
- Replaced compressor on security dispatch package A/C.
- Repaired check valve in # 4 A/C discharge line.
- Replaced check valve in # 3 reefer salt water line.
- Replaced various wog valves on A/C expansion tanks.

- Repaired leak in firemain pipe 5 & 6 A/C space.
- Lock ringed cooling coil in Reactor Tool Issue room, 3-235-5-a.

EA04-Boat Shop

- Maintained all Emergency Diesel Generators and Small Boats in a high state of readiness.
- Replaced mechanical seals on # 12 and 15 fire pumps.
- Replaced Hot Start System on # 1 EDG.
- Repaired lube oil piping on # 3 EDG Hot Start System.
- Removed and replaced saltwater pump vent piping on # 1 EDG.
- Installed orifice plates on all 4 EDGs.
- Replaced 6 cylinder pyrometers on # 1 and # 3 EDGs.
- Replaced pump seal on # 3 EDG Hot Start System.
- Replaced Bilge Pumps on 2 Utility Boats.
- Installed Tank Level Indicators (TLI) on all 4 EDG Lube Oil Storage Tanks.
- Conducted rigorous small boat training for boat engineers.
- Preserved all shop spaces.

EA05 – Machine Shop

- Assisted in a myriad of ship wide repair efforts completing over 2200 jobs ranging from the machining of simple bushings to the design, manufacture, machining and installation of pump and motor shafts.
- Machined over 300 steam plant valves using base metal repair and providing phonographic finish techniques to restore the valves to specification.
- Manufactured and machined from raw materials 4 temperature probe drywells for the distilling units.
- Machined end bells for 5 motors while at sea including the manufacture of new sleeves and press fitting the sleeves into the end bells.
- Designed and manufactured a Retaining Ring Bushing Assembly for the ship's Pit Sword.
- Teamed with Air Department and the Air Wing to manufacture a Main Landing Gear Retractor Assembly, an F110 Fuel Adaptor and over 50 critical dimension bushings for aircraft.
- Manufactured a new shaft and performed installation and alignment of the Servo Motor Assembly following a casualty to Number Two Aircraft Elevator during flight operations.
- Manufactured 75 backing rings and 4 to 1 taper reducers for steam cut piping repairs to propulsion and catapult steam systems.
- Performed the manufacture and machining to critical dimensions for parts to repair 27 propulsion plant pumps, electric and turbine driven.
- Manufactured 6 pump shafts from ship's drawings.
- Manufactured special tools to support the class B overhaul of #4 Standby Lube Oil Pump.
- Designed and manufactured improved ratchet operating mechanisms for Aircraft Elevator Locks and Stanchions.

EA06, 13, 16 – Cryogenics Shop

- Performed 5 emergent LP Air rupture repairs preventing interruption of service to ship.
- Replenished 15 yards of rock wool insulation in support of O2N2 plant repairs.
- Replaced 3 failed thermocouples on the forward and aft O2N2 Plants.

- Overhauled 11 High Pressure Air Dryer Valves.
- Removed and replaced failed sea water overboard check valve for aft O2N2 Plant.
- Replaced # 6 High Pressure Air Compressor motor.
- Preserved forward and aft plants.

EAO8- Catapult Shop

- Completed 18 month cleaning and inspection (AIRLANT Boiler inspector) on #1 and #4 accumulators. (internal and external)
- Replaced the sight glass on 16 of 16 sight glasses for #1, 2, 3, 4 accumulators.
- Completed replacement of CAS-V060-1. (drain valve for the fwd/aft cross connects)
- Re packed overboard expansion joints for #3 & 4 catapults.
- Performed base metal repairs on six steam cut trough drain orifice flanges.
- Repaired Main Steam leak on low point drain #1 catapult. (lower void)
- Repaired overboard leak on #1 catapult. (scab patch)
- Modified all four catapult accumulator relief valves by installing a bellows assembly to facilitate test lifting the valves in place vice removing from the system.

E-1 Division

EE21 Support Shop

- Expertly rigged temporary power for support of major shipwide events such as:
 Caroline's Spine musical concert.
 All stars game reception with the Norfolk Tides.
 Provided power for President George Bush's visit to the ship.
 Provided power for Hootie and the Blowfish musical concert.
 Provided power for Mary Chapin Carpenter and Carole King concert.
- Answered and repaired over 5,400 trouble calls and 500 2K's from various departments.
- Completed that the following jobs which improved the quality of life on board:
 Installed and re-wired lights in all four serving lines for the ship's NEY inspection.
 Installed and re-wired lights for the ship's Personnel Office enabling better customer service.
 Wired in eight circuits to support 24 new computers in the ship's library to upgrade customer services for e-mail availability – a major morale booster during deployment.
 Installed new transformer and power supply panels to power all treadmills in the ship's gym.
 Installed the new sterilizer in the ship's Medical Department, along with re-wiring their DCPO shop.
- Electrically overhauled three spaces due to major shipboard fires.
- Refurbished load centers 11, 21, and 22. Additionally, supported load center 11 switchboard modification that enabled installation of a new manual bus transfer device.
- Supported the shipyard in installing feeders and mains for the IT-21 computer system.
- Completed five of eight zones of the ship's receptacle modification to reduce overloading of the ship's lighting circuits. It also separates lighting and receptacle circuits to prevent simultaneous loss on overload.
- Provided power to Seal Team trailer while stationed on board.
- Re-wired all rack lights for Master Chief berthing.

EE02 Power Shop

- Replaced seven outdated fire pump MBT's with ABT's.
- Assisted EQOL team in the replacement of the forward and aft galley supply and exhaust ventilation controllers, and several electrical components in the Gaylord washdown system to vastly improve system reliability.
- Successfully relocated rotor balancing machine from the MR shop to the Vibration Analysis Shop.
- Repaired #4 JBD firemain valve open/close indicator lights.
- Performed emergency repairs to #1, 2, 4, and 16 A/C Unit controllers.
- Accomplished over 500 ventilation and fire pump motor trouble calls. This included replacing thermistors, solenoids and control switches.
- Rewound over 25 ventilation motors and reconditioned 15 others. This included complete disassembly of motors, drying, changing and lubricating bearings.
- Assisted NAVSEA in the installation of new motor controllers for Station No. 3 RAS winch and saddle winches.
- Repaired degraded wiring in several capstan controllers for enhanced line handling capability.
- Replaced 150 feet of cable to restore the air conditioning to the SPN-41 radar. This cable was damaged from a fire in the incinerator room.
- Replaced burnout oven's exhaust vent motor controller contactor.
- Reconditioned three SSTG amplidynes.
- Assisted NAVSEA CAP team in assessing and making minor repairs to numerous shipboard 440 VAC electrical systems. This included assessments of electrical wiring, changing light bulbs, fuse replacements, making mechanical adjustments, and replacing control limit switches.
- Spent numerous hours troubleshooting and repairing the firemain control and valve position indicating system. This required installing new micro switches, adjusting limit switch cams, replacing switch actuator arms and switch mounting hardware.
- Assisted shipyard in relocating the RHIB boat davit controller. Controller circuit cards were replaced three times – including coordinating with Combat Systems department for a micro miniature repair.
- Ripped out electrical cables and removed motor controller for retired station No. 5 RAS winch. Refurbished/restored 450 volt electrical system in two spaces damaged by fire – including distribution panels and the local air conditioning unit.

EE11 Battery Locker

- Replaced solenoid operated pilot valve in No. 2, 3, 5, 11, and 15 HCAFFF stations.
- Replaced cables in No. 4 HCAFFF station.
- Repaired an electrical fault in the master primary flight HCAFFF control panel that disabled all automatic operation of the HCAFFF system from the remote push button stations in less than 15 hours restoring vital equipment for safety of flight operations.
- Replaced RTD in No. 1, 2, 3, and 4 forward plastic waste processing units.
- Replaced RTD in No. 1, 2, 3, 5, and 6 aft plastic waste processing units.
- Replaced the solenoid in No. 2 and No. 4 plastic waste processing units.
- Replaced the PLC module in No. 3 and No. 5 plastic waste processing units.
- Replaced over-temperature sensor and emergencies switch in No. 4 plastic waste processing.

- Assisted technical representative in the brake replacement on No. 1 and 2 plastic waste processing units.
- Replaced aft starboard scullery garbage grinder motor.
- Replaced aft galley garbage grinder breaker.
- Replaced Wardroom Number 2 garbage grater safety switch.
- Replaced alternators, starters, and batteries in several liberty boats.
- Rebuilt and replaced starters in both RHIB boats.
- Repaired two laundry dryers by PLC card replacement.
- Received and completed approximately 985 trouble calls on plastic waste processing units, galley, laundry, boat, and HCAFFF equipment. Currently all plastic waste processing units and all laundry equipment except for 1 washer have been fully operational for over one-third of the deployment.

E-2 Division

EE07 Central Announcing/Sound Powered Telephone Shop

- Assisted CEMAT in the groom of the 4JG1, 4JG2, and 4JG3 sound powered circuits which consist of more than 120 stations.
- Verified proper connection of the entire 5 MC system, removing approximately 15 unauthorized low power speakers connected to the high power output.
- Tested all 84 flight deck 5 MC speakers and made repairs as necessary. Made adjustments to the 5MC Amplifier System bringing it up to specifications improving the safety of flight deck personnel.
- Installed 2 additional 6 MC ship to ship speakers which required running approximately 200 feet of cable. 6 MC speakers fully operational for first time in 10 years and greatly improve safety during underway replenishments.
- Replaced 5 "1 MC" speakers and 600 feet of cable in spaces damaged by two major fires.
- Installed local 1MC speaker cutout switches for Deck House 3 and fantail to eliminate feedback when those stations are used.
- Assisted CEMAT in the complete groom of the ships 1 MC system including isolating and repairing 18 grounded speaker strings, and overhauling two main connection boxes on the 03 level.
- Replaced over 250 feet of cable from the 03 level to Central Control effecting repairs to the 11JZ sound powered circuit.
- Overhauled the X50J (AFFF control) sound powered circuit – removing over 50 ground, short circuits, and other electrical faults in the system.

EE06 Navigation Shop

- Overhauled the ships dead reckoning analyzer indicator, removing seven different faults and dramatically improved system reliability.
- Replace Meridian Gyro in the ships FWD Mk 19 Mod 3F Gyrocompass. Replaced 1 Type I Amplifier due to fire damage in the control cabinet, and 5 Type I Amplifiers due to amp failure in cabinet.
- Assisted FTSC/LANT in the groom of the FWD and AFT Gyrocompass.
- Replaced the Meridian Gyro in the ship's AFT MK 19 MOD 3F Gyrocompass. Replaced latitude computer in the control cabinet. Replaced 5 Type I amplifiers and the Meridian Accelerometer Amplifier in control cabinet.

- Ship was test platform for the WSN-7 ring-laser gyro navigation system.
- Assisted FTSC/LANT in groom of the forward and aft Synchro Signal Amplifiers.
- Performed repairs to 3 Synchro Signal Amplifiers in the island associated with ship's radars for Combat Systems Department
- Assisted SIMA Norfolk with the water borne replacement of the underwater log seawater isolation valve.
- Replaced underwater log rodmeter. Conducted electromagnetic log voltage simulator box alignment of the indicator transmitter.
- Performed a complex underway repair to the Wind Measuring and Indication System to ensure signal continuity and availability of all three WMIS systems.

EE08 Alarm and Warning Shop

- Assisted CEMAT in groom of circuit VS – system was improved from 15% operational to 75% operational – this involved correcting nearly 100 wiring deficiencies and 350 other material problems.
- Replaced 6 Foxboro halocarbon detectors with Chillgard detector units. Installed 2 Foxboro halocarbon detectors in previously unguarded spaces. These repairs corrected a major safety deficiency noted by Naval Safety Center inspection team and improved safety in all air conditioning and reefer spaces.
- Accomplished realignment of the vital space door alarm circuit DL.
- Assisted CEMAT in groom of tank level indication system.
- Replaced temperature detectors and door switches in fire damaged space. Replaced 500 feet of cable damaged due to fire in the incinerator room.
- Corrected approximately 95 other alarm deficiencies on the F, FD, and HF circuits.

E-3 Division

EE04 Electrical Distribution Shop

- Performed relay replacement upgrade in LC 41, 44, 47, 51, 52, 57, ABTs – vastly improving system reliability.
- Load Center automatic bus transfer circuit breaker closing relay modifications.
- Rigged in and out, performed rewind, and replaced bearings on 4B MFBP.
- Replaced No. 5 Brine pump motor bearings.
- Rewound No. 4 Elliot motor.
- Repaired grounded Degaussing F coil damaged in fire. Degaussing system passed 10 consecutive range runs (more than any other time in recent ship's history) and received zero deficiencies during Weapon's departments Mine Readiness Certification Inspection.
- Rigged in and out, and refurbished No. 5 SSTG amplidyne.
- Rigged in and out, and refurbished No. 4 SSTG amplidyne.
- Replaced bearings No. 4 SSTG circulating water pump motor.
- Stoned 4 SSTG amplidyne commutator in less than 24 hours.
- Performed depot level repair of 7 SSTG field connection – by refastening one of the winding poles back on the rotor.
- Repaired 3 SFMG frequency regulator by replacing "vernier" resistor bank.
- Replaced 3 E-board ABT relays.
- Repaired all four shaft torsion meters – performing in place calibration of all units.
- Repaired 5 SSTG output breaker.

- Replaced bearings on 3C MFBP.
- Repaired 8 SSTG output breaker closing coil spring assembly.
- Repaired OWWS solenoid control valve.
- Replaced LC 51 lockout coil.
- Repaired OWWS torque valves.
- Replaced No. 2 E-BD power supply selector switch.
- Stoned 5 SSTG slip rings.
- Repaired 2 SFMG voltage regulator by replacement of a regulator circuit card.
- Performed over 1600 Motor Vibration Analysis sound tests throughout the ship. This has identified impending failure of nearly 30 pump and motors – enabling timely repairs. Program evaluated as best in the fleet by Puget Sound Naval Shipyard DLI test engineers.
- Repaired 3 DFT TLI.
- Class B overhauled Number 1 Reboiler Feed Pump motor.
- Repaired 3SW-V3 motor controller and valve position indication.
- Replaced 1 SSTG Generator run relay in the 1S switchboard.
- Performed VS circuit repairs.
- Replaced of Load Center 52 bridge rectifier in the 52C circuit breaker – restoring ABT to operation.
- Repaired 5 SSTG temp indication.
- Repaired reboiler valve position indications.
- Repaired shore power individual breaker.
- Repaired load center 47 after class C fire – including relay overhaul and replacement.
- Supported 4S modification to provide alternate power supply to LC 11.
- Repaired numerous benchboard and EPSUP disagreement breaker light indications.
- Rigged in and replaced Number 3 potable water pump motor.
- Performed multiple repairs to 5&6 potable water pump motor controller including multiple relay replacements.
- Rigged in and out, performed rewind, and replaced bearings on 2C Main Condensate Pump.

E4 Division

EE19 Aviation Support Shop

- Removed and replaced damaged main power cables for No. 1, 3, and 4 deck edge elevator – doors.
- Removed and repaired thruster motors for No. 2 deck edge door and divisional hangar bay door.
- Assisted WESU in the grooming of No. 1, 2, 3, and 4 aircraft elevators and deck edge doors, correcting over 160 discrepancies.
- Replaced elevator horns on No. 1, 2, and 4 aircraft elevators.
- Replaced bearings on No. 16 and 17 JP5 de-fueling and re-fueling pump and No. 8 stripping pump.
- Replaced bearings on No. 6 HPAC motor after rigging motor and for complete motor rewind.
- Assisted WESU in the grooming of No. 1, 2, 3, 4, 5, and 6 stores conveyors.
- Removed and replaced the main control switches for the bi-rail hoist controller.
- Overhauled 8 AEES disconnect switches.
- Assisted FTSC/LANT in grooming the island elevator controls.
- Replaced 25 AEES cables.
- Replaced main contactor assembly for No. 1 and 2 pilot elevators.

- Installed SOX lighting system in the jet shop.
- Repaired 2 400 Hertz ABT's, circuit cards, and latching coils.
- Repaired AIMD test cell refueling pump – included rigging out unit, performing complete motor rewind and bearing replacement.

EE09 Flight Deck Lighting

- Repaired No. 2 catapult suspend system.
- Replaced No. 1 elevator SOX light.
- Repaired O-10 level bridge ABT contact assemblies.
- Repaired SOX lighting relay panel.
- Replaced several push button switches in the Pri-Fly lighting panel.
- Repaired O-11 ventilation heater.
- Assisted in the replacement of the centerline light fixture.
- Replaced the port running light several times.
- Numerous repairs and replacements of window wiper controls and drive units.
- Continuous 65 light repairs and replacements.
- Repaired 15 waterline security outlets.
- Numerous catwalk outlet repairs.
- Repaired the aft rotary beacon set.
- Repaired 4 bow surface coaming lights.
- Repaired flight deck lighting motor driven autotransformers.
- Continuous replacement and repair of centerline, deck edge, and safe parking flight deck lights.

E-5 Division

EE20 Electrical Safety and Tool Issue

- Established the tool issue operator/electrical safety inspector training program for personnel of engineering tool issue and four satellite tool rooms.
- A complete evaluation of rehab requirements for 2 fire damaged spaces and coordinated repairs made to these spaces. Identified, tagged, and categorized 95 fire damaged cables – including cost estimate.
- Cleared 200 trouble calls on dead ended cables resulting in removing more than 3,000 feet of dead ended cable from the ship's cable ways.
- Corrected more than 2000 electrical safety violations and hazards – vastly improving ship's electrical safety program – receiving accolades during Naval Safety Center inspections.

EE40 E-Division Damage Control

- Corrected more than 500 yoke and zebra discrepancies. Greatly contributed to grade of 'outstanding' during ship's final evaluation period.
- Updated and verified 88 compartment check off lists correct for posting.
- Installed new 3M photoluminescent markings in all E-Division spaces.
- Replaced the decking with PRC in a major second deck passageway.
- Repaired numerous battle lanterns and replaced missing fire extinguishers – improving divisional DC readiness.

- Implemented actual use of casualty power during last 3 consecutive quarters for first time in ship's history. Restored vital power to panel 03-10-1 after a major fire to meet ship's operational needs.

Machinery Division

EM11 No. 1 Main Machinery Room

- Completed BMR and replace 1MS-V6 silver seal.
- Class B overhauled 1B Main Condensate Pump (MCP).
- Replaced No. 6 Turbine Driven Fire Pump (TDFP) governor throttle valve stem.
- Class B overhaul of No. 6 TDFP.
- Completed BMR 1MS-V49 No. 6 TDFP root valve.
- Cut out and replaced: 1DD-V881, 1DD-V883 for TDFP, 1DD-V724 for 1 Main Circ Water Pump (MCWP).
- Assisted refurbished/re-seated of No. 1 Deaerating Feed Tank (DFT) relief valve 1AE-V20.
- Completed tube repairs to No. 1 Main Condenser.

EM22 No. 2 Main Machinery Room

- Rebuilt No. 10 TDFP rear bearing housing.
- Overhauled No. 10 TDFP.
- Repaired steam leak in No. 3 Catapult drains in 2 RAR.
- Assisted refurbished/reseated 2 DFT relief valve 2AE-V20.
- Overhauled A, B, and C Main Feed Pump (MFP) CERV valves.
- Overhauled B MFP and Turbine.
- Overhauled 2C MFBP.
- Overhauled No. 7 SSTG condensate pump.
- Replaced leaking pipe on No. 7 SSTG.
- Repaired No. 7 SSTG condenser strainer D/P cell gage line.
- Repaired No. 2 MCWP governor valve.
- Repaired No. 2 Stand-BY Lube Oil Pump (SLOP) governor valve.
- Completed tube repair to No. 2 Main Condenser.
- Overhauled Reduced Pressure Steam reducing valve.
- Repaired 2MS-V7, Guardian Valve, drain line.
- Replaced 2MS-V20, 2B MFP throttle valve.
- Repaired 2 A, B and C MFP, SLOP and No. 10 TDFP lube oil coolers.
- Replaced 2RS-V15, Reduced Pressure Steam cross connect valve.
- Replaced bellows and lapped 2AE-V13, AE relief valve.
- Replaced 2RS-V1 bellows, Reduced Pressure Steam relief valve.
- Repaired 2BF-V83, High Pressure Feed Heater relief valve.
- Repaired Main Condenser strainer D/P cell gage line.
- Repaired No. 2 Bilge and Stripping pump.
- Replaced Emergency Lube Oil Pump (ELOP) mechanical seals.
- Replaced SLOP mechanical seals.
- Repaired 2AE-V19 flanges.
- Painted and Preserved all 2 plant shaft alleys.

EM23 No. 3 Main Machinery Room

- Replaced No. 8 SSTG Condensate Pump gland follower nuts.
- Assisted refurbished/reseated DFT relief valve 3AE-V20.
- Replaced gears on 3SW-V6 limitorque.
- Class B overhaul No.3 AMCW Pump.
- Replaced Firemain Augmentor.
- Replaced AMCW relief valve.
- Completed Class B overhaul of No. 3 MCP.
- Replaced 8" level I main steam pipe to No 11 TDFP.
- Replaced 3RB-V25.
- Replaced flanges on 3MS-GA17 for MCWP.
- Replaced flanges to main steam air ejectors.
- Repacked High and Low Pressure Turbine Distant Pieces.
- Replaced diaphragm on 75# unloader.
- Replaced 3SD-V525.
- Rebuilt 150 psi laundry reducer.
- Repaired No. 3 MCWP governor.
- Replaced 3MS-V19 B/P.
- Replaced 3MS-V16 B/P.
- Replaced MFP moisture separator reducers.
- Repaired Thermal Recirc Valve line.
- Replaced piping to AGECE.
- Replaced 3SD-V535.
- Replaced 3DD-V783.
- Replaced gland followers on 3A MFBP.

EM14 No. 4 Main Machinery Room

- Overhauled 4 MCWP governor.
- Repaired 4 ELOP.
- Replaced failed bearings 4 SLOP.
- Overhauled 4 Lube Oil Purifier (LOP).
- Replaced 4A, B and C MFP oil seals.
- Completed BMR 4C MFP elbow (Level I repair).
- Completed tube and seawater head repairs to No. 4 Main Condenser.
- Assisted refurbished/re-seated DFT relief valve 4AE-V20.
- Repaired 4A PNAC SW cooler piping.

EM31 No. 1 Auxiliary Machinery Room

- Troubleshoot and repaired a fault in 5 DU condensate return, 5DS-V471 , that contributed to and excessive Reserve Feed make up rate.
- Replaced 5 DU Feed Heater Drain Pump bearings.
- Overhauled 1, 2 and 5 Ameroyal Pumps.
- Replaced suction valves on third, fourth, fifth and sixth stage of No. 1
- Plugged leaking tubes on No. 4 Elliot Low Pressure Air Compressor.
- Replaced No. 3 Potable Water Pump.
- Replaced No. 18 Fire Pump suction piping.
- Replaced No. 2 SSTG CWP suction piping.

- Isolated and repaired various Auxiliary Exhaust piping leaks.
- Replaced No. 2 DU Feed Heater Regulator Valve elbow.
- Replace a "T" connection on the condensate main.
- Changed resign on 1AA Demineralizer.
- Overhauled all DU dump valves.
- Overhauled No. 2 SSTG gland seal regulator.
- Mechanically cleaned 1 and 2 DU.
- Plugged leaking tubes on No. 1 and 2 DU feed Heater.
- Plugged tubes on No. 1 DU.
- Cleaned and hydro'd No. 5 DU feed heater.
- Overhauled 1 and 2 HPAC.
- Replaced bearing on No. 5 DU feed heater drain pump.
- Repaired mechanism on No. 2 Cat riser.
- Plugged leaky tubes on No. 5 DU air ejector condenser.
- Replace both STAR LPAC with new LEROI LPAC>
- Replaced demister pads on 1 and 2 DU.
- Replaced No. 1 distillate dump pump and circuitry to pump down distillate dump tank automatically.

EM32 No. 2 Auxiliary Machinery Room

- Rebuilt the remote Reboiler isolation valve 2A-MS-V447, gearbox.
- Completed Installation of No. 1 and 2 Oily Water Waste Systems (OWW).
- Overhauled No. 5 and 6 SSTG Condensate Pump.
- Repaired steam leaks on Reboiler Condenser
- Repaired No. 5 Elliot LPAC cooler.
- Overhauled 1 and 2 Reboiler feed pump.
- Replace coupling and aligned No. 5 SSTG Amplidyne.
- Replaced No. 5 SSTG turbine journal and thrust bearing.
- Installed new Distillate Dump Pump.
- Overhauled No. 4 DU feed heater drain pump.
- Replace STAR LPAC with LEROI LPAC.
- Class B overhaul of No. 5 Elliot LPAC.
- Rebuilt No. 5 Elliot LPAC Hagan air relay sender.
- Replaced centerline eductor.
- Overhauled No. 5 and 6 potable water pump.
- Replace No. 5 SSTG labyrinth seals.
- Descaled and replace demister pads on No. 3 and 4 DU.
- Replaced No. 3 and 4 Ameroyal pumps.
- Repaired Reboiler steam reducer.
- Repaired Reboiler feed and drain tank make up valve.
- Plugged 19 tubes in No. 4 DU air ejector condenser.
- Replaced 2A-MS-V201-1, Main steam bulkhead isolation valve bypass.
- Completed BMR of No. 5 SSTG Main Steam gage flange.
- Completed BMR of No. 5 SSTG air ejector nozzle flange.
- Completed BMR to air ejector cutout vale to No. 3 DU.
- Replaced 2A-RS-V202, 150 psi Steam bulkhead isolation valve.
- Completed descaling of the Reboiler.
- Overhauled No. 1 OWS transfer pump.

EMO7 Machinery Division Technical Work Center

- Wrote the operating instruction for the OWW system.
- Revised the Lube Oil Quality Management Instruction.
- Identified a contractor to rubbish DFT relief valves when a CASREP and manufacturing lag time would not support underway.
- Revised the Carbon Steel Inspection Instruction.
- Identified Bearing replacements for 5 DU feed Heater drain pump with a bearing of different ID by sleaving the shaft and enabling restoration of the DU.
- Revised the Machinery Division Qualification Program.
- Revised all divisional logs.
- Established Standardized FWP's.
- Provided Planning and logistics for more than 1000 work tasks.
- Initiated Ship Alterations for updating the SSTG LO system, AE, MS remote air operated cross connect valves.

Repair Division

Shipfitter/Weld Shop

- Completed 27 Formal Work Packages
- Completed 65 Controlled Work Packages
- Completed over 400 2Kilos.
- Assisted contractor personnel in IT21 installation. Ship's force completed bulkhead penetrations to guarantee quality and ensure watertight integrity.
- Repair Division installed a significant portion of a highly complex modification to the ship's 110VAC-receptacle distribution system. This modification splits the lighting and receptacle circuits and significantly expands the ship power distribution capacity. Hundreds of receptacles have been installed in spaces to accommodate additional equipment and the power supply needs of the new IT-21 integrated computer network distribution system.
- Using specially trained craftsmen and work procedure planners, ENTERPRISE completed welding repairs to seventeen nuclear systems, remaining the only aircraft carrier afloat with nuclear welding capabilities.
- Segregated existing single sex head facility by adding false bulkhead and joiner door to support mixed crew while awaiting future planned gender modifications.
- Completed repairs to #11 fire pump which included radiographic inspection. This is the only repair of it's kind completed entirely by ship's force personnel. Completed ahead of schedule with zero rework allowing ENTERPRISE to have all steam driven fire pumps available during *Operation Desert Fox*.
- Replaced 2C main feed pump root valve (2MS-V20). All welding and required radiographic inspections completed ahead of schedule allowing ENTERPRISE to meet all underway commitments on time.
- As the Battle Force IMA, Repair Division welders completed emergency fly away to BELLEAU WOOD (LHA-7). The weld shop performed a base metal repair to the #2 600LB boiler economizer tube restoring maximum propulsion capability while underway.
- Completed emergency repairs to #1 catapult steam drain. Working through the night, Repair Division welders restored #1 catapult, allowing ENTERPRISE to maintain it's high tempo schedule during JTFEX.

- Performed base metal repairs to numerous Level 1 flanges and valve bonnets saving thousands of dollars.
- Cut out and replaced two 2 ½" – 2" reducers and 2" globe valve for 1MS-V29. This repair completed in 12 hours while in port Jebel Ali, UAE allowed ENTERPRISE to get underway on time in support of *Operation Desert Fox*.

EXECUTIVE DEPARTMENT

Executive Department started 1998 preparing for numerous at sea Carrier Qualification periods, exercises, and the 1998/1999 Mediterranean/Arabian Gulf deployment. The divisions of the Executive Department planned and executed myriad events impacting personnel movements, awards processing, security issues, public relations, advancement opportunities, and the crew's morale. LCDR [REDACTED] relieved LCDR [REDACTED] as Admin Officer in July 1998.

Afloat Training Group Personnel Admin Training (PATG) Assist Visit (6-10 April) provided training on administrative procedures in Personnel, Legal, and Disbursing. A thorough review was conducted of current practices and recommendations were given to better serve the crew and improve the accuracy of our recorded documents.

The responsibility for the preparation and tracking of all NAPERS 1070/606's (Record of Unauthorized Absence), NAVPERS 1070/607's (Court Memorandum – NJP results), and inputs to Disbursing to effect pay procedures was transferred to the Legal Department.

Morale, Welfare and Recreation (MWR) Division and accountable equipment were transferred to the Executive Department from the Training Department in May 1998. The new X-6 Division's mission is to provide MWR services to the crew and maintain physical fitness equipment in three gyms.

Division Officer Turnovers. ENS [REDACTED] relieved CWO2 [REDACTED] as Security Officer (X-3 Division Officer) in January 1998. LT [REDACTED] relieved LCDR [REDACTED] as Public Affairs Officer (X-4 Division Officer) in July 1998. LT [REDACTED] relieved LCDR [REDACTED] as MWR Officer (X-6 Division Officer) in August 1998. CWO2 [REDACTED] relieved ENS [REDACTED] as Personnel Officer (X-1 Division Officer) in November 1998. ENS [REDACTED] relieved LTJG [REDACTED] as Ship's Secretary (X-2 Division Officer) in December 1998. ENS [REDACTED] relieved CWO2 [REDACTED] as Education Services Officer (X-5 Division Officer) in December 1998.

Personnel and Manpower Accounting (X-1)

- Implemented and put forth a comprehensive personnel arrivals/departures schedule for COMPTUEX, JFTEX, and Mediterranean/Arabian Gulf Deployment. Personnel Routing Instructions were appropriately reviewed and revised to ensure effective and accurate routing of inbound personnel to ENTERPRISE. Personnel departures received Port Call Instructions for return to CONUS, with transportation arranged as required to meet flight (such as, COD/VOD service, ASCOMED lift request).

- Placement of Beach Detachment PN at PSD NAS Norfolk positively impacted routing to ENTERPRISE. Beach Detachment PN primarily tasked to provide direct assistance to inbound arrivals/returns to ENTERPRISE during COMPTUEX, JFTEX, and other work-up cycle underway periods during 1998. Beach Detachment PN was critical to ensuring personnel who arrived without Port Call Instructions were expeditiously moved through transient pipeline and routed directly to ENTERPRISE.

- Provided effective and expeditious customer service to crew of more than 2,800. Successful conversion from *Joint Uniform Military Pay System* (JUMPS) to *Defense Joint*

Military Pay System (DJMS) in January 1998 ensured continuity of pay/personnel entitlements without mishap. Less than 2% error rate during the conversion.

- Effective management and review of personnel manpower/billeting requirements through use of *Enlisted Manning Inquiry Reports* (EMIRS) and *Personnel Management Reports* (PERSMARS) ensured ENTERPRISE manning at or above CINCLANTFLT expectations during work-up cycle for the Mediterranean/Arabian Gulf Deployment. Critical billets/NEC's were addressed and filled through PCS diverts, crossdecks, or TAD assist personnel prior to deployment.

- Enlisted Personnel Actions

- 2,402 (average) Enlisted Personnel Service Records Maintained
- 559 Permanent Change of Station (PCS) Transfers Executed
- 490 Separations/Discharges Performed
- 68 Fleet Reserve Transfers Processed
- 7,426 Leave Papers Processed
- 810 Active Duty Military Identification Cards Issued

- Enlisted Manning (E1-E9)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	2943	2943	2943	2943	2943	2943	2943	2943	2943	2943	2943	2943
NMP	2653	2640	2649	2653	2682	2673	2652	2653	2653	2653	2708	2708
COB	2320	2312	2310	2307	2386	2406	2415	2475	2454	2553	2437	2446

- Khaki Leadership (E7-E9)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	206	206	206	206	206	206	206	206	206	206	206	206
NMP	192	191	191	189	189	186	188	090	189	189	192	192
COB	195	196	191	193	196	188	203	204	197	194	197	196

- Command Information Program Manager

- ENTERPRISE continues a consistent upward trend with another assessment graded outstanding by COMNAVAIRLANT. The retention team has entered the 21st century by converting from the individual Career Information Management Program (CIPM) of each department to using the command COMPASS program, this ship-wide data base has put all department career counselors online with the career counselor, personnel accounting, and training petty officers. This has shown great dividends in the timely exchange of information, and prompt identification of all crew members needs. Additionally as one of the first ships to have the Job Assignment Selection System (JASS) the ship has installed at sea capability through the IT-21 Internet connection. This has worked extremely well for the crew with no interruption in detailing services anywhere the ship is located.

- ENTERPRISE continued high standards have maintained high levels of Career Information Program Management (CIPM) training. Current levels are 98.3% for supervisors (E-5/O-4) and 100% of our E-1/4 Sailors attends career information training during the course of their indoctrination course. Retention statistics for the year are:

	Eligible	Not Eligible	Reenlisted	Gross %	Net %
1st Term	401	166	151	26.6%	37.6%
2nd Term	65	8	39	53.4%	60.0%
Career	200	10	129	61.4%	64.5%

- During the first two months of deployment to the Arabian Gulf, 85 Sailors reenlisted onboard for over \$3,000,000 in tax-free Selective Reenlistment Bonus (SRB).

Ship's Office (X-2)

- Officer Personnel Actions

- 178 (average) Officer Service Records Maintained
- 67 Permanent Change of Station (PCS) Transfers Executed
- 13 Retirements Processed
- 14 Separations/Discharges Performed

- Awards Processed and/or Presented

Meritorious Service Medals	14
Navy & Marine Corps Commendation Medals	106
Flag Navy & Marine Corps Achievement Medals	200
Commanding Officer Navy & Marine Corps Achievement Medals	194
Flag Letters of Commendations	152
Commanding Officer Letters of Commendations	193

- Official Mail Expenditures

- \$28,812.61

- Print Shop

- Provided ENTERPRISE, attached Air Wing and embarked units with all of their printing and Laser engraving needs, which included engineering logs to pilot knee boards, change of command programs, ship's Plan of the Day, Family Grams and the ship's daily newspaper, technical manuals and various PQS booklets. The Print Shop produced over 1 million impressions per month. Total annual production run costs of \$46,440.

- Family Grams. Produced quarterly in port and monthly when deployed. Averages 18 to 22 sheets per Family Gram, with a production of 2600. Equates to 57,200 sheets per run or 12 cases of paper at an annual cost of \$6,192.
- Plan of the Days. Produced daily – 200 copies in port and 300 copies at sea – 3 or 4 pages, totally a minimum of 900-1000 sheets per day. Equates 30,000 sheets per run or 6 cases of paper per month at an annual cost of \$3,096.
- Green Sheets. Produced daily when at sea. Averages 360 sheets, 10,800 sheets per month at an annual cost of \$912.

- Air Plans. Produced daily when at sea. Averages 210 sheets, 18,900 sheets per month or 11 cases of paper at an annual cost of \$1,892.
- Big "E" News at Noon. Produced daily when at sea. Averages 3 to 4 pages, 700 copies or 2,100 sheets per day at an annual cost of \$6,364.
- Big "E" Shuttle. Produced daily when at sea. Averages 3 to 4 pages, 700 copies or 2,100 sheets per day at an annual cost of \$6,364.
- Early Bird. Produced daily when at sea. Averages 14 pages at 50 copies for 700 sheets daily, 21,000 sheets per month for an annual cost of \$2,064.
- Welcome Aboard Booklets. Printed for distribution at special functions, ship's tours and Sponsor Program packets. 5,000 copies printed when in port. 10,000 copies printed for use during foreign port visits. Average cost for production run is \$250.
- ESWS/EAWS PQS Books and Study Guides. Averages 90 sheets each and 500 copies of each book, for a total of 180,000 sheets of paper or 36 cases of paper. Average cost for production run is \$1,548.
- Knee Boards. Produced only when at sea. Averages 1,500 sheets per run at an annual cost of \$1,566.

Security Division (X-3)

- **Physical Security**

- Ship's Self Defense Force (SSDF). With the disestablishment of the ship's Marine Detachment, the Security Division assumed control of the SSDF. Since that time, over 21 independent Security Alert response plans have been written and implemented, covering some 30 alarmed spaces and duress situations. Additionally, to facilitate rapid and proper response procedures in all situations, a computer program known as the Security Alarm/Response Coordinator (SARC) was conceived, developed and implemented, utilizing manpower assets completely internal to the Security Division. Training of the SSDF was facilitated via live-action drills and ongoing classroom training showcased by 25 in-depth lectures and PowerPoint presentations.

- Ship's Surveillance System. The Security Division installed a \$25,000 surveillance system throughout the ship, with cameras in 30 different locations, each requiring an independent cable run. All cameras interact with a recording system that allows future viewing for security investigations.

- **Law Enforcement**

- **Patrol/Investigations**

- Processed 146 Incident/Complaint Reports.
- Pro-active preventive patrols in six zones throughout the ship provided a high sense of law enforcement presence.
- Through aggressive investigative techniques and close liaison with the Naval Criminal Investigative Service, investigations maintained a 70% solved case rate.
- Coordinated random Military Working Dog inspections.
- Provided armed brow sentries. Conducted personal baggage searches (100% too random) to prevent the compromise of the security posture.
- Completed over 120 fingerprint cards for command security clearances.

- Processed over 46 arrest warrants and subpoenas issued by local authorities.

- Crime Prevention. Operation ID Program was established to register personal property and to identify ownership of all personal equipment brought on-board ENTERPRISE. This program is set up to help identify stolen personal property and is conducted daily by the Security Division.

- Security Education Awareness Program. Plan of the Day (POD) notes were used to establish the "Security Corner" in an effort to educate crew members on crime prevention, anti-terrorism awareness, military, uniform and related topics. Over 75 POD notes were published.

- Contributions to Ship's Safety Program. Initiated a safety reporting program within Security. Security completed 800 Safety Hazard Reports that advised the Safety Office of potential ship-wide safety hazards. Through use of these reports, the Safety Office was able to identify and ensure correction. Qualified all security personnel in CPR. Procured CPR face mask/rubber glove kits for ready availability.

- Urinalysis Program. Incorporated the new Navy Drug Screening Program (NSDP), entering complete data of each person assigned to ENTERPRISE and changed the labeling procedures from hand writing labels and ledgers to typing all information. Collected 5,729 urine samples that resulted in the return of 64 positive samples.

- Ship's Brig

- Provided a safe and secure confinement facility for pre-trial and post-trial members, as well as restoring discipline in prisoners and returning them to productive service. Provided counseling services for all confined prisoners.

- 41 three-days bread and water prisoners
- 23 Summary Court Martial prisoners
- 3 Pre-trial detainees

- Training

- Security Education

- Designated a full-time training petty officer and four Field Training Officers to increase overall training and documentation.
 - Conducted training an average of 60 hours per month on various aspects of law enforcement including the UCMJ and Phase I & II law enforcement training.
 - Conducted Shore Patrol training for all assigned shore patrol units while forward deployed.
 - Established divisional training records.
 - Created long and short term training outlines.

Public Affairs Office (X-4)

The year was a productive one for the Public Affairs Office, presenting countless opportunities to promote crewmembers, the ship, the air wing, and the battle group. Through aggressive internal and external campaigns, ENTERPRISE efforts and capabilities were recognized around the world, enhancing shipboard morale and telling the impressive story of naval aviation.

More than 20,000 people visited ENTERPRISE during almost 350 inport tours in Norfolk, including nearly 5,000 that showed up on the Fourth of July weekend when the ship was open for general visiting. For five months, Big E was the sole AIRLANT asset available for touring on the pier and handled an average of four group tours daily. Notable homeport visits pierside included the President of Bulgaria, Defense Minister of Norway, Mrs. Carolyn Shelton (spouse of Gen. Hugh Shelton, CJCS), and the rock band Lynyrd Skynyrd.

Underway in the Virginia Capes, Cherry Point and Jacksonville operating areas, ENTERPRISE hosted more than 1,000 distinguished visitors for daylight and overnight embarks. Guests were prominent politicians, civic leaders, and captains of private industry from around the country. Senator John Warner (R-VA) spent a night on board during the ship's Composite Training Unit Exercise in July. The rock band 10,000 Maniacs visited in August prior to their concert for the crew in St. Thomas.

While Big E was underway for Joint Task Force Exercise in September and October, the ship hosted more than 60 media outlets over four days, including several professional video production companies, major metropolitan newspapers, and national television affiliates. Media interest in ENTERPRISE continued through the beginning of deployment as the ship made a high-speed transit to the Arabian Gulf in response to growing tensions in Iraq.

In the first weeks of deployment, the Public Affairs Office provided timely and accurate information regarding the tragic mishap that killed four naval aviators on November 8. The ship stayed busy through the TransLant and when ENTERPRISE entered the Arabian Gulf, arranging visits by the Chief of Naval Operations, Commander Fifth Fleet, Commander-in-Chief, U.S. Central Command, and former President George Bush, and coordinating a live five-minute Thanksgiving videoteleconference on the Today show.

Only hours after *Operation Desert Fox* commenced December 16, international media outlets embarked ENTERPRISE to provide firsthand accounts of the aerial assault from perhaps the operation's most visible platform. Affiliates embarked 17-21 December included CNN, Associated Press, Reuters, Nippon, AFP, ABC, CBS (television and radio), NBC, FOX, French TV, Time, Newsweek, U.S. News and World Report, USA Today, Washington Post, New York Times, Los Angeles Times, Sunday Telegraph, Stars and Stripes, and many other outlets from around the world.

Media representatives had virtually free access to crew and preparations, completing extensive coverage of COMENTBATGRU, Commanding Officer and CAG, pilots from all squadrons (before and after strikes), ordnancemen, flight deck personnel, squadron mechs, and all support personnel. Crewmembers served as escorts for media, working through Public Affairs for specific requests when required. All departments and squadrons were extremely cooperative and essential to fostering a sense of accessibility and esprit de corps.

Public Affairs, using lists compiled at CHINFO, facilitated phone interviews between media outlets in the United States and COMENTBATGRU, Commanding Officer, CAG and many other crewmembers. Interviews included Larry King Live, CBS This Morning (VTC), all evening network news programs, MSNBC, CNBC, Knight-Ridder, NPR, Voice of America, Baltimore Sun, Washington Times, and more than 20 others. Local phoners were also conducted with outlets across the country, providing perspective of local Sailors to hometown affiliates.

Video footage of action from operation's first night captured and compiled by Public Affairs received extensive airplay on CNN and other affiliates during first 48 hours. Need for internally generated press releases was non-existent due to nature of operation. Several *Desert Fox* wrap-up stories were generated for use by Navy wire services, Fleet Home Town News program and Navy newspapers.

The ENTERPRISE Battle Group, Big E, and Carrier Air Wing THREE remained at the center of the world stage for nearly four days, not a bad run by any standard.

At the conclusion of *Desert Fox*, ENTERPRISE hosted Secretary of Defense William Cohen, Sen. Daniel Inouye and Cong. John Murtha for a daylight embark in the Arabian Gulf. The Secretary was also accompanied by Grammy-Award winning performer Mary Chapin Carpenter, Carole King and David Ball.

ENTERPRISE was also involved with several special projects through the year. In March, the ship hosted nine PGA golfers for a daylight embark in the Jacksonville Operating Area. The visit received publicity on the Golf Channel and ESPN. In June, six drivers from the Indy Racing League came on board for an overnight embark. In July, Big E hosted the Triple A Baseball All-Star banquet in Hangar Bay 1, bringing the future superstars of major league baseball on board for a glimpse of carrier aviation. The banquet received coverage on all three Norfolk television stations and ESPN's live broadcast of the all-star game from Harbor Park.

In December, the ship conducted a video-conference with several NBA basketball stars and FOX NFL broadcaster Pat Summerall. The VTC gave crewmembers an opportunity to speak with professional athletes and received national attention on FOX's NFL pregame show as well as the game broadcast from Dallas the following weekend.

Internally, ENTERPRISE continued to produce two daily newspapers underway and to generate news releases on all significant shipboard events. The ship's familygram enjoyed a complete overhaul and will be an award-winner in '99.

Education Services Office (X-5)

- Enlisted Advancement Results

- January 1998 CPO Examination Statistics

Exam Candidates	279		
Selection Board Eligible	153	(54.8%)	
Selected Board Ineligible	118	(42.2%)	
Selected for Advancement	26	(9.31%)	
Failed	8	(2.8%)	

- March 1998 E4/5/6 Examination Statistics

	<u>E4</u>	<u>E5</u>	<u>E6</u>
Participated	292	423	248
Selectees	144	66	23
PNA	126	325	187
Failed	7	32	38
Authorized Strikers	15		
Percent Advanced	49%	16%	9%

- September 1998 E4/5/6 Examination Statistics

	<u>E4</u>	<u>E5</u>	<u>E6</u>
Participated	247	450	245
Selectees	107	71	23
PNA	124	362	206
Failed	10	17	16
Authorized Strikers	6		

Percent Advanced 43% 16% 9% .

- Officer Accessions/Education programs

<u>Program</u>	<u>Applied</u>	<u>Selected</u>
ECP	1	0
OCS	2	1
LDO/CWO	15	*
EEAP	2	0
MECP	1	*
BOOST	2	0
Seaman to Admiral	3	0
NROTC	2	*

* Awaiting results

- Education Programs

- 507 enrolled in instructor based PACE courses
- 472 completed instructor based PACE courses
- 97 enrolled in Academic Skills courses
- 93 completed Academic Skills courses
- 55 enrolled in the National Apprenticeship Program
- 13 graduated as Journeymen
- 5 enrolled in Independent Study courses

- College Admission Examinations Administered

- 16 Scholastic Aptitude Tests (SAT)
- 27 Assessment Test (ACT)
- 111 College Level Examination Program (CLEP) - General and Subject exams
- 34 DANTES Subject Standardized Tests
- 10 Graduate Record Examinations (GRE), Graduate Management Admission Tests (GMAT), and Automotive Service Excellence test

• Old Dominion University Master Degree Program - Video Teleconferencing (VTC)

- ENTERPRISE embarked on a pilot program to bring live classes to Sailors of deployed ships seeking to further their education. Using satellites that were originally designed to pinpoint enemy targets, 28 officers and enlisted personnel enrolled for *Organizational Management* received live video from Old Dominion University in Norfolk, VA, while ENTERPRISE was deployed to the Arabian Gulf. After a very successful first term, ENTERPRISE is offering a second term class in *Marketing Management*.

Morale, Welfare and Recreation (MWR) (X-6)

- Command Sponsored Events

- MWR sponsored the following events that increased the morale of the crew and their families:

➤ CPO Valentines Day Party	February
➤ NIMITZ Homecoming	March
➤ Big "E" Jam II	March
➤ Command Rifle and Pistol Qualifications	April
➤ Command Golf Tourney	May
➤ <i>Caroline Spine</i> Concert	May
➤ COMNAVAILANT Summer Slam	June
➤ <i>Star Trek</i> Convention	June
➤ <i>Martina Mc'Bride</i> Concert	June
➤ Fleet Baseball Day at Harbor Park	July
➤ St. Thomas Port Visit	August
➤ <i>10,000 Maniacs</i> Concert	August
➤ Fleet Golf Tourney	August
➤ Suez Canal Fever	November
➤ Jebel Ali Port Visit	December
➤ <i>Hootie and The Blowfish</i> Concert	December
➤ USO Christmas Concert	December
➤ Big "E" Golf Tourney	December
➤ Santa Claus' Christmas Visit	December

- Port Visits

- ENTERPRISE conducted port visits to St. Thomas, USVI and Jebel Ali, UAE in 1998.

- St. Thomas, USVI, 2-4 August. First time ENTERPRISE and CVW-3 joined together for a port call. Sold over 1,400 tours. Largest single entertainment event was the *10,000 Maniacs* concert. Biggest event on the island in 10 years. Huge public relations coup! Smash hit with crew and locals.
 - Tours Offered: Coral Museum, Day/Night Scuba, Mountain Biking, Snorkeling, Kon-Tiki Party Boat, Parasailing, St. Thomas Tour, St. John Tour.
 - Sports Competitions: Softball & Basketball tournaments, 10K Run

- Jebel Ali 4-9 December. Our first port visit of the '98-'99 deployment. Sold almost 1,800 tours. Tours were very high quality and universally enjoyed. Biggest item was golf at one of the two world class courses in the area, including the Big "E" Golf Tourney at the Emirates Golf Club. Biggest entertainment event was the USO sponsored *Hootie and the Blowfish* concert. Former President Bush kicked off the festivities with a brief speech and pep rally.

Tours Offered: Sunset Safari, Day Long Desert Safari, Sand Surfing, Deep Sea Fishing, Golf (tournament and tee-times), Go Carting, Night Dinner Cruise, Mountain Bike Trek, Over Night Safari, Canoe Safari, Dubai City Tour, Scuba Diving.

- Fitness Center

- The three gyms are outfitted with the finest equipment available and have greatly boosted the morale of the crew. Our gyms are the single most popular MWR service offered with over 1,700 crewmembers using them daily.

- MWR sponsored and funded basketball, shooting, rugby, soccer, volleyball, softball, golf and running teams. These teams competed at home and during port visits.

- Ticket Sales

- MWR sold discounted tickets to museums, golf, car races, concerts, sporting events, shows, movies, theme parks, dinner theaters, skating and numerous local trips.

LEGAL DEPARTMENT

Legal Department provided a wide variety of legal services to ENTERPRISE crew members during 1998.

ENTERPRISE sent 31 Sailors to Summary Courts-martial held on board. 20 Sailors went to Special Courts-martial, and 2 to General Courts-martial. Approximately 540 report chits were generated, resulting in 310 NJP's. The Disciplinary Review Board, chaired by the Command Master Chief, played an active role in the disciplinary process, reviewing most of the report chits and making recommendations as to disposition.

ENTERPRISE Legal coordinated administrative separation of 159 Sailors during 1998 for a variety of reasons, including personality disorder, alcohol rehabilitation failure, minor offenses and serious offenses. Of those cases 96 resulted in OTH discharges.

ENTERPRISE continued with a civilian case tracking program, monitoring the status of civilian criminal cases involving ENTERPRISE Sailors, and where necessary coordinating continuances and tracking results.

ENTERPRISE Legal ran a proactive legal assistance program, assisting over 2055 personnel. Of those, 1305 received assistance with powers of attorney and notarizations, 250 received wills, and the remainder received assistance with a myriad of personal legal matters.

The department's work in the area of JAGMAN investigations included preparation of 35 line of duty misconduct investigations. Additionally, the Legal Department took the lead in investigating and addressing sensitive personnel issues.

ENTERPRISE conducted an active Volunteer Income Tax Assistance (VITA) program, including electronic filing, supporting over 900 Sailors with their tax needs. The VITA program

provided these sailors with a total of \$35,312 in tax services with refund totals amounting to over \$348,759.

MAINTENANCE DEPARTMENT

Maintenance Support Center

1998 brought on the addition of the new IT-21 system. This fiber optic integrated system has greatly reduced the turn around time for new equipment identification, installation and COSAL support, primarily because of improved communication methods. This has indirectly resulted in a reduction in equipment down time and has enhanced our ability to provide system support in a shorter amount of time.

During 1998 MSC has processed over 300 Configuration Change forms, supported by the validation of new equipment installation and old equipment removal. Applied Technical Systems (ATS) personnel were very important in ensuring that the validations were prompt and accurate. Four hundred and Fifty Problem Worksheets (PWs) were processed to support new equipment and equipment that was not previously supported. On-site validations were conducted on all new installs and removals.

The technical library's dynamic inventory resulted in 13,000 publications being verified and updated. There were 1,205 documents added, 1,381 installed changes, 3,057 requisitions deleted, and 2991 new receipts processed. The Ships Drawing Index (SDI) was inventoried, 20,000 aperture cards were verified, 500 drawings were ordered, 3,000 new cards were added.

The ship's Coordinated Shipboard Allowance Lists (COSAL) was updated with the installation of 20 Automated Monthly COSAL Maintenance Action Reports (AUTO MICMAR), consisting of 5,500 adds, deletes, and Allowance Appendix Pages (AAP's). In addition over 1,000 line items from Newport News Shipbuilding were processed.

There were 28 Automated Shore Interface Tapes (ASI's) processed, resulting in the verification of 100,000 adds, changes and deletions, updating the Ship's Configuration and Logistics Support Information System (SCLSIS), Weapons System File (WSF), and Organizational Maintenance Management System (OMMS) databases.

Additionally, MSC has added additional research tools and computer programs to enhance the effectiveness of the customer service area. Installation of the new Haystack Parts and APL windows based program has enhanced the research capabilities of the MSC. The addition of five additional IT-21 computers has increased the work production and reduced the turn around time of getting on board support for installed equipment.

Quality Assurance

The Quality Assurance Division provided quality assurance support for both propulsion plant and non-propulsion plant controlled maintenance. QA tracked over 100 controlled work packages throughout the year. QA provided training and qualifications for over 18 controlled material petty officers (CMPO), 17 nuclear controlled material petty officers (NCMPO), 33 nuclear quality assurance inspectors (NQAI), 4 quality assurance supervisors (QAS), 4 nuclear quality assurance supervisors (NQAS), 25 reactor cleanliness inspectors (RCI), and 27 steam plant cleanliness inspectors (SCI).

The quality assurance division developed and instituted a QA indoctrination program, which has been used to give baseline QA knowledge and to qualify 227 newly reporting personnel in QA craftsman 301.

The Quality Assurance Division developed, instituted and held three QA Mini courses which have successfully been used to assist 55 personnel in their NQAI / QAI / CMPO qualifications.

Non-Destructive Testing

The NDT Lab added a Nuclear and Non-Nuclear Examiner, thereby allowing a lot more flexibility in terms of NDT procedure preparation and capabilities. Since reporting aboard, the Examiner has updated procedures bringing the lab into compliance with current NAVSEA standards. Reliance upon outside activities for examiner services has been eliminated. The Radiography program, started a year ago, proved its value on an emergent job to repair #11 Turbine Driven Fire Pump for operations in the Arabian Gulf. The NDT Lab continues to provide inspections of nuclear propulsion plant repairs and welder/brazer qualifications, thereby eliminating the need for depot level support. The NDT Lab has supported BIFIMA efforts by performing inspections of repairs on deployed ships thereby allowing all operational commitments to be met by the Battle Group.

Maintenance Material Management (3M)

The 3M Division hosted one 3M Assist visit and one Formal 3M Assessment. The COMNAVAIRLANT (CNAL) 3M Training Assist Visit was conducted on board 9-13 February 98. The assist noted that ENTERPRISE 3M program has continued to improve since the last assessment. However, simple administrative discrepancies continue to show a lack of attention to detail on the part of the work center supervisors, supervising chief petty officers and the division officers. The performance discrepancies noted indicate additional training is needed in the area of spot checks.

A formal CNAL 3M Inspection was conducted 8-11 September 98 with a passing grade of 86. ENTERPRISE was noted as having an effective 3M program. The performance of the maintenance personnel highlighted the fact that an effective self critical command spot check program is not in place. The Khaki participation was good throughout the assessment and knowledge gained should assist in improving the program on board.

3M performed quality reviews on the Weekly, Quarterly and Annual Preventive Maintenance Schedules for 177 work centers in 18 Departments. These quarterly reviews verified proper scheduling of over 70,000 PMS assignments. Additionally, 3M processed 266 Technical Feedback Reports, submitted to improve work center PMS requirements.

ENTERPRISE's Organizational Maintenance Management Systems (OMMS) and Maintenance Resource Management System (MRMS) continued to provide CVN-65 with the tools necessary to manage the ship's CSMP and to manage the ship's maintenance. During 1998, ENTERPRISE completed 9,766 Automated Work Request. Additionally, 4,360 Automated Work Requests have been screened through OMMS and MRMS as deferred Maintenance Actions so that future repairs can be planned and completed.

The ship's zone inspection program was reorganized, breaking 1,444 spaces into forty common area zones and four ship-wide zones. All zones are now posted on the ship's intranet so that every department has ready access to zone/space assignments. Zone inspection rotation schedules have been modified so that twenty of the forty common area zones are done weekly and all four ship-wide zones are done quarterly.

Battle Force Intermediate Maintenance Activity (BFIMA)

BFIMA operations were re-initiated with preparations for the 1998 Mediterranean/Arabian Gulf Deployment. The ENTERPRISE BFIMA coordinator worked closely with COMNAVAIRLANT, COMCRUDESGRU 12 and SPAWARS through two Logistics Conferences and personal efforts to establish the ground work for smooth flowing logistics and repairs during COMPTUEX, JTFEX and the Mediterranean/Arabian Gulf Deployment. ENTERPRISE composed a technical expertise identifier list identifying the core capabilities of the ENTERPRISE Battle Group (ENTBATGRU). Up through the end of 1998, two months into a six month deployment, the BFIMA coordinator has screened 41 job requests, rejecting 5 and completing 36, 7 of those completed were CASREP level repairs. These repairs expended \$47,603 and 701 man-hours.

MEDICAL DEPARTMENT

Sickcall/Treatment Room

More than 41,441 patient contacts were made in sickcall and the treatment room, an average of 3,453 patients a month. There were 58 medical emergencies on board to which the Medical Response Team responded. To test the medical staff's ability to handle medical emergencies, 23 Medical Response Team Drills and 11 Mass Casualty Drills were performed throughout the year.

In November, the Medical Department responded to an actual flight deck mishap while operating in the Western Atlantic. An EA-6B Prowler and a S-3B Viking collided on the flight deck. The ship went to general quarters and Medical personnel responded immediately to render aid. After we stood down from GQ, the Forward Battle Dressing Station remained manned as a holding/treatment area for the "walking wounded". Two medical personnel assisted in the recovery of one of the S-3 crewmembers whose parachute was entangled in the island's antennae. The following day, the two crewmembers from the S-3 were medevaced to Naval Medical Center Portsmouth for further treatment and the remains of a deceased crewmember from the EA-6 was transported to Naval Medical Center Portsmouth for autopsy and final disposition. There were a total of fifteen wounded and one deceased.

Pharmacy

The pharmacy dispensed 20,948 medication requests, an average of 1,745 a month, which include 589 inpatient prescriptions, 6,490 over-the counter requests, and 13,869 outpatient prescriptions. Over-the-counter medication requests exceeded 6,490 for the year.

Laboratory

Two advanced Laboratory Technicians headed the busiest afloat laboratory in the Atlantic Fleet during 1998. Our lab performed 53,619 test procedures. More than 4,000 HIV samples were collected and sent to the reference laboratory.

Aviation Medicine/Physical Examination Office

Aviation Medicine was responsible for numerous patient encounters. Of the 3,686 screenings/physicals performed during the year, there were 498 occupational radiation exams,

255 flight exams, and 855 flight deck physicals. Other physicals/screenings ranged from periodic, re-enlistment screenings, separation, retirement, special schools, mess physicals, security clearances, explosive ordnance handler and driver physicals, and overseas screenings. Additionally, there were 3,899 audiograms and 378 eye exams. The high number of eye exams is attributed to the augmentation of three optometrists throughout the year, as well as the regular provision such services by the flight surgeons.

Preventive Medicine

Numerous inspections throughout ship's spaces were performed, including galleys, wardrooms, barber shops, and ship's stores. There were 89 occupational physical examinations, 438 respirator medical screens, 379 food health physicals, 240 food sanitation inspections, and continuous CHT System Sanitation and Habitability Inspections. Additionally, numerous pest control surveys and treatments were conducted on various spaces with impromptu sanitation training given routinely. Numerous classes were provided to the crew, including: Food Service Attendants, Mess Cooks and annual CHT and potable water system sanitation.

Preventive Medicine also supervised the mass influenza and Hepatitis A immunizations for the entire ship's crew. Additionally, they spearheaded the first three doses of anthrax vaccine for over 4300 persons, including ship's company, air wing, and embarked staffs.

Radiation Health

Three visits from the Navy Propulsion Mobile Training Team (NPMTT), one External Audit (GEORGE WASHINGTON), and one Internal Audit were performed. Throughout the year, the Radiation Health Office performed 498 Radiation Worker physicals, processed 575 TLD requests and 51 Dose Investigations/Dose Estimates and managed a Radiation Health Program for over 1,200 personnel.

Inpatient Ward/Intensive Care Unit

Two hundred and ten patients were admitted to the Ward and ICU during the at-sea periods in 1998. Eight patients were admitted to onboard medical hold. Admissions ranged from Same Day Surgical Procedures (admissions in the morning and discharged the same day - normally for diagnostic and minor elective surgical procedures) to several day inpatient monitoring periods.

Radiology

One thousand, four hundred and twenty-one patients received some type of diagnostic radiological test, totaling 3,336 x-rays (including x-rays taken by the portable unit). During this time, the radiology work center maintained an average Repeat Rate of 4.133%.

Counseling and Assistance Center (CAAC)

The Command CAAC evaluated 151 clients for alcohol abuse/dependency in 1998. There were five Level 0.5 Alcohol-IMPACT classes (56 patients), five Level I Outpatient Counseling Programs for Alcohol Abuse (28 patients), and 2 weight management programs were conducted throughout the year. This year a Level II Intensive Outpatient Counseling program was started and there were 4 sessions (37 patients) throughout the year. Twenty-one patients were recommended for Level III inpatient counseling. CAAC also conducted several American

Cancer Society Smoking Cessation Programs and held weekly Aftercare Group Counseling Sessions.

Medical Administration

Medical Administration logged and tracked more than 981 sick-in-quarters chits. One of the most daunting administrative problems was managing requests for medical specialty consultations. More than 600 consults were arranged. Over 115 non-naval health care claims were processed, assisting crew members in the liquidation of medical bills received outside military medicine.

Telemedicine

ENTERPRISE Medical Department continues to be at the forefront with deckplate telemedicine using VTC, e-mail store and forward, and teleradiology capabilities to obtain timely specialty consultation with major military medical facilities. The telemedicine suite has been a centerpiece during distinguished visitor tours of the medical spaces. This year capabilities were enhanced through the installation of a new digital slit-lamp camera workstation, digital radiography workstation, and multi-purpose digital camera. With the addition of a new ultrasound, the first-ever actual tele-ultrasound consult was performed. Prior to the arrival of the Ship's Psychologist, numerous mental health evaluations were performed via VTC. Even after his arrival, it has been used for psychiatric evaluations. Although it was used during an exercise, we also performed a tele-pathology consult with NEMP-6, Pearl Harbor, HI.

Psychology

In September a Clinical Licensed psychologist joined the ENTERPRISE medical staff. In that time, he had 117 patient contacts, averaging 39 per month. In conjunction with Religious Ministries Department, he conducted counseling sessions after the November flight deck mishap. In December, an enlisted Psychology Technician also joined the staff.

Physical Therapy

In October a Physical Therapist and Physical Therapy Technician joined the medical staff. Since then, they have made 741 patient contacts, averaging 247 per month. They have made a significant impact on the screening and treatment of patients during sick call. Knee and back injury classes have been started. Because of their presence, numerous medevacs and need for consults have been eliminated.

NAVIGATION DEPARTMENT

The year of 1998 was an operational year for the Navigation Department, seeing ENTERPRISE through the entire Inter-Deployment Training Cycle (IDTC) and the first two months of a Mediterranean / Arabian Gulf deployment.

The new year of 1998 started with the Command Assessment of Readiness and Training (CART II). This was a comprehensive review and self-assessment of all of our department's procedures, practices, training, and qualification programs. This process set the groundwork for the work-up process and eventual deployment. This was also the Afloat Training Group's first

look at ENTERPRISE and the Navigation Department. Navigation had an excellent CART II assessment.

Our first three at sea periods for 1998 were 22 January through 02 February, 20 February through 05 March, and 16 March through 26 March. During these periods, ENTERPRISE continued its role of Carrier Qualification (CQ) Carrier, navigating up and down the eastern seaboard of the United States, carrier qualifying numerous pilots from the Training Command and the Fleet Replacement Squadrons. In addition, at the beginning of the 20 February at sea period, we rendezvoused with NIMITZ returning from its around-the-world cruise. We met up with NIMITZ approx. 750 nm into the Atlantic in order to offload her ordnance. For two days we steamed alongside NIMITZ offloading its remaining ordnance. The Navigation Department continued to indoctrinate new personnel, and perfect our procedures and performance.

The 16 April to 1 May time period brought ENTERPRISE's next major step in the IDTC process, Tailored Ship's Training Availability (TSTA) I/II. Here, ATG came to sea with us and looked at the details of how our department went about navigating the ship. This was the first time that ENTERPRISE and Carrier Air Wing THREE (CVW 3) were united. Many lessons were learned, and all were challenged.

Once back home in Norfolk, our rest was not for long. On 4 May we once again safely navigated Norfolk Harbor and took ENTERPRISE to sea, this time to offload remaining ordnance left onboard GEORGE WASHINGTON. Again, for two days we steamed alongside GEORGE WASHINGTON, bringing onboard all ordnance, which it had left. We returned to Norfolk on 6 May for a well-deserved rest.

ENTERPRISE had one last CQ commitment left to complete. During the days of 8 June through 18 June, we once again found ourselves in the familiar waters of the Jacksonville, Cherry Point, and VACAPES Operation Areas, chasing the winds and ensuring our position close enough to divert fields, allowing the student and fleet replacement pilots an opportunity to learn or refresh themselves in the art of a Naval Aviator, carrier landings.

On 15 July, we got underway for our most ambitious at-sea period to date, our Comprehensive Training Underway Exercise (COMPTUEX). This was the intermediate phase of our training, which brought our entire Battle Group together for the first time. ENTERPRISE Battle Group transited to the Puerto Rico Operations Area to spend over a month fighting a simulated war at sea, projecting power ashore. But prior to beginning this phase, we had to prove our worth.

The first week was spent off the coast of Virginia, proving for the last time to ATG that we knew what we were doing. Navigation passed with flying colors, and was ready to get on with the process. COMPTUEX brought many challenges for Navigation. We were in unfamiliar waters for the first time this year. We had many other ships to contend with, friendly and not so friendly. The learning curve was steep, and all enjoyed, for we were able to put to work the skills we had been developing, and start applying them to real tactical situations.

This period also brought us into St. Thomas for four days in early August. This was our first away from Norfolk port for 1998. We anchored just outside St. Thomas Harbor and prepared the liberty boats for taking the crew ashore. All enjoyed a welcome rest. Four days later we were back underway and continued to fight our simulated war off of Puerto Rico. After declaring victory, we were able to find our way back to Norfolk, returning to a tremendous welcome home at our very familiar Pier 11 North on 21 August.

Unfortunately, our homecoming was cut short when on the night of 25 August, we were called to emergency sortie the fleet out of Norfolk in order to avoid Hurricane Bonnie. Second Fleet embarked onboard ENTERPRISE, and we were the last ship out of Norfolk Naval Base on the night of 25 August. It was an eerie sight to see all the piers empty with the approaching hurricane. We were able to evade the hurricane, but not before experiencing over 25 ft seas and

winds in excess of 80 kts. We also successfully coordinated with and avoided the 62nd Fleet ships that were in grid formation with us. ENTERPRISE led the fleet back in on 28 August, returning to a slightly damaged, and very empty Naval Base.

Our final exam was on 18 September when we took to sea once again for our Joint Training Fleet Exercise (JTFEX). Again, we had the entire Battle Group with us as we engaged in one more mock war, this time off the coast of North Carolina. ENTERPRISE was not done with hurricanes, for another hurricane swept through Puerto Rico in late September, preventing us from conducting some prearranged training in the Puerto Rico area. Instead, we remained in the Cherry Point Operation area and "adapted," a skill that would prove extremely valuable in our near future. We won this war as well, and returned to Norfolk on 5 October for 30 days of rest and preparation before deployment.

The morning of 6 November was crystal clear and very cold as we prepared the ship to get underway from Norfolk Pier 11 North for our six-month deployment. Many families were enduring the cold as ENTERPRISE pulled away from the pier to the music of "On the Road Again" and the "Theme from Star Trek, the Next Generation". ENTERPRISE spent the first four days in familiar waters off the coast of Virginia receiving and qualifying the entire air wing.

During this time, a tragic mishap occurred, where we lost four of our teammates. However, despite this loss, naval aviation must go on, and this was never more evident than when on 10 November we got the order to proceed directly to the Arabian Gulf at best speed in response to the latest Iraqi crisis. So, Navigation abandoned all previous planning, adapted, and put together the navigation plan to get us to the Arabian Gulf as fast as possible.

ENTERPRISE continuously steamed at over 30 kts in order to arrive in the Arabian Gulf on 23 November, 13 days after the order, with a fully qualified and ready to go air wing. In doing this, we transited the Atlantic Ocean in four days, transiting the Strait of Gibraltar on 14 November. We arrived at Port Said on 18 November, after a 4 day whirl wind transit of the Mediterranean, and transited the Suez Canal on 19 November. ENTERPRISE exited the Red Sea on 21 November, and passed through the Strait of Hormuz on the night of 23 Nov to arrive on station, as directed. Completing this safe, extremely expeditious, and challenging transit was a testament to the skill and training of the Navigation Department. ENTERPRISE rendezvoused with EISENHOWER and steamed alongside for four hours while conducting turnover before it turned for home and we turned for the Arabian Gulf.

Our first couple of weeks in the Arabian Gulf were relatively quiet as the crisis with Iraq momentarily eased and we familiarized ourselves with the constrained waters of the Northern Arabian Gulf and CVOA 4.

Our first, and well deserved, port call in Jebel Ali occurred on 4 Dec as we safely navigated the ship into Jebel Ali Harbor, successfully mooring alongside Quay 3 and the now famous "Oasis." Five days of good desert liberty, and underway again on 9 December. Back to our now familiar waters of CVOA 4. This time however, tensions with Iraq mounted quickly, and on the night of 16 December, ENTERPRISE found itself in the center of an all-Navy attack on Iraq, *Operation Desert Fox*.

Cruise missiles were lighting the horizon as the numerous ships in the battle group launched their Tomahawks towards targets in Iraq. At the same time, aircraft were starting on deck, loaded with ordnance bound for Iraq as well. Navigation positioned the ship for the launches and recoveries, coordinating with all other ships that were launching their Tomahawks. With limited sea space, light winds, and large recoveries with low fuel state aircraft, the night was long as we walked the line in avoiding Iranian territorial waters.

The next three nights were much the same as the ship slept during the day as much as possible, loading ordnance throughout, and coming alive at sunset to project power ashore as directed by our nation throughout the night until sunrise. CARL VINSON arrived with its battle

group on the last night of *Desert Fox*.

After a few days to allow things to cool down and to ensure CARL VINSON was fully familiarized with the area, ENTERPRISE received orders back to the Mediterranean. We transited the Strait of Hormuz on Christmas Eve and enjoyed a festive and relaxing Christmas Day, our first day outside the Arabian Gulf, as we transited along our Point of Intended Movement (PIM) enroute to the Mediterranean. ENTERPRISE closed out 1998 on 31 December in the northern Red Sea approaching Port Suez in preparation to transit the Suez Canal once again enroute to the Mediterranean.

All in all in 1998, ENTERPRISE and the Navigation Department transited over 50,000 nautical miles, spent 183 days away from home and family, with 174 of those days being underway at sea. ENTERPRISE safely navigated into and out of two foreign ports, transited the Atlantic Ocean, the Mediterranean Sea, the Suez Canal, the Red Sea, the Gulf of Oman, and the Arabian Gulf. ENTERPRISE responded to national tasking and performed its primary mission of projecting power ashore at the command of our nation.

The Navigation Department ensured the ship was where she needed to be at all times, in safe waters, avoiding the many hazards, and capable of performing its mission. The men and women of ENTERPRISE's Navigation Department have much to be proud of, many adventures ahead, and a challenging 1999 to look forward to.

OPERATIONS DEPARTMENT

Air Operations

Carrier Air Traffic Control Center (CATCC) conducted a total of 11,705 fixed/rotary wing operations in support of FRS CQ's, COMPTUEX, JTFEX, and Joint Task Group 99-1. A total of 9,924 sorties (6,190 day / 3,734 night) were flown from the deck of ENTERPRISE culminating in 19,244.2 flight hours (12,733.8 day / 6510.4 night) and 5,844 Case III approaches were conducted. Additionally, the Air Transfer Officer (ATO) was responsible for the movement of 6,334 passengers, 182,547 pounds of mail and 226.75 tons of cargo.

During the Comprehensive Training Unit Exercise conducted in August 1998, Commander, Naval Air Force, U.S. Atlantic Fleet stated "the leadership, administration and technical competence exhibited by the team as a whole is unparalleled. The CATCC team on board ENTERPRISE is the best that we have had the pleasure to observe in all of the Carrier Atlantic Fleet in two years". This was evidenced by 14 of 27 personnel tested achieving a score of 100 percent with an unprecedented NATOPS average score of 97.85 and a night recovery with average landing interval of 68 seconds and overall grade of 97.84.

While conducting air attacks over Iraq during *Operation Desert Fox*, the CATCC team was directly responsible for the successful launch and recovery of 283 sorties and 270 Case III approaches. The recoveries were intense and challenging with numerous low fuel state aircraft requiring 26 tanking evolutions with multiple tanking evolutions conducted concurrently. All aircraft were safely recovered on board.

AC1(AW) [REDACTED] was selected by the Air Traffic Controller's Association as the Military Air Traffic Control Specialist of the Year for 1998. Additionally, AC1 [REDACTED] was the Operations nominee for the Vice Admiral Robert B. Pirie Naval Air Traffic Controller of the Year and the Admiral Claude V. Ricketts Award for outstanding leadership and professional competence.

METOC

During January, a NCCOSC RDTE Division, San Diego California installation team completed OA Division's upgrade to AN/SMQ-11 (Ver 1.0001) Satellite System, and AN-UMK-3 Tactical Environmental Support System (TESS) N/C Interim.

Superior tactical guidance for both ship and air wing operations was provided during COMPTUEX and JTFEX, as well as the beginning of the JTG 99-1 deployment. OA Division provided valuable meteorological and oceanographic guidance to Commander Second Fleet and various Second Fleet units during the Hampton Roads, VA, sortie for Hurricane Bonnie in August.

Intelligence

The Intelligence function ended 1998 on a high note having provided exceptional intelligence and photographic support during *Operation Desert Fox*. It was an extremely busy year. Events ran the gamut and also included: overseeing a complete reconfiguration of CVIC, managing over 25 installs, hosting numerous distinguished visitors, successfully finishing up the Inter-Deployment Training Cycle, and commencing JTG 99-1 deployment. All three divisions were frequently cited throughout work-ups and the initial months of deployment as "best ever."

OZ Division began the year with the arrival of the Signal Corporation Team for a 6-month reconfiguration of CVIC. Nearly every system, light, and overhead panel was removed to complete this major overhaul of CVIC spaces. The project included the installation of three strike planning cells as well as the addition of a bulkhead in MSI to separate the OZ Admin Office/Secret Library from the rest of MSI. This complete rehab of CVIC spaces also included a multitude of system upgrades/installations, such as Combat Assessment Workstation (CAWS), Tomahawk Planning System Afloat (TPS), Mission Distribution Systems (MDS), Precision Targeting Workstations (PTW), National Input Segment (NIS), Dissemination Element (DE), Digital Imagery Workstation Suites Afloat (DIWS-A), Digital TARPS, GALE Lite, Global Command and Control System-Maritime (GCCS-M), and Special Compartmented Information Joint Maritime Command Information System (SCI JMCIS).

Once the systems were in place, OZ devoted considerable time and energy to training and developing procedures to effectively employ them. The first few weeks of COMPTUEX offered the embarked MTT an opportunity to groom the installs and train ship/Air Wing personnel. With training under their belts, OZ performed brilliantly during the remainder of COMPTUEX; the COMCARGRU-4 evaluators lauded OZ's performance as "...setting the standard for LANTFLT Carriers" and "Best CVIC in the past six COMPTUEX's."

During this time, the ENTERPRISE JSIPS-N Team was nominated for a MILCAP award for drafting a comprehensive, easy-to-use JSIPS-N operator's manual. This SOP has been adopted by the Program Office and is being provided to the Fleet as the "standard."

OZ also hosted Mr. James Peak, Director of the INTELINK Program Office, for his very successful fact finding mission regarding the use of information technology onboard ships. OZ Division received effusive praise from the Senior Officer Observer Team (SOOT); they echoed COMCARGRU-4's comments, stating intelligence support during JTFEX was "best ever." Following COMPTUEX, COMSECONDFLT and a few of his staff embarked for a hurricane evacuation. OZ provided superb support to the Second Fleet N2 and also conducted a number of system demonstrations for VADM Fallon. Both were warmly received.

In early November, the Director of Naval Intelligence paid CVIC a send-off visit. Based on the exceptional reputation of ENTERPRISE's Supplot, USS JOHN F. KENNEDY SUPPLOT and MSI personnel embarked for the first two weeks of cruise for on-the-job training. The

KENNEDY team proved a welcome addition as ENTERPRISE received tasking to accelerate her transit to the Arabian Gulf.

The commitment to training during the IDTC paid off immensely as shortly into cruise, ENTBATGRU was called on to conduct *Operation Desert Fox*--70 hours of intensive strike operations. Intel played a significant role in ensuring all aircrew returned safely. In addition to providing superb IPB, OZ supported target development and threat evaluation, including continuous monitoring of an extremely difficult and dynamic target. OZ also supported the first short-fused, onboard planning and execution of a TLAM mission. The tremendous teamwork paid off; the entire operation enjoyed tremendous success as validated by BDA.

OP Division also had a busy and extremely successful year; 1998 included a dramatic reconfiguration of the Photo Lab compartment layout, development of the division web site, and introduction of digital layouts for Distinguished Visitor and reenlistment presentations. The production level of the photo lab dwarfed that of other CVN photo labs. During *Operation Desert Fox*, the ENTERPRISE Photo Lab transmitted over 200 photographs to CHINFO during the four days of the operation. These photographs were used on the front pages of every major newspaper in the western world, including the London Times and the Washington Post, and received major play in international magazines such as Newsweek, U.S. News & World Report, and Time. These images were of such high quality that commendatory correspondence was received from numerous military public affairs information chiefs and civilian news agencies, including AP and Reuters.

OP also provided photographic documentation of all underway replenishments, which improved Deck Department's ability to prepare for unrep. Additionally, during the first two months of ENTERPRISE's six month deployment the Photo Lab documented major photographic evolutions, including: two major onboard compartment fires; a double aircraft flight deck mishap; CNO/MCPON visit; President Bush visit and Hootie and the Blowfish USO concert; Secretary of Defense visit (post *Operation Desert Fox*). OP Division transmitted 475 images to CHINFO in the first eight weeks--a transmission quantity and quality no other carrier photo lab has ever matched.

OS never missed a beat in 1998 despite a 75% turnover of personnel. The high turnover rate was further complicated by the fact that incoming personnel were both new to cryptology as well as having no prior sea duty experience. Installations and cross-deck equipment brought aboard JATACS, SCI JMCIS, SI ADNS, Stentophon, STICS, and Tributary. OS Division also hosted the first W41PC deployment, a carry-on item that provided significant improvements in cryptologic search and signals development efforts. DELTA WING's Quick Reaction Capability deployment with VQ-6 was supported with connectivity to national systems cryptanalysis efforts, an initiative exploring new resources for I&W support to the deployed battle group.

In spite of these challenges, OS exhibited sustained superior performance. Evaluators from Afloat Training Group declared the division "ready for deployment" prior to entering the Inter-Deployment Training Cycle. COMCARGRU-4 struggled to present challenges to SSES operations during COMPTUEX, declaring OS had set a "benchmark for cryptologic efforts by carriers in the Atlantic Fleet" and demonstrated the first successful JTFEX effort of the last four by CVN cryptologic personnel. Only four weeks into deployment OS was hailed for its success in tremendous Special Signals operations by COMUSNAVCENT. Their ability to support *Operation Desert Fox* was second to none with continuous interaction with individual squadrons, Supplot, Flag TAO, and SIAC. SI Communications support to embarked commanders was near flawless; outages to required circuits were less than 24 hours despite shifting communications between three theaters in only ten days.

Combat

The Combat Direction Center (CDC) successfully completed its basic, intermediate and advanced training phases, ensuring all watchstanders had the technical knowledge and tactical proficiency to handle any contingency during deployment. In all, CDC completed TSTA I/II/III/IV, COMPTUEX, FEP and JTFEX prior to the JTG 99-1 deployment.

During the ship's basic training phase CDC conducted training in every warfare specialty within CDC (SAR, Undersea, Surface, Air and Electronic). While inport and underway, CDC ran numerous Combat System Training Team (CSTT) and Integrated Training Team (ITT) scenarios designed to ensure CDC's combat readiness.

CDC maintained an M-1 rating in all warfare mission areas upon the completion of the Intermediate training phase of COMPTUEX and was found "fully combat ready" during the final evaluation period.

On 20 April 1998, CDC conducted a non-firing anti-ship missile defense exercise off the coast of Virginia. The exercise certified ENTERPRISE's NATO Sea Sparrow Missile System (NSSMS) as fully operational. This certification set the stage for ENTERPRISE to conduct its first missile shoot in over two years. On 27 April, a live NSSMS firing was conducted off the coast of Virginia. Two RIM-7P missiles were fired, one from each launcher, each missile achieving skin-to-skin kills on their respective BQM-74E target. The firing demonstrated ENTERPRISE's capability to execute NSSMS detect-to-engage procedures and provided the ship's personnel with training in the operation and maintenance of the NSSMS.

On 26 July, CDC conducted a second live firing of the NSSMS to meet COMPTUEX requirements of anti-ship missile defense against a sea-skimming missile. This event entailed the firing of one RIM-7M at a BQM-74E target and was conducted within the South Puerto Rico operating area scoring a direct hit. On the same date, CDC conducted a Close in Weapons Support (CIWS) TDU engagement exercise. All three mounts were flexed, against a TDU-34A target towed behind an A-4, achieving a perfect score for each respective CIWS mount.

JTG 99-1 presented many new challenges for CDC, but as usual CDC took all of them head on and was extremely successful. OI was tasked with force over the horizon track coordinator (FOTC) as well as assuming duties as the ENTERPRISE Battle Group Alternate Surface Combat Commander (SCC). OW was tasked with ELINT data collection and dissemination and assisted the C2W Warfare Commander in locating critical contacts of interest. OT ensured ENTERPRISE was ready to handle any Search and Rescue scenario. This paid off during two actual SAR efforts in which aircraft were lost and aircrew had to be rescued using both air and surface assets.


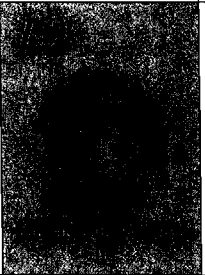
All of the training and in-theater preparation cumulated in CDC's victorious participation in *Operation Desert Fox*. Throughout *Desert Fox*, CDC flexed every warfare area. The Air module ensured a cohesive data link and air picture of the Arabian Gulf and Iraq was maintained. Strike controllers provided an accurate check of the aircraft Mode IV's used to identify them as friendly. The Surface module diligently updated the FOTC database providing an unsurpassed operational tactical picture. The Undersea Warfare Module ensured SAR contingency plans were in place if needed. Electronic Warfare watchstanders vigilantly maintained a lookout for active Iraq anti-air and surface missiles sites.

Strike

See attached Calendar Creator Schedules



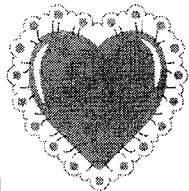
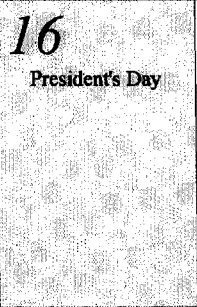

January 1998

Monthly Planner

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February 1998

Monthly Planner

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8	9	10	11	12 Lincoln Birthday 	13	14 Valentine's Day 
LINK 11 TEAM TRAINER						
3M ASSIST VISIT						
INPORT NORFOLK, VA						
15	16 President's Day 	17	18	19	20	21
INPORT NORFOLK, VA					UNDERWAY	
22 Washington's 	23	24	25 Ash Wednesday	26	27	28
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UNDERWAY						

January



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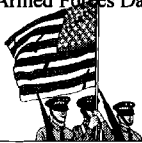

April 1998

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May 1998

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June 1998

Monthly Planner

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July 1998

Monthly Planner

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Monthly Planner

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Monthly Planner

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29 -COMFIFTHFLT VISIT -FLIGHT OPS 1000-2145	30 -CENTCOM J2 VISIT -FLIGHT OPS 1000-2145	<div> <div>October</div> <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td>1</td><td>2</td><td>3</td></tr> <tr><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td></tr> <tr><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td></tr> <tr><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td></tr> <tr><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td></tr> </table> </div> <div> <div>December</div> <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td></tr> <tr><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td></tr> <tr><td>13</td><td>14</td><td>15</td><td>16</td><td>17</td><td>18</td><td>19</td></tr> <tr><td>20</td><td>21</td><td>22</td><td>23</td><td>24</td><td>25</td><td>26</td></tr> <tr><td>27</td><td>28</td><td>29</td><td>30</td><td>31</td><td></td><td></td></tr> </table> </div>					S	M	T	W	T	F	S					1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	S	M	T	W	T	F	S			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
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6	7	8	9 -FLIGHT OPS 1400-2015	10 -FLIGHT OPS 1200-2315 -UNREP WITH DETROIT	11 -CENTCOM VISIT -FLIGHT OPS 0900-2200	12 -FLIGHT OPS 0900-1915																																																	
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13 -FLIGHT OPS 1145-1615 -UNREP WITH TIPPECANOE	14 -FLIGHT OPS 0845-2030  Hanukkah	15 -FLIGHT OPS 0845-2030	16	17 -FLIGHT OPS 0000-0600 -FLIGHT OPS 1730-0000	18 -FLIGHT OPS 0000-0630 -FLIGHT OPS 1730-0000	19 -FLIGHT OPS 0000-0745 -FLIGHT OPS 1700-0000																																																	
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20	21 -FLIGHT OPS 1500-2200 Winter begins 	22 -UNREP WITH DETROIT -VERTREP WITH SAN JOSE	23 -SECDEF VISIT	24 -TRANSIT STRAIT OF HORMUZ	25  Christmas	26 -FLIGHT OPS 1000-2130																																																	
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27 -FLIGHT OPS 1000-2130	28 -VERTREP WITH DETROIT	29 -SAFETY STANDDOWN -TRANSIT BAB EL MENDEB STRAIT	30 -FLIGHT OPS 1045-2245	31 -FLIGHT OPS 1015-2215  New Year's Eve	<div>January 99</div> <table> <tr><td>S</td><td>M</td><td>T</td><td>W</td><td>T</td><td>F</td><td>S</td></tr> <tr><td></td><td></td><td></td><td></td><td></td><td>1</td><td>2</td></tr> <tr><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td></tr> <tr><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></tr> <tr><td>17</td><td>18</td><td>19</td><td>20</td><td>21</td><td>22</td><td>23</td></tr> <tr><td>24</td><td>25</td><td>26</td><td>27</td><td>28</td><td>29</td><td>30</td></tr> <tr><td>31</td><td></td><td></td><td></td><td></td><td></td><td></td></tr> </table>		S	M	T	W	T	F	S						1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31						
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RELIGIOUS MINISTRIES DEPARTMENT

January – March

- Created “zone coverage” program to link chaplains with departments based upon personal knowledge, relational connectivity, and interests.
- Sustained robust Command Prayer Breakfast programming with 4 separate events featuring community clergy and other prominent resources sharing their faith stories. Hosted Pastor G. Ruff of Cornerstone Assemblies of God Church in Hampton, VA and Mr. Glen A. Huff, founder of Huff, Poole, and Mahoney P.C. law firm as keynote speakers.
- Planned American Heritage celebrations for Martin L. King, Jr. and Black History Month.
- Conducted ship-wide spiritual needs survey which served as a valuable tool to assist in planning and providing for spiritual and religious programming.
- Marketed Religious Ministries Department by:
 - Development of an RMD web page.
 - Created an introductory brochure to introduce the RMD staff and services to all personnel aboard ENTERPRISE.
 - Re-crafted RMD’s IDOC presentation.
 - Utilized SITE TV for religious programming advertising, teaching, and provision of encouragement to the crew.
- Conducted burial at sea for MM3 [REDACTED], USN, Vet, father of one of our crewmembers, MR2 [REDACTED], Medical Department. The burial at sea was held 0830, 20 March 1998, on Elevator Four.

April – June

- Hosted, coordinated, and provided support for AIRLANT Easter Sunrise Service, which ministered to 4,500 women, men, girls, and boys of Hampton Roads.
- Re-designed the ship's LMRC (Library Multimedia Resource Center) to increase by 400% computer and email availability for the crew.
- Sent Chaplain [REDACTED] TAD to "Sexual Awareness Training" at the Menninger Institute, Topeka, KS.
- Restructured "TEAM" (The ENTERPRISE Anger Management) course, and conducted anger management seminars for the crew.
- Designed "Success with Stress" program and implemented it into the ship's indoctrination course.
- Hosted a cost and time-saving tele-video pre-deployment planning conference for COMENTBAGRU chaplains and Religious Program Specialists.

July – September

- Coordinated with NMCRS administrators to provide onboard training of 11 NMCRS volunteers while in transit back to NORVA after completion of COMPTUEX.
- Coordinated and conducted 4 adult, 1 children's, and 19 single-sailor pre-deployment briefs, utilizing subject matter experts from the Norfolk Navy Family Service Center.
- Developed and marketed two new scripture studies, specifically targeting the care and feeding of night shift personnel and newly committed Christians.
- Closed out COMPTUEX underway with "POWERFEST," where over 150 crewmembers celebrated their faith in prayer, praise, testimony, and the sharing of God's word.
- Secured and refurbished a new office space for the CVW-3 chaplain.
- Instituted "Virtue Training", a values program for restricted personnel.
- St. Thomas community relations planning began 20 July 98, two weeks prior to entering port. Contact was made with Mr. H. Hatfield of the Vice-Governor's office, who assigned four projects to begin 0900, 4 August. Mr. Hatfield arranged transportation and suggested ten people per site.

- a. SEA VIEW NURSING AND REHABILITATION FACILITY – An 80-bed rehabilitation and elderly facility located in Bolongo Bay, ST Thomas. Sea View Nursing Home is a long-term home for the elderly. Eight volunteers broke, leveled ground and laid rebar at two sites. This prepared the grounds for the pouring of a cement foundation needed to build two gazebos. Volunteers also spent time with the residents sharing sea stories and as appropriate their faith.
- b. CHARLOTTE AMALIE HIGH SCHOOL – High School grounds were in desperate need of landscaping and cleaning. Ten volunteers picked up trash, debris from tropical storms and discarded building materials, mowed, weeded, raked, trimmed hedges, pruned trees and reinforced landscaping walls.
- c. HUMANE SOCIETY OF ST THOMAS – Humane society buildings suffered many damages in the last few months, due to fire and several burglaries, requiring repair. Ten volunteers spent the day cleaning, mowing, painting, and attending to some of the animals.

- d. MEGAN'S BAY AUTHORITY – Beautiful heart shaped Megan's Bay, on the north part of the island, showed signs of many harsh storms and endless parties. Over twenty Chief selectees joined forces with the Megan's Bay Authority, cleaning and landscaping this world class beach.

October – December

- Conducted a memorial service for MM3 Jerry R. Simons, USN, Reactor Dept, 19 Oct 1998.
- Jebel Ali, UAE community relations projects planning began 20 November 98, two weeks prior to entering port.

- a. THE NEW FILIPINO PRIVATE SCHOOL, SHARJAH – This private school, supported solely by private contributors, is a non-profit organization developed to ensure the education and cultural development of the Filipino children. The school is located approximately one hour from Jebel Ali in the town of Sharjah. Enrollment is 350 children, grades K – 12. It consists of four buildings, all needing painting and maintenance. A total of 68 personnel volunteered over two days, 41 on 6 December and 27 on 7 December. Volunteers stripped decks, painted bulkheads (indoor and outdoor), and painted a concrete fence around the compound. Volunteers also spent time with the students sharing sea stories, and playing games. Souvenir ENTERPRISE ball-caps and pictures were presented to the Director, Chairman and Principal of the school. Certificates of Appreciation were given to each volunteer.
- b. UNITED CHRISTIAN CHURCH OF DUBAI (INTER-DENOMINATIONAL) ENTERPRISE Singers, 15 total, participated in the Sunday evening service, providing a 30-minute concert. The congregation, consisting of UAE nationals, Americans, English, Filipinos and others, were delighted to have such a spirited and vocal group. Chaplain [REDACTED] led the singers and enjoyed the evening with Pastor Daniel Splett and his congregation.

- Conducted a memorial service for LCDR Kurt W. Barich, LTJG Brendan J. Duffy, LTJG Charles E. Woodard and LTJG Meredith Loughran from CVW-3 at 0800, 11 November 1998, in Hangar Bay 1.

- Provided 53 families with Holiday Assistance during Thanksgiving and Christmas. Each family was provided a gift certificate to the Norfolk Commissary where they were able to purchase enough food for the Holiday meal and two days following.

- Offered around-the-clock pastoral coverage during *Operation Desert Fox*. ENTERPRISE Religious Ministries Team visited work areas, counseled, and prayed with the men and women during the exhaustive first day. Efforts to cover every shop and squadron were doubled during the following days.

- Jewish Festival of Lights (Hanukkah) observance was held everyday at 1700. ENTERPRISE's Jewish community participated by lighting candles, reading scripture, and reciting prayers.

-The Muslim Holy Month of Ramadan began on the 19 December with a time of prayer and meditation in the Chapel. Each day of Ramadan began with the Muslim community eating and retiring to the Chapel for morning prayer and meditation.

- The Christian holiday of Christmas was celebrated through song, worship, and fellowship. Christmas worship opportunities saw a unification of denominations as Christians fellowshiped together. Services offered included:

Christmas Eve:

1900 Protestant Worship – Hangar Bay 1, 303 people

2030 Ecumenical “Festival of Carols” – Flight Deck, 300 people.

0000 Roman Catholic Midnight Mass – Hangar Bay 1, 340 people

Christmas Day:

0900 Roman Catholic Mass – Focsle, 43 people

1000 Protestant Worship – Focsle, 67 people

1600 Roman Catholic Mass – Chapel, 35 people

Chaplains visited workspaces throughout the day helping to keep spirits bright.

- Navy-Marine Corps Relief Society Representatives provided over \$60,000 worth of financial assistance loans to 114 Sailors and Marines of ENTERPRISE.

- Religious Ministries Department facilitated and supported numerous spiritual opportunities for a widely diverse group of faiths: Baptist Bible Believers, Church of Christ, Jewish, Latter-Day Saints, Muslim, Officer’s Christian Fellowship, Promise Keepers, Protestant, Roman Catholic, Seventh-Day Adventist, and Wicca. Total opportunities offered weekly is 73 services.

SAFETY DEPARTMENT

The Safety Department experienced many challenges during 1998. The primary focus of the department and the ship was gearing up for and executing the November deployment. In doing so, many divergent evolutions required the department to maintain the ship’s high safety standards while training safety technicians due to an 80% turn over in departmental personnel. Additionally, the Safety Department inspected 1176 spaces for safety hazards, fit tested over 850 people to wear respirators, evaluated 267 bulk samples for asbestos, (confirming 51 as containing asbestos) and monitored 15 asbestos ripout operations. Significant events included:

February	Safety Standdown
March	Industrial Hygiene Survey
May	CNO Ergo Team Training
June	Safety Standdown/Health Fair
October	TYCOM Safety Assessment
September	NAVSAFECEN Safety Survey
November	Safety Standdown
December	Safety Standdown/Health Fair

SUPPLY DEPARTMENT

January

January brought new challenges to S-1 Division as they began POA&M for implementation of R-Supply in May 98. A complete rehabilitation was done on S-1/9/12 berthing (PRC deck, new paint job). In celebration of Martin Luther King JR’s birthday, Food Service Division

prepared a special meal and a cake cutting ceremony on the 23rd of January. On Super Bowl Sunday the Food Service Division prepared a special meal to be served during the Super Bowl. A large screen television was present during the game on the mess decks. S-4 began gearing up for the challenge of conversion to DJMPS (Defense Joint Military Pay System) and began training sessions attended by Disbursing Personnel. We got underway on the 22nd. During that period a Hazmat Control Petty Officer Course was given on the 24th and 121 members were qualified. 307 plastic pucks were produced from the 22nd to the 31st.

February

On 11 February 1998 the Disbursing Office received NCR equipment from COMNAVAIRLANT for future ATM upgrades. The S-5 Division accomplished many quality of life projects, which included replacing carpets, lockers, and painting out staterooms. The underway for CQ, ORSE, and AMMO on-load from NIMITZ provided quality VERTREP refresher training. Over 130 lifts of material were transferred to NIMITZ to assist her in her end-of-cruise air wing offload. S-6 implemented extensive POA&M following the progress of MFCS, AVDLR conversion, R-Supply, and OPTIMIZE. In addition they rehabilitated and built-up the tire storeroom. S-8 Remodeled E-mart, which consisted of ordering and installed containers to assist in the organization of material. S-13 sponsored a shelf life training course in which 14 ENTERPRISE members were in attendance. We got underway on 20 Feb. During that time a Hazmat Control Petty Officer Course was given and 53 members were qualified. On 26 Feb we produced our 2000th puck with a total of 269 pucks in February.

March

March brought the implementation of MFCS (Material Financial Control System). This enabled financials to transfer daily utilizing SALTS and eliminated end of month financial processing. S-6 sent large number of personnel to R-SUPPLY/OPTIMIZE training in preparation for system installations in May. They also continued file clean up in preparation for R-Supply/OPTIMIZE/AVDLR Conversion in May. S-9 credit card business boomed with \$77,146.44 in IMPAC micro-purchases, 57 overnight requisitions and bearer walkthroughs. Plastic processing for the month was 579 discs.

April

In April S-1 received an overall grade of excellent/outstanding on the ASMAT II inspection. They also continued preparations for R-Supply. All stock control personnel and RPPO's attended in-depth training at SPAWARS. SPAWARS personnel assisted in "grooming" requisition. For the upcoming uniform change uniform change the laundry cleaned and pressed the entire ship's white uniforms. The Sales Division opened the Corner Store for the first time since the deployment in 1996. The Afloat Supply Management Assist Team (ASMAT) visited April 28 - 30. The Disbursing Office received an overall assessment of outstanding. At that time 100% on the crew was on DDS. The post office lobby and serving counters were completely replaced.

May

SUADPS was taken off line 15 May in preparation for R-Supply implementation. It was restored at the end of the month when R-Supply disappointingly failed certification and was not implemented onboard ENTERPRISE. S-1 received five new computer/upgrades for the IT-21

implementation and one new high-speed printer, this will allow S-1 to print SUADPS reports in S-1 vice depending on ISD to print them. In celebration of Asian Pacific Heritage Month, The Food Service Division prepared a special lunch meal and a cake cutting ceremony on the 29th of May. In celebration of Mother's Day the Food Service Division prepared a lobster and steak dinner for 410 crewmembers and their mothers.

June

In preparation for the Med deployment, a pre-deployment brief was held on board ENTERPRISE in which the Food Service Division cooked a spaghetti dinner for 788 crewmembers and their families. S-5 began the installation of Unican Electronic Locks. These locks use a programmable magnetic card and have greatly enhanced the ability to service stateroom as well as help with key control. Supply worked out a few kinks and got back to the business of replenishment at sea during an UNREP with PLATTE. S-13's production of plastic disc for the month was 409.

July

Supply is now in the medical stores business. We capitalized the Authorized Medical Allowance Listing (AMAL) from end-use to BP28 stock items. ENTERPRISE achieved TYCOM goals for COMPTUEX Readiness in AVCAL/COSAL range and depth. The 14th of July marked the completion of the \$100,000 renovation of the Mess Decks. This renovation ensured a more enjoyable environment for the crew. On 3-4 July Hanger Bay Sales were held for the ship's tours visits. Cash sales for the events totaled \$8200.00. Families will expect more calls home next deployment as new prepaid phone card vending machines were installed. Supply concluded the month with onloading CVW-3 material for COMPTUEX and doing UNREPs with USNS LARAMIE and DETROIT.

August

S-3 division completed new entrances to all three stores. In addition to the installation of new bulkheads, many display cases were installed. The "Flag Mess" was renovated with new carpet, reupholster chairs and rebuilt the overheads. Supply successfully completed COMPTUEX. S-6 made over 2200 repairable issues, 3000 consumable issues and processed over 3000 inductions into AIMD. S-6/S-8 implemented the FACTS carcass tracking and shipping program. This program is utilized as a tool to drive carcass bills to \$0. S-6 and S-8 successfully participated in the first VERTREPS since the 1996 deployment. Supply received over 200 pallets of material and sent over 40 lifts of retrograde to the DETROIT. S-13 conducted a successful HAZMAT amnesty program for three days, collecting over 400 containers of excess hazardous material. Production of plastic waste for the month of August 1998 was 1,093 pucks for a 16-day period.

September

Supply completed end of fiscal year financial closeout. During and extended COMNAVAIRLANT Supply Management Assessment 11 of 14 divisions achieved a score of OUTSTANDING. The remaining three received excellent. The \$150,000 renovation of the Chief Petty Officer's Mess was completed and reopened. DAMES was installed onboard. This new program enables the transmission of requisitions/status to DAAS via IMMARSAT modem.

SALTS was upgraded to operate WINSALTS via Internet access. The Food Service Division received 253 pallets of provisions during the month of October to prepare for the upcoming Mediterranean deployment. During a VERTREP with DETROIT, we received and shipped material for the ships of the Battle Group. Supply also successfully unloaded all material required for JTFEX. Plastic Processing – Production for the month of September was 825 disc.

October

Happy new (fiscal) year. The Food Service Division received 318 pallets of provisions during the month of October to prepare us for the upcoming Mediterranean deployment. Most of this was done during the pre overseas movement leave period. CVN 65 was awarded "Honorable Mention" for FY99 Ney Award Competition by COMNAVAIRLANT. The deployment is almost upon us as the COMNAVAIRLANT Crossdeck message was sent. NLK industries installed electronic locks on doors leading to all CPO berthings and heads. S-11 began Mediterranean /Arabian Gulf preparations by loading 10 pallets of stores purchased through private vendors. Production of plastic disc for the months of September and October was 1,081.

November

Disbursing converted from N-JUMPS to the DJMS pay system. Combat Zone Tax Exclusion and Hostile Fire Pay documents for ship's company and air wing personnel were transmitted to DFAS-Cleveland on 23 November 1998 (date of entitlement). Sadly an EA-6B crashed into an S-3 on the flight deck. Parts were turned over to S-6 and inducted into AIMD and the remainder of the plane went over the side. Optar was augmented 500K to make the Suez Canal Transit. UNREPs were conducted with USNS SIRIUS, NIAGARA FALLS and DETROIT.

December

An inport reception was held in the Hangar Bay in Jebel Ali with over 800 people in attendance. This and other events held during December allowed Supply to cater to numerous distinguish visitors. The lists included the likes of CNO, 5th Fleet, MCPON, former President Bush, Secretary of Defense, Senator Inouye, Bahrain Colonel Hamamad, Congressman Murtha, and General Zinni of the United States Marine Corps. In support of *Desert Fox*, the forward galley served 22 hours a day and the aft galley had both serving lines open 24 hours a day. The Wardroom and CPO Mess also served 24 hours a day. All scheduled sorties were flown. "NONE" were stopped from lack of parts. UNREPs were conducted with DETROIT, USNS TIPPECANOE and SAN JOSE.

TRAINING DEPARTMENT

Organizational Structure

LCDR [REDACTED] relieved LT [REDACTED] as Department Head.
ICC (AW) [REDACTED] relieved MMCS (SW/AW) [REDACTED] as Training Department LCPO.
EN1 [REDACTED] LPO/ Command Indoctrination Coordinator
PN1 [REDACTED] TAD Coordinator.
AT2 [REDACTED] relieved AO2 [REDACTED] as TR-40 W/C Supervisor.
AN [REDACTED] Supply PO

FN [REDACTED] - Maintenance Man
AA [REDACTED] - Maintenance Man

TR-40 Division

DCPO W/C 3M Maintenance was recognized as outstanding, earning a grade of 99% on AIRLANT's 3-M Inspection.

I-Division

The I-Division is responsible for managing the Command Indoctrination Program. The objectives of the Command Indoctrination Program are to provide command and area-specific information to new arrival, thus, facilitating his/her assimilation into the organization, motivating the member, and making him/her feel a welcome part of the team.

The Division continued to provide a smooth and informative transition to 957 newly reported E-1 through E-6 personnel. The one-week course is given to all personnel within four weeks of reporting aboard. The program includes presentations from the Commanding Officer, Executive Officer, and Command Master Chief.

An Indoctrination Class for newly reported Officers/Chiefs was implemented and 47 newly reported E-7 through O-4 attended it.

Developed Command Indoctrination Topic/Facilitator Assessment. Comments received has resulted in improvement on areas such as scheduling, facilities, and topic presentation.

Reconfigured the Training classroom to provide for a satellite teleconferencing class. This included configuring the microphone-computer-television interface and generating a work package for the installation of 3 permanent monitor stations, and 2 camera mounts. -

Maintained the training classroom to host 12 separate PACE classes, EAWS / ESWS, and a satellite teleconferencing class.

TAD

The TAD Division's responsibilities include management of all cost and no-cost TAD orders. Aggressive leadership, exceptional technical expertise and an extraordinary team effort characterized Training Department superb performance this year. Received a budget authorization for the total amount \$245,000.00 for TEMADD spending in the FY98. A total of 522 sets of funded Cost TAD orders were issued for travel to various areas located inside the United States as well as overseas for the purpose of attending schools, conferences, seminars, site visits, emergency leave, medical evacuation and TAD assists from other commands. A total of 2,000 sets of no-cost travel orders were issued for travel to various locations located inside the United States for the purpose of pre-separation classes, schools, and conducting personal matters concerning transfer and separation situations. Coordinated and arranged more than 115 flight reservations or arrangements through NAVPTO and SATO for official funded TAD travel, averaging a total expense of \$34,497.78 for transportation expenses.

WEAPONS DEPARTMENT

G-1 Division (Air Gunners)

1. CART II (Command Assessment of Readiness and Training) inspection January 1998, passed with zero discrepancies.
2. COMNAVAIRLANT (CNAL) 3M Assist Visit, February 1998, only minor discrepancies found.
3. Shipboard Explosive Safety Inspection (SESI) Phase 1, passed with a grade of outstanding, with only minor discrepancies.
4. SESI Phase 2, passed with grade of outstanding and only two minor discrepancies.
5. Mine Readiness Certification Inspection (MRCI), passed with grade of outstanding and zero discrepancies.
6. Comprehensive Training Underway Exercise (COMPTUEX) operations, smooth evolution with zero discrepancies.
7. Consolidated Aviation Supply Equipment Evaluation (CAMSEE), passed with only minor administrative discrepancies.
8. Ordnance Handling Safety and Assistance Team (OHSAT) inspection, no discrepancies and lauded by inspectors as the best G-1 Division ever seen in CNAL
9. Passed CNAL 3M Inspection with zero discrepancies on September 1998. Weapons Department overall grade was 94.
10. Passed Aviation Ordnance Readiness Review (AORR) with zero discrepancies in September 1998.
11. Passed pre-deployment Forklift Inspection with only minor discrepancies in October 1998.
12. Completed *Operation Desert Fox*.

G-2 Division (Armory)

The Armory Division's dynamic efforts throughout the year were characterized by achievement, quality, and sustained productivity. The Armory Division started the year training and preparing for ship-wide evaluations and inspections with the goal of being prepared for the November 1998 deployment.

Significant accomplishments included:

1. Maintained the operational readiness of thirty 37-year old magazine sprinkler systems at 100 percent by repairing or replacing numerous magazine sprinkler valves and components.
2. Qualified over 250 Security Force and Weapons Department personnel in the use and operation of small arms for security teams and quarterdeck watch standers.
3. Divisional inspection areas included: OHSAT, SESI, Carrier Aviation Readiness Training (CART-II), and Magazine Sprinkler Security Inspection (MSSI). The number of discrepancies was small and each was corrected expeditiously.
4. The use of sound Maintenance, Material, and Management (3M) procedures and practices were instrumental in the Weapons Department's earning the highest grade of the major departments during the CNAL 3M inspection.
5. Five personnel were advanced to Third Class Petty Officer.
6. Trained seven personnel for Burial-at-Sea Honor Detail functions.
7. Conducted five small boat attack exercises and three live fire .50 caliber exercises in support of ENTERPRISE's competitive cycle.
8. Qualified eight personnel as Weapons Elevator Operators.

9. One person enrolled and successfully completed a PACE class.
10. Assisted in numerous ammunition on-loads as elevator operators, magazine sprinkler operators, and team members.
11. Twelve personnel completed magazine sprinkler maintenance and .50 caliber maintenance courses. Three personnel successfully completed the magazine sprinkler inspector course.
12. One person was selected as Blue Jacket of the Quarter and another as Supervisor of the Quarter.

G-3 Division (Magazines/Assembly)

G-3 Division began the year in work-ups preparing for various ship wide evolutions as well as inspections geared toward the Weapons Department. Command inspections included Carrier Qualifications, TSTA-I/II, and CART-I/II. G-3 Division accomplishments included: OHSAT, SESI - Phase I and II and an 1100 lift ordnance on-load. G-3 Division's efforts epitomized professionalism, and pride in accomplishment during each evolution.

G-3 Division successfully met the demands of COMPTUEX from 15 July to 25 August 1998, despite being significantly undermanned. The Enlisted Distribution Verification Report (EDVR) authorizes 144 billet assignments for the division. During COMPTUEX, the 62 personnel actually assigned to G-3 diligently accomplished the breakout, assembly, and delivery of 267 tons of air-launched ordnance.

During COMPTUEX, the division also completed the Mine Readiness Certification Inspection (MRCI) with impressive results. G-3 Division's mine-assembly crew carefully and expeditiously assembled 10 watertight, Quick-Strike mines within the allotted time, and with no major discrepancies. The division also executed the safe handling and stowage of 937 tons of bombs, missiles and other explosives during the COMPTUEX weapons on-load.

G-3 Division successfully completed the demanding Joint Task Force Exercise (JTFEX) and met or exceeded all tasking. Careful foresight and planning facilitated the smooth flow of ammunition to meet all contingencies.

In 1998, G-3 Division was tasked with incorporating Airborne Weapons Change (AWC) 419 on over 400 BSU-86 fins. The fins had been received in condition code "B", but with the AWC incorporated, the fins were upgraded to "A" condition. G-3 also received 116 GBU-12 and 150 GBU-10 and GBU-16 airfoil groups in condition code "K," which required the repair and replacement of humidity indicators, relief valves, and desiccant in order to upgrade all assets to condition code "A." The division performed maintenance due date (MDD) changes and naval ammunition reclassifications (NARs) on AGM-88, AIM-120, AGM-65, Walleye I, and Walleye II missiles, extending the service life of each weapon.

Division personnel, when not involved in ordnance handling evolutions, performed 4,632 damage control, magazine, and related compartment preventive and unscheduled 3M maintenance actions throughout the 102 assigned spaces. The division's 3M training and high standards of maintenance practices, were instrumental in the Weapons Department receiving the highest grade for a large department (94 %) during the COMNAVAIRLANT 3M inspection.

Finding time to study for rating exams, G-3 Division promoted one person to Chief Petty Officer, one to Petty Officer First Class, one to Petty Officer Second Class, and eight to Petty Officer Third Class.

In support of air strikes on Iraq during *Operation Desert Fox*, G-3 Division personnel broke out, assembled, and delivered over 690,000 pounds of live ordnance. During the 70-hour air campaign, over 200 precision guided bombs, over 30 free fall weapons and over 80 anti-radiation missiles were delivered by CVW-3 aircraft against Iraqi targets.

G-4 Division (Weapons Elevators)

During 1998, G-4 Division completed both the Ordnance Handling Safety Inspection (OHSAT) and Shipboard Explosive Safety Inspection (SESI) Phase I and II with zero discrepancies. The CNAL inspection team noted G-4 as having an "Outstanding weapons elevator qualification and licensing program. One of the best programs in CVLANT. Exceeds all current requirements."

During two major weapons on-loads, while transferring over 1,235 tons of ordnance into the weapons magazines, all 14 weapons elevators remained 100% operational throughout each evolution. When the elevator shop was not moving ordnance they found time to complete 1,183 repair jobs, and over 3,500 hours of preventive maintenance. G-4 planned, scheduled, coordinated and ensured 90 personnel received formal elevator operator training.

At year's end, G-4's elevators moved all of the 191 tons of the air-launched ordnance expended during *Operation Desert Fox*. Two days later, completing an at sea replenishment to replace the ordnance used during *Desert Fox*, the elevators again remained 100% operational throughout. G-4 was a major contributor to the Weapons Department's high score of 94 % during the CNAL 3M inspection.

G-5 Division (Aviation Ordnance Control Center)

For the year 1998, G-5 was responsible for the requisition, coordination, and safe movement of ordnance for twelve separate ammunition on-loads and five offloads. The lift count of on-loads and offloads totaled 2,172 lifts with the majority coming via VERTREP. G-5 personnel receipted 4,716,555.3 lbs. and issued 1,452,250.4 lbs. of ammunition in support of ENTERPRISE's mission. G-5 was the key liaison between CVW-3, EOD, and Seal Team EIGHT ensuring that all necessary ammunition was available to meet training requirements and mission load requirements. To ensure that all requirements were met, G-5 personnel worked hand in hand with AIRLANT and AMMOLANT. Through the use of an intricate database and complex spreadsheets, G-5 personnel were able to provide AIRLANT with early ammunition status on ordnance required for COMTUEX, JTFEX, and JTG-99. This aided ENTERPRISE and CVW-3 in achieving outstanding results in all exercises. CINCLANTFLT lauded ENTERPRISE for an "outstanding job identifying ammunition shortfalls and providing a sourcing plan for shortfalls earlier than required".

During *Operation Desert Fox*, G-5 personnel coordinated all aspects of the safe and expeditious buildup and transfer of ammunition from the magazines to the flight deck in support of the CVW-3 flight schedule. During *Desert Fox*, over 200 pieces of precision guided weapons, over 30 free fall weapons, and over 80 anti-radiation missiles were expended for a total weight of nearly 692,000 lbs. As a result of meticulous attention to detail, all expenditures were reported in a timely manner and with 100% accuracy. G-5 provided reports to Flag N-4 that calculated daily expenditures, total expenditures, remaining balance on board, and the total percentage of an item remaining on hand based against the allowance. This was used as a tool to aid the requisitioning of ammunition needed to bring the ship back to within full mission allowance. Throughout the year, G-5 was instrumental in maintaining positive liaison between CVW-3 and ENTERPRISE and establishing teamwork that is unsurpassed fleet wide.