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DEPARTMENT OF THE NAVY  
USS ENTERPRISE CVN-65  
FLEET POST OFFICE  
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From: Commanding Officer, USS ENTERPRISE (CVN 65)  
To: Director, Naval Historical Center (N09BH)

Subj: 2001 COMMAND HISTORY

Ref: (a) OPNAVINST 5720.12G

Encl: (1) USS ENTERPRISE (CVN 65) 2001 Command History  
(2) USS ENTERPRISE (CVN 65) 2001 Cruise Video  
(3) USS ENTERPRISE (CVN 65) 2001 Year in Review Photo Slide Show  
(4) USS ENTERPRISE (CVN 65) 2001 PERSONAL FOR Messages  
(5) USS ENTERPRISE (CVN 65) 2001 OPREP-3/UNIT SITREP Messages  
(6) USS ENTERPRISE (CVN 65) 2001 SORTS Messages  
(7) USS ENTERPRISE (CVN 65) 2001 Post Deployment Brief  
(8) ENTERPRISE Battle Group Morning INTEL Brief 06 October 2001  
(9) ENTERPRISE Battle Group Straits of Hormuz Transit Sep 01, Expected  
Reaction/Threat Assessment September 2001  
(10) ENTERPRISE Battle Group Daily Intelligence Update  
09 August 2001  
(11) ENTERPRISE Battle Group Straits of Hormuz Transit Sep 01, Expected  
Reaction/Threat Assessment August 2001  
(12) ENTERPRISE Battle Group Arabian Sea, Gulf of Aden, Red Sea  
Transit Orientation/Threat Overview  
(13) Suez Canal Transit Canal Orientation  
(14) Suez Canal Transit Entering Port Said 26-28 July 2002  
(15) ENTERPRISE Battle Group Daily Intelligence Update,  
14 July 2001  
(16) CD-ROM Disk (Enclosures (7) through (15) included) [IN CLASS FILE]  
(17) CD-ROM Disk (Enclosure (3) included)  
(18) CD-ROM Disk (Enclosure (1) included)

1. Per reference (a), enclosures (1) through (18) are forwarded.

E. C. NEIDLINGER

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Declassify on: X4

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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

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

ISIC: Commander, Cruiser-Destroyer Group TWELVE

USS ENTERPRISE (CVN 65)

UIC: 03365

Commanding Officer

Captain James A. Winnefeld, Jr.

Executive Officer

Captain Lawrence S. Rice (Jan 1- Feb 10)

Commander Robert W. Brown (Feb 10 - Dec 31)

Command Master Chief

CMDMC (SW/AW) Norman R. Wood

## Duty Station

Naval Station Norfolk, VA

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## CARRIER AIRWING EIGHT (CVW-8) COMPOSITION Embarked in USS ENTERPRISE (CVN-65) from January 1 - November 10 2001

FIGHTER SQUADRON FOURTEEN (VF-14)  
TOPHATTERS  
NAS OCEANA, VA  
11 F-14A Tomcats

FIGHTER SQUADRON FORTY-ONE (VF-41)  
BLACK ACES  
NAS OCEANA, VA  
11 F-14A Tomcats

STRIKE-FIGHTER SQUADRON FIFTEEN (VFA-15)  
VALIONS  
NAS OCEANA, VA  
12 F-18C Hornets

STRIKE-FIGHTER SQUADRON EIGHTY-SEVEN (VFA-87)  
VALIONS  
NAS OCEANA, VA  
12 F-18C Hornets

CARRIER AIRBORNE EARLY WARNING SQUADRON ONE TWO FOUR (VAW-124)  
BEAR ACES  
NAVSTA NORFOLK, VA  
4 E-2C Hawkeye's

ELECTRONIC ATTACK SQUADRON ONE FOUR ONE (VAQ-141)  
SHADOW HAWKS  
NAS WHIDBY ISLAND, WA  
4 EA-6B Prowlers

HELICOPTER ANTI-SUBMARINE SQUADRON THREE (HS-3)  
TRIDENTS  
NAS JACKSONVILLE, FL  
4 SH-60 F / 2 HH-60H SEAHAWKS

FLEET LOGISTICS COMPOSITE SQUADRON (VRC-40) Detachment 5  
RAWHIDES  
NAVSTA NORFOLK, VA  
2 C-2A Greyhounds

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## Summary of Ordnance Expended

### OPERATION SOUTHERN WATCH

MISSILES	AGM-65	MARRICK	4
	AGM-54	PHENIX	4
FREE FALL	GBU-12	LGB	5
	GBU-16	LGB	12
	GBU-31(MK 84)	JDAM	2
	AGM-154	JSOW	4
CART./COUNTEMEASURES	7.62MM	CHAFF	4
	RR-129	CHAFF	420
	RR-144	CHAFF	167
	RR-184	CHAFF	757
	RR-189		599
	MJU-8		143
	GEN-X		34
	MJU-27		101

### OPERATION ENDURING FREEDOM

MISSILES	AIM-9	SIDEWINDER	1
	AIM-54	PHENIX	1
	AGM-65	MARRICK	68
FREE FALL	GBU-10	LGB	7
	GBU-12	LGB	266
	GBU-16	LGB	272
	GBU-24	LGB	5
	GBU-31(MK 84)	JDAM	75
	GBU-31(BLU-109)	JDAM	47
CART./COUNTEMEASURES	MGU-8		973
	MGU-27		750
	RR-129	CHAFF	101
	RR-184	CHAFF	4815

ONLOADS TOTAL WEIGHT	16,905,390.09 LBS	8,452.70 TONS
OFFLOADS TOTAL WEIGHT	11,224,928.94 LBS	5,612.464 TONS

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# USS ENTERPRISE (CVN-65)

## 2001 COMMAND HISTORY CHRONOLOGY

UNDERWAY	JAN 01	FEB 01	MAR 01	APR 01	MAY 01	JUN 01
	16-----30 C2XA	27-----27 C2XB/JTFEX	25-----25 C2XB/JTFEX	25-----25 POM 25 DEPLOY	DEPLOYMENT 14-----20 MANAR 24-----31 TRIDENT D'OR 10--14 PALMA 24--28 CANNES	10-----12 MTT 18-----28 JMC 012 4--7 NAPLES 13--16 PORTSMOUTH

UNDERWAY	JUL 01	AUG 01	SEP 01	OCT 01	NOV 01	DEC 01
	10-----12 ORSE 12-----19 JUNIPER HAWK 2--6 LISBON 20--23 RHODES	2-----10 OPERATION SOUTHERN WATCH 25--28 JEBEL ALI	12-----24 OPERATION ENDURING FREEDOM	29--30 SOUDA BAY	10 RTHP POM	10--12 AMMO OFFLOAD

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## NARRATIVE

### January 2001

On January 1, ENTERPRISE was moored to pier 11 at Naval Station Norfolk, VA conducting a holiday leave period. On January 16 ENTERPRISE was underway to conduct Composite Unit Training Exercise Part A (COMPTUEX A) off the coast of Virginia, North Carolina and in the Gulf of Mexico, ENTERPRISE returned to homeport on January 30.

The Composite Unit Training Exercise (COMPTUEX) for the USS ENTERPRISE Battle Group was divided into two phases. The first phase, involved the entire battle group and included air-to-ground bombing events and was conducted 16-30 January 2001. During that time, the battle group operated in the Gulf of Mexico (GOMEX) 21-26 January, utilizing the weapons ranges at Avon Park, FL and Eglin Air Force Base. The second phase of COMPTUEX, was scheduled from 04 -15 March 2001 in the Caribbean, and was combined with a multinational at-sea missile exercise called Unified Warrior. Unified Warrior, typically a U.S.-German bilateral exercise conducted every two years, was expanded this year to include naval units from Canada, Belgium and The Netherlands.

This was a practical decision. Conducting this phase of COMPTUEX in the Gulf of Mexico was driven by the demands of a unique operating schedule, runway repairs at Naval Station Roosevelt Roads, PR (NSRR) and our prior experience operating in GOMEX. COMPTUEX had to be divided into two phases to permit us to conduct Exercise Unified Warrior, an important multinational at-sea missile exercise. Unified Warrior was conducted in concert with the second phase of COMPTUEX, and required additional training events. The runway repairs at NSRR will shorten the active runways, infringing upon our ability to conduct robust opposition air sorties. Lastly, we have used ranges in Florida for COMPTUEX and JTFEX events in the past. The EISENHOWER, JOHN F. KENNEDY and GEORGE WASHINGTON Battle Groups all trained at Florida ranges in preparation for their deployments in the wake of the bombing mishap at Vieques in April 1999. Our current use of them is indicative of our commitment to maintaining flexibility and versatility in our vital pre-deployment work-ups.

ENTERPRISE Battle Group is made up of a battle group staff embarked on USS ENTERPRISE along with Commander, Destroyer Squadron Eighteen and Commander, Carrier Air Wing Eight. The ships in the battle group were: the aircraft carrier USS ENTERPRISE (CVN 65); the cruisers USS GETTYBURG (CG 64) and USS PHILIPPINE SEA (CG 58); the guided missile destroyers USS STOUT (DDG 55), USS GONZALEZ (DDG 66), and USS MCFAUL (DDG 74); the destroyers USS NICHOLSON (DD 982) and USS THORN (DDG 988); the guided missile frigate USS NICHOLAS (FFG 47); the supply ship USS ARCTIC (AOE 8); and the attack submarines USS PROVIDENCE (SSN 719) and USS JACKSONVILLE (SSN 699). The aircraft squadrons embarked on ENTERPRISE included two fighter squadrons FOURTEEN (VF-14) and FORTY ONE (VF-41) flying the F-14A Tomcat; two fighter-attack squadrons FIFTEEN (VFA-15) and EIGHTY SEVEN (VFA-87) flying the F/A-18C Hornet; one sea-control squadron TWENTY FOUR (VS 24) flying the S-3B Viking; one electronic attack (VAQ-141) squadron flying the EA-6B Prowler; one early warning squadron (VAW-124) flying the E-2C Hawkeye and one helicopter anti-submarine squadron (HS-3) flying the SH-60 /HH-60 Seahawk.

The type of training COMPTUEX included air-to-ground tactical bombing, using some live ordnance as well as critical battle group-wide training. The scenario driving COMPTUEX requires progressively more difficult and fast-paced training events as time goes on. COMPTUEX is designed to forge the air wing

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and carrier, as well as the entire battle group, into a cohesive fighting team.

## February 2001

The majority of February found USS ENTERPRISE pier side homeport conducting maintenance and upkeep until 26 February when ENTERPRISE got underway for COMPTUEX B.

## March 2001

ENTERPRISE returned to sea February 26, steaming to Roosevelt Roads, Puerto Rico, and then returning to the VA Capes Operating area for COMPTUEX B and JTFEX, returning to homeport on March 26 for PRE-OVERSEAS MOVMENT UPKEEP AND STANDOWN (POM).

## April 2001

On April 25, the ENTERPRISE Navigation Department set Special Sea and Anchor Detail to begin a historic 17<sup>th</sup> deployment for operations in the Mediterranean Sea, Arabian Gulf and North Arabian Sea

## May 2001

Before transiting the Strait of Gibraltar on May 9, ENTERPRISE conducted a photo exercise with the ENTERPRISE Battle Group and KEARSARGE Amphibious Ready Group. After completing an underway replenishment with USS ARCTIC, ENTERPRISE crew anchored accurately and on time in Palma, Spain on May 10. After 4 days of liberty, ENTERPRISE conducted operations with the French Ship CHARLES DEGUALLE, the world's newest and smallest nuclear powered aircraft carrier.

From May 10-14, Enterprise visited the island of Palma. One of Europe's most popular summer getaways, Palma was more than sand, surf and sun for Enterprise Sailors. From medieval tournaments to breathtaking scenic tours to an authentic Spanish festival, this island gave Big E its first taste of the Mediterranean. When they weren't shopping for leather goods or pearls in Palma, Sailors visited the many beaches, offering fun and sun during the day and dancing at the various clubs at night. Sailors also lent a helping hand, volunteering for community relations projects involving a drug rehabilitation center and fencing in a children's soccer field. After the ship left Palma, Enterprise received a visit from Country music superstar Chad Brock. Through the USO, Brock visited ships in the Enterprise Battle Group, performing his chart topping hits, bringing a little bit of home to Big E Sailors.

From May 24-28, Enterprise hit mainland Europe, visiting the French Riviera in Cannes, France. Known for its famous film festival, Cannes was a gateway for Enterprise Sailors to experience France. From the bustling streets of Paris to the rolling river through the Verdon Canyon and into the glitz and glamour of Monte Carlo, Sailors had many different ways to experience French culture. Like Palma, great shopping and beautiful beaches awaited Sailors in Cannes, living up to the reputation of the French Riviera. Sailors also got the opportunity to show their patriotism by participating in a Memorial Day ceremony at an American cemetery, honoring servicemen who died during the invasion of France in World War II.



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## June 2001

From 4-7 June, Enterprise visited Naples, Italy, a standard port call for ships in the Mediterranean. Naples gave Big E Sailors the opportunity to visit some familiar surroundings. The Naval support Activity in Naples allowed Big E Sailors to use the Navy Exchange, Credit Union and other on-base facilities, including the outdoor recreation park. Like in France, Sailors were able to use Naples as a starting point to visit Italy, including Rome, Florence and Venice. Big E Sailors even did a little "time traveling" by visiting the ancient city of Pompeii. Of course, Naples also gave Sailors the chance to taste a variety of Italian cuisine.

Enterprise left the Mediterranean and headed north to visit Portsmouth, England, from June 13-16. The cooler and wetter English weather, a far cry different from the warm Mediterranean greeted big E Sailors. Tours were arranged from busy day trips to London to the mysteries of Stonehenge. In Portsmouth, Sailors experience the history of Royal Navy at England's famous Naval port, home to the HMS Victory, HMS Warrior and the Mary Rose, Henry VIII's prized sailing ship.

## July 2001

Before Enterprise went back into the Mediterranean, the ship visited Lisbon, Portugal, from July 2-6. Big E celebrated the Fourth of July with a special Sunset reception onboard. Dignitaries from Portugal joined Sailors onboard for the ceremony, including a performance by the Big E Color Guard. MWR hosted a picnic at fleet landing, including hot dogs, hamburgers, music and games for everyone to enjoy. Big E Sailors were able to enjoy Lisbon, thanks to the city's great metro system. Though many Sailors enjoyed the historical sights that were scattered all over town, most made their way to the Colombo Mall, an American-style mega mall, complete with food court, movie theatre and tons of shops.

Once back in Mediterranean, Enterprise made one more port visit before it's Suez Canal transit. From 20-23 July, Big E visited the tiny island of Rhodes, Greece. Within the ancient city walls now lies a mainstream tourist attraction, complete with shops, restaurants, hotels and nightclubs. Sailors also took the opportunity to travel outside the city to visit ancient ruins as well as the famous beaches for a last chance at fun in the sun.

ENTERPRISE departed Rhodes, Greece and then proceeded south towards Port Said, Egypt, to transit the Suez Canal. Just wide and deep enough to accommodate ENTERPRISE, and more than 100 miles long, the Suez Canal represented a significant challenge for the navigation and bridge teams. With force protection in mind, Navigation manned both the bridge and secondary control with full watch teams, both able to safely navigate the ship in an emergency. Upon exiting the Suez Canal, ENTERPRISE transited through the Gulf of Suez and into the Persian Gulf, averaging more than 30 knots speed over ground. During the transit, the Signal Bridge spotted two unidentified submarines.

## August 2001

ENTERPRISE maintained station in the North Arabian Gulf to relieve CONSTELLATION and participated in Operation SOUTHERN WATCH and maritime interdiction operations. The Navigation team expertly maneuvered ENTERPRISE on multiple occasions to close suspected smugglers. ENTERPRISE also provided

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two Vehicle Board Search and Seizure Teams to other surface combatants in the Arabian Gulf.

After over a month at sea in the Arabian Gulf, Enterprise Sailors took a well-deserved break in the port of Jebel ali, United Arabs Emirates, commencing on August 25. Set up by the USO and MWR for ships serving in the Gulf, the port had its own oasis in the sand for the Sailors. Air-conditioned spaces and a swimming pool helped keep the Sailors cool in the desert heat. Big E Sailors also had the opportunity to enjoy the Middle Eastern culture of UAE with trips to the nearby city of Dubai as well as MWR sponsored trips to the desert to enjoy camel rides, sand surfing, 4x4 wheeling across the dunes and authentic nomadic food. Sailors enjoyed their time in the desert while Enterprise received a new coat of paint.

## September 2001

On September 10, ENTERPRISE passed through the Strait of Hormuz en route Cape Town, South Africa. On September 11, after terrorist attacks on the World Trade Center and Pentagon, ENTERPRISE moved north and was the first ship to arrive on station 100 miles south of Pakistan. Over the next few weeks, ENTERPRISE conducted combat flight operations in support of Operation ENDURING FREEDOM executing primarily night strike flight operations, including a period of 36 hours continuous of flight operations. ENTERPRISE conducted underway replenishments after flight operations on an almost daily basis.

## October 2001

On October 25, THEODORE ROOSEVELT relieved ENTERPRISE. After passing through the Suez Canal on 28 October, ENTERPRISE made its final port visit to Souda Bay in Crete on October 29-30 before heading across the Atlantic and home. After weeks at sea, Sailors got the chance to relax and do some much needed shopping at the Navy Exchange at the Souda Bay Naval Support Activity. Sailors also utilized the other facilities at the base, including the theatre, bowling alley, laundry and credit union. Pier-side, MWR sponsored a picnic area for those Sailors who didn't want to take the long bus ride to town.

## November 2001

On the last few days of the transit ENTERPRISE conduct maintenance on her aircraft for fly off, conducted a flight deck spell exercise and hosted a 2 hour live television special with ABC's Good Morning America, the first complete produced at sea television special ever. ENTERPRISE also had the privilege to the Secretary of the Navy, Honorable Gordon England visit as well the day before the ship returned to Norfolk.

ENTERPRISE arrived home on November 10 and moored to Pier 12 North, Norfolk Naval Base. While enjoying a much deserved stand down period, country music super star Garth Brooks performed a special concert aboard BIG on November 20.

## December 2001

As BIG E completed her stand down period the President, The Honorable George Bush, Jr. visited on 7 December to honor ENTERPRISE Battle Group Sailors and WWII Veterans during a speech on the Flight Deck of the World's most famous warship "USS ENTERPRISE". ENTERPRISE deployed for 3 days commencing December 10 for ammunition off-load with USS GEORGE WASHINGTON and USNS MOUNT BAKER. ENTERPRISE ended the year preparing for a dead stick move

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down the Elizabeth River to enter dry-dock eight at Norfolk Naval Shipyard for a year long EDSRA.

## **AIR DEPARTMENT**

The ENTERPRISE Air Department took great pride in launching and recovering over 13,000 fixed wing and 1,775 rotary wing sorties major mishap free during 2001. The Air Department pumped the fuel, prepared and maintained the flight deck, trained over 600 personnel, and coordinated with Carrier Air Wing EIGHT to ensure all sorties were safely and expeditiously launched and recovered. During March, the department supported intense flight operations during COMPTUEX and JTFEX. Deploying in April, ENTERPRISE enjoyed its first three months of cruise conducting operations in the Mediterranean Sea and North Atlantic. The fourth month of deployment found USS ENTERPRISE in the summer heat of the Arabian Gulf once again flying combat operations in support of Operation SOUTHERN WATCH. After the 11 September terrorist attacks on the World Trade Center and the Pentagon, Air Department Sailors launched hundreds of aircraft for combat missions over Afghanistan in support of Operation ENDURING FREEDOM. November and December afforded the crew with a post-deployment leave period and an opportunity for each division to prepare for the transition to the Portsmouth Naval Shipyard for commencement of an Extended Docking Selected Restricted Availability (EDSRA).

### **V-1 Division**

V-1 Division began the year resurfacing over 30,000 square feet of non-skid in the vicinity of the landing area and throughout the angle deck. During 2001, the Crash and Salvage team professionally responded to 220 fuel spills, 7 aircraft fires, 14 engine fires, 10 tail pipe fires, and 10 catapult trough fires. V-1 scrubbed the entire flight deck 7 times and conducted 133 partial flight deck scrubs. While in port, V-1 Division also completed 25 aircraft crane on/off evolutions supporting various maintenance efforts, a prime time network television broadcast by nationally known music singer Garth Brooks, and a visit by President George W. Bush commemorating the 60th anniversary of Japan's attack on Pearl Harbor.

The flight deck crew responded to the call of duty by safely and expeditiously moving 44,306 aircraft and completing 1,883 aircraft elevator evolution's in 2001. Despite manning shortages and having a severely worn non-skid surface, V-1 Division significantly reduced their aircraft crunch rate from .275/100 moves to an impressive .075/100 moves.

### **V-2 Division**

V-2 began 2001 by preparing for the upcoming Mediterranean Deployment in April with approximately 95 percent manning. The regularly scheduled deployment and subsequent combat flight operations resulted in a total of 10,111 incident free launches and arrestments. Catapult Number One reached a lifetime milestone of 135,000 shots. Hard work and timeless maintenance efforts of 14 workcenters resulted in the completion of over 13,750 preventive maintenance actions, 500 corrective maintenance actions, and an impressive 97 percent equipment availability.

V-2 finished the year with preparations for a seamless transition to the upcoming shipyard period. EDSRA 2002 will involve the refurbishment of all four catapults, five arresting gear systems, installments of a new IFLOS landing aid system and many other landing aid components.

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## V-3 Division

During 2001, the Hangar Deck division safely and efficiently completed over 3,800 elevator runs and over 12,000 aircraft moves. The professionalism and steadfast dedication to duty demonstrated throughout the division allowed ENTERPRISE/CVW-8 Battle Group to maintain its high mission ready aircraft rate, which significantly contributed to the combat readiness and combat success of the Battle Group.

Upon return to Norfolk, Virginia, the Hangar Deck Division ensured a highly successful and expeditious off-load of air wing personnel and equipment, in preparation for the ship's Extended Docking Selected Restricted Availability (EDSRA-02).

## V-4 Division

During 2001, the Fuels Division safely handled over 22,470,000 gallons of aviation fuel while supporting flight operations during COMPTUEX, JTFEX, and Deployment.

Fuel quality was ensured through 59,946 routine quality control samples, proving V-4 met stringent standards for fuel purity from receipt and storage through the eventual delivery of fuel to U.S. Navy combat aircraft. In preparation for the 2001 deployment, V-4 Sailors completed the following:

- 4 centrifugal purifier's overhauled
- 2 service pumps overhauled
- 2 stripping pumps overhauled
- 1 transfer pump overhauled
- 172-tank Level indicated system repairs
- 1 service filter element change-out

Operationally, V-4 flawlessly conducted 17,066 aircraft refuelings, 24 replenishments at-sea (received 22,717,446 gallons of JP-5), and 7 fuelings at-sea (delivered 1,059,093 gallons of JP-5).

In preparation for 2002 EDSRA, 954,000 gallons of fuel were off-loaded to an alongside barge which provided access to 188 stowage, contamination and service tanks. Fuel hoses were offloaded from our fueling stations, filter elements were removed and discarded, and a massive full system "master tag-out" was put into place, which allowed for the smoothest possible transition into the shipyard environment.

A personal tragedy took place when ABF2 Ruben Rodriguez was killed in a commercial plane crash while on leave traveling to visit his family after serving honorably during the 2001 combat deployment. During a memorial service on board ENTERPRISE he was posthumously presented the Navy and Marine Corps Achievement Medal.

## V-5 Division

During 2001 the Air Department Tower/Administrative Office Division provided administrative support for over 550 Air Department Sailors, processed 157 personal award decorations, 140 personnel advancements, 2500 items of correspondence, and 57 reenlistments. Operationally, 13 Sailors qualified in Tower positions and on the LSO platform while supporting over 13,000 aircraft launches and recoveries.

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## AIR DEPARTMENT KEY PERSONNEL

AIR BOSS	CDR [REDACTED]	USN
MINI BOSS	CDR [REDACTED]	USN
HANDLER	LCDR [REDACTED]	USN
FLIGHT DECK OFFICER	LT [REDACTED]	USN
ASSISTANT FLIGHT DECK OFFICER	ENS [REDACTED]	USN
AIR BOS'N	CWO2 [REDACTED]	USN

## AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

In 2001, ENTERPRISE Aircraft Intermediate Maintenance Department provided Carrier Air Wing EIGHT and ENTERPRISE Battle Group with superior organic maintenance and repair services during an aggressive work-up cycle and Mediterranean Sea, Arabian Gulf, and North Arabian Sea deployment. CVW-8, deployed with some of the oldest aircraft in naval service, and brought AIMD a record 25,146 inductions, exceeding the induction rate of the past six COMNAVAIRLANT deployed carriers. Processing record inductions, AIMD provided extraordinary customer support enabling CVW-8 to achieve an impressive 82 percent full-mission capable (FMC) and a 86 percent mission-capable (MC) rate while achieving a 97 percent sortie completion rate for deployed aircraft. Most impressive was the AIMD's support of Air Wing EIGHT and ENTERPRISE Battle Group during the initial days of Operation ENDURING FREEDOM, during which time CVW-8 flew combat missions around the clock for 18 consecutive days. ENTERPRISE's seasoned AIMD provided Battle Force Intermediate Maintenance Activity (BFIMA) services and coordinated the repair efforts for four Afloat AIMDs (USS ENTERPRISE, USS CARL VINSON, USS KITTY HAWK, and USS THEODORE ROOSEVELT) operating in the same theater completing in excess of 900 BFIMA actions with more than 8,000 man-hours provided in support of attached units with a 98 percent completion rate. The department achieved several milestones in operational readiness including a phenomenal 96.3 percent Test Bench Readiness rate and a 98 percent Support Equipment Readiness rate. This superior level of readiness directly contributed to ENTERPRISE earning the COMNAVAIRLANT Black "E" and nomination for the Secretary of Defense Phoenix Award for maintenance excellence. Additionally, CWO3 [REDACTED] [REDACTED] the department's Assistant IM-3 Division Officer, was honored as the COMNAVAIRLANT Nominee for the CNO Charles J. Nechvatal Award for the Junior Maintenance Officer of the Year.

### **IM-1: Maintenance Administration, Quality Assurance, Maintenance/Material Control, Manpower, Personnel & Training**

2001 started with IM-1 completing rehabilitation of 11 berthing spaces and 7 heads, correcting over 350 material condition discrepancies, including the completion of the USS ENTERPRISE Women at Sea habitability modernization, in preparation for a Board of Inspection and Survey (INSURV) review. AIMD instituted a plan to manage the Preventative Maintenance System (PMS) requirements resulting in INSURV Inspectors commenting "AIMD berthing compartments were the best they inspected."

Quality Assurance Division brought the department's maintenance monitoring and audit programs on line following the Extended Ship Restricted Availability (ESRA). QA focused on re-establishing the Central and Disbursed Technical Publications Library, which was deficient 2,200 publications, and research was needed to ensure that they had all the required pubs for the newly embarked E-2 Group 2 aircraft. AIMD did not BCM a single part due to

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lack of publications. QA also processed 7 SE misuse/abuse reports, 6 Gas Free Engineering certificates; 7 Naval Aviation Maintenance Discrepancy Report Program (NAMDRP) reports and administered 322 SE Phase TWO Licensing Tests. Quality Assurance professionals within the Aircraft Intermediate Maintenance Department implemented a comprehensive departmental self-evaluation audit system in preparation for the COMNAVAIRLANT Combined Aviation Maintenance and Supply Effectiveness Evaluation (CAMSEE). This program entailed participation from workers to divisional leadership. QA aggressively led the charge by providing research and assistance for corrective actions, while performing over 110 work center and program audits. Bravo Zulus were received for 20 of 43 programs as a result of this initiative.

Material Control had tremendous success in Individual Material Readiness List (IMRL) management. Material Control transferred and received over 3,600 IMRL items. Our IMRL technicians verified an IMRL database of over 18,000 items, correcting 1,200 records due to incorrect documentations. Handpicked by COMNAVAIRLANT to be the BETA tester for the new LAMS 3.0 computer program, they maintained an astounding 100 percent CNAL comparison rate.

## **IM2: General Maintenance**

The General Maintenance Division was staffed with 53 Ship's Company and 39 Sea-Operational Detachment (SEAOPDET) Sailors in 22 production work centers. Division personnel provided intermediate level maintenance support as well as Battle Force Intermediate Maintenance Activity (BFIMA) repair in direct support of ENTERPRISE Battle Group. Maintenance support included aeronautical welding; non-destructive inspections; gas turbine engine test cell operations; assembly and repair of aircraft engines; test and repair of hydraulic and pneumatic components; fabrication and repair of structural components and hydraulic tubes; and inspection, repair, and issue of aviation life support, survival, and Oxygen system components.

The Airframes Work Center maintained an 82 percent Ready for Issue (RFI) rate including the repair and overhaul of over 630 aircraft components. The Aviation Life Support Equipment Branch processed over 3,000 pieces of survival equipment while maintaining a 97 percent RFI rate. NDI completed over 1,300 inspections totaling over 4,710 items processed. Our NDI technicians supported the Battle Group Intermediate Maintenance Activity (BFIMA) concept, often on short-notice tasking, performing the rotor hub (DCB-91) inspection of all battle group H-60 aircraft, while simultaneously supporting embarked air wing.

AIMD's Jet Shop performed 1,201 FOD and mishap-free hours of engine test cell operation while maintaining a 100 percent test cell availability. The Jet shop produced 71 engines and Auxiliary Power Units for CVW 8. The Oil Lab was certified on the Joint Oil Analysis Program (JOAP) and the Physical Properties analyzing BFIMA and shipboard oil, hydraulic, and "Coolanol" samples. Between JOAP, BFIMA, and shipboard requirements, the Oil Lab analyzed over 6,250 samples during the year. The Aerial Refueling Stores (Buddy Stores) Work Center was tasked as a full time flight deck crew in support of ARS assets, which proved invaluable in maintaining a 100 percent mission completion rate, essential to the long duration missions of ENDURING FREEDOM.

The Hydraulics Branch personnel maintained an 86 percent RFI rate to include the troubleshooting and overhauling of 675 hydraulic/pneumatic components, manufacturing of over 500 hose and tube assemblies, assisting the squadrons embarked in troubleshooting their aircraft hydraulic systems and actively supporting the BFIMA concept greatly enhancing mission capability.

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## **IM3: Avionics, Armament Equipment and Calibration**

IM-3 Division began the year re-habilitating 89 spaces while preparing for Air Wing EIGHT to come aboard and begin the work up cycle. Ship's company and SEAOPDET personnel readied 285 avionics test benches and ancillary equipment after 8 months of inactivity. The calibration lab achieved the lowest calibration readiness overdue rate of all LANTFLT carriers in the management of 13,000 end items.

IM-3 completed 11 major ship alterations including the introduction of the AN/USM-636 Consolidated Automated Support System (CASS) handling a wide spectrum of avionics. The expanded support equipment range, including the completed E-2C Group II update, combined with outstanding upkeep of the legacy assets, produced superior air wing avionics support during the work-up cycle and deployment. Normal carrier support configurations require only one AN/APM-446 Radar System Test Station to support two deploying F/A-18 Hornet squadron's radar systems. AIMD acquired a second station destined for transfer to depot, repaired and employed it, doubling the capacity for F/A-18 radar support, enhancing the Battle Group's operational success. The division also put in-service a third AN/USM-484 Hybrid Test Station, expanding F/A-18 Shop Replaceable Assembly support by 50 percent. Additionally, IM-3 maintained the AN/USM-403 Hybrid Automatic Test Station throughout deployment at a 92 percent support equipment availability, despite a gapped billet for the station technician. Though no formally trained Sailor or NATEC support was available, work center avionics personnel maintained the station and achieved an 84 percent Ready For Issue (RFI) rate. To support the delicate avionics, the technicians coordinated installation of 44 transient voltage surge suppressors on 115VAC, 60 and 400Hz power panels throughout AIMD, reducing power related discrepancies by 35 percent.

IM-3 was active in sustaining ship-wide efforts throughout the year. The 2M Module Test and Repair work center performed 444 electronic, alarm and warning, RADAR, SATCOM, and weapons system repairs on ship and aircraft electronic systems, saving \$732,000 in contractor and rework costs. They additionally installed a \$16,256 upgrade to the Legacy Executone Phone system comprising 183 phone lines saving over \$30,000 in labor costs over a 9 month period by having ship's force affect repairs and system upgrades, instead of outsourcing.

AIMD Ordnance Division transferred 264 Aircraft Armament Equipment (AAE) assets from NAS Oceana to ENTERPRISE in preparation for deployment. Retested, inspected and preserved 61 items received to ensure asset operation and material integrity was intact. The division reorganized 13 AAE handling & storage areas for immediate access to "high-use" assets, streamlining issuance/receipt procedures and decreasing man-hour requirements 25 percent. This initiative directly enhanced the air wing's ability to efficiently provide properly configured weapons systems.

## **IM-4: Support Equipment**

Support Equipment (SE) Maintenance Division maintained 460 pieces of support equipment (SE) with a 98 percent availability rate by actively researching repair solutions and preventative measures, applying lessons learned, as well as utilizing all available procurement sources to fill material requirements during the 2001 deployment to include Operation ENDURING FREEDOM. SE Division documented 15,280 man-hours of preventive maintenance and repair actions. Proactive ordering of consumable parts, in anticipation of actual requirements, kept our backlog of maintenance actions to an absolute minimum. Deploying with the P-25 Flight Deck Fire Fighting unit for the first

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time, as well as the upgraded NC-3 self-propelled electric power unit, the division's flight deck troubleshooters and shop professionals worked hand-in-hand with AIR Department and squadron customers to ensure every item was mission ready and reliable. The Flight Deck team had zero missed sorties during workups or deployment due to SE malfunction.

SE Division completed over 80 percent of AIMD's BFIMA workload, primarily in the area of preventative maintenance completing over 300 maintenance actions with an average turnaround time of less than 24 hours. The division also served the crew in training and licensing of support equipment, conducting over 350 support equipment operator classes to qualify 1,400 air wing and ship's company personnel. Finally, the division performed a flawless four day off-load of the 1,517 items of SE and all MHE transported to Norfolk Naval Shipyard (NNSY) for SE rework which would begin in January 2002.

## **COMBAT SYSTEMS DEPARTMENT**

### **Mission Accomplishments**

Accomplishment of Unit Mission Requirements Weapon System or Equipment Operational Readiness Status Proactive, tenacious and bold, "Big E" departments demonstrated exceptional planning, superlative execution and a dedicated long-term commitment towards propulsion systems sustainment, maintenance improvements, and quality of life excellence.

Major nonpareil accomplishments include:

- Combat Systems crews applied technical expertise maintaining the Hierarchical Yet Dynamic Reprogrammable Architect (HYDRA) radio system led to 100% availability.
- The ship installed the Theater Battle Management Contingency System (TBMCS), a total of nine networked computers, to support air-tasking orders for Battle Group and other allied air forces. This system greatly streamlines war planning and fighting capabilities as much as 50 percent.
- Communications teams installed video teleconference capability in SUPLOT to provide real-time communication and visualizations for intelligence gathering.
- The Combat Systems Department (CSD) installed the Combat Assessment Work Station to provide battle hit assessments at an improved capability.
- Mission Planning offices installed TOPSCENCE 4000, giving CVW-8 pilots the ability to "fly the mission" beforehand, increasing the ability to put "bombs on target." This state of the art system gives real-time information and improves strike capability.
- Precision Target Workstation (plus) is a prototype system installed aboard Big E, providing expanded and improved precision targeting capability.
- CSD installed Joint Systems Imagery Processing System-Navy Concentrator Architecture, providing real-time target imagery assessment.
- The ship's strike center installed the Digital Camera Receive Station, to provide real-time imagery from F-14 aircraft to ENTERPRISE via line of sight WSC-3 radios, allowing for updated target packages en route and the best possible tactical image to the air wing.
- Combat Information Center crews installed the Tactical Flag Communications Center (TFCC) Video Wall and Air Defense System



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Integrator, providing next generation video displays and an overall theater and Battle Group assessment to the Battle Group commander.

- Technicians assisted in upgrading the AN/WSC-8(V)1 SATCOM system, the Element Management System, Battle Force E-mail, NAVMACS II, AN/USC-38 EHF system, JTIDS and CHBDL-N.

## **Operational Deployment Participation and Successes**

The centerpiece for ENTERPRISE Maintenance Excellence is the top notch Battle Force Intermediate Maintenance Activity (BFIMA). The BFIMA concept introduced years ago with the phasing out of Fleet Tender Ships provides for the wealth of skills and immense capability of the deployed aircraft carrier to provide troubleshooting, repair and overhaul services to vessels in the group and nearly any other activity requiring maintenance assistance. ENTERPRISE's commitment to continuous quality workmanship and premier customer services ensured matchless turn-around-time of every project, with attention to detail for each item processed and chain-of-command oversight for safe and rapid return of the work to the customer. Every single job received by the BFIMA Team was accepted with zeal, corrected with diligence, and returned with pride, securing a 98% completion rate through more than 8,000 dedicated man-hours. Supporting 48 customer activities including frigates, destroyers, cruisers and logistic support ships in company, ENTERPRISE BFIMA was the repair activity of choice for over 900 components.

## **Local or Higher Headquarters Exercise Participation and Successes**

The Combat Systems Missiles team maintained three Close In Weapons System (CIWS) phalanx guns, two NATO Sea Sparrow Missile System (NSSMS) launchers, and two RADAR systems at 99 percent reliability.

- SWY-1 technicians superbly managed the repair of 17 major system casualties to 2 NSSMS launchers. Saved \$54,148.
- This highly trained team of technicians uploaded 24 Sea Sparrow missiles and 6,000 20MM rounds in 3 CIWS mounts with zero safety infractions.
- Successfully conducted 8 combined CIWS TDU firings and NSSMS exercises, 10 Pre-action Aim Calibration firings, 36 competitive exercises expending 14,000 rounds of 20mm ammunition with zero system discrepancies. Each target was hit on the first presentation, saving \$70,000 in aircraft and BQM-74 Aerial Target operating expenses.

## **Effective Use of Maintenance Resources**

Resourcefulness and dedication to mission accomplishment were pivotal factors in the ability to sustain a high state of readiness throughout FY01. Utilizing scarce material resources and operating under austere fiscal restraints, the entire crew worked together to accomplish significant material and quality of life upgrades, routine maintenance actions and avoidance of numerous underway Casualty Report (CASREP) situations. Specifically:

- The Micro-miniature Module Test and Repair work center, teamed with AIMD microcircuitry experts, increased repair savings by 5% and averted 32 CASREP's. Performed 471 electronic, alarm and warning, RADAR, SATCOM, and weapons system repairs on ship and aircraft electronic systems, saving \$821,400 in contractor and rework costs.
- The Maintenance Support Center provided outstanding and expeditious support for 291 Casualty Report (CASREP) submissions and logistics requirements.

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- The HYDRA portable communications repair shop made significant achievements in portable communications radio repairs. CS13 expended 4,000 man-hours performing 1,200 repairs to radios and flight deck headsets. Technicians restored the system following 8 catastrophic software failures and 9 hardware failures, saving \$60,000 in technical assistance expenses and \$396,000 in depot repair costs. These accomplishments were achieved without benefit of formal training.
- Combat Systems technicians encountered several challenging Super High Frequency satellite communications and Common High Band Data Link-Navy (CHBDL-N) system faults. Problems experienced were well beyond the level of knowledge provided in the classroom. Superior technical skill and ability restored the systems with minimal downtime, reducing system outage by 90%.
- Communications repair division technicians provided 138 man-hours of support to Battle Group ships. Assistance repairing SATCOM systems, cryptologic equipment and NAVMACS was provided by on board technical assistance, e-mails and electronic chat.
- The Combat Systems Department took ownership of the PIONEER Video System, leading the Fleet as the first and only carrier to acquire real-time, aircraft-to-ship video data capability. Technicians and operators spent 157 man-hours ensuring the system would operate aboard a Navy vessel underway. Additionally, technicians adapted the system to allow the Carrier Intelligence Center and TFCC to monitor and record the downloaded intelligence.
- During critical carrier air operations, Instrument Landing System (ILS) technicians repaired a faulty AN/SPN-41 elevation transmitter using parts from a failed asset, saving \$16,000.

## Personnel Quality of Life Programs - Communications Program

An effective communications program is the key to a successful command. ENTERPRISE produced a daily newspaper while underway and weekly inport. Feature articles written by ship's journalists and guest journalists were key to keeping the crew up to date on ship, Navy and world news events.

- Site-TV was used for communicating a variety of information to the crew, such as Captain's Call, warfare qualification presentations, Command Master Chief's Corner, liberty port briefs, and distinguished visitor interviews. The 1MC announcing system was used to publicize reenlistments, advancements, commissionings, and other public interest events. Events are well publicized and include cake cutting and photographic support.
- Every crew member enjoyed access to personal computers and a unique e-mail account for personal communications to friends and family. Bandwidth priority and many shipwide access locations allowed for free e-mail exchanges to become the preferred method of all hands to share experiences and receive priceless support from home. In the year there were 1,348,310 e-mails sent and 2,057,057 received due to the Combat Systems crews technical attention to this morale-building lifeline.

External communication to friends and family was successfully conducted through a world wide web site and numerous national and international news clips. Soon after the beginning of deployment ENTERPRISE hosted the NBC Today Show, which produced a leadership and chain of command story that aired on the 4<sup>th</sup> of July.

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## DECK DEPARTMENT

As we started off the year, Deck Department found itself in a transition phase with a total change in leadership starting from the top with a new First Lieutenant, LCDR [REDACTED], Assistant First Lieutenant, LT [REDACTED], and a Ship's BOS'N, CW02 [REDACTED]. Each brought with them a style of leadership and management that enabled the department to make major improvements in military bearing, rating knowledge, and professional growth. One of the first and foremost points was to re-establish and understand the Department's mission statement along with increased mentoring efforts by senior leadership. These initiatives reinvigorated the department and aligned expectations with performance.

The new year also brought with it the preparations for the upcoming deployment. Exercises such as JTFEX, COMPTUEX-A, and COMPTUEX-B were the focus as the department continued to prepare for an overseas deployment. Various port visits during the deployment included Palma, Spain; Cannes, France; Naples, Italy; Portsmouth, England; Lisbon, Portugal; Rhodes, Greece; Jebel Ali, UAE, and Souda Bay, Greece. Each of these ports involved multiple boat operations, anchoring evolutions and the infamous stern dock watches. Jebel Ali ended up being the only port where the ship actually moored and benefited from a much-needed job to paint for the return home.

Homecoming proved to be everything that we all hoped for and much more. After taking part in Operation ENDURING FREEDOM and returning later than planned, the celebration was breathtaking. Seeing joy on the faces and looking at the American flags waving in people's hands, young and old, truly made each one of us "Proud to be Americans." Each member, along with the patriotism, felt a certain amount of self-accomplishment as each member stood with lines in hand and ESWS/EAWS pins displayed proudly on their chests.

The end of the year focused on an ammo/fuel offload, the much needed POM/Christmas leave periods and preparing the ship for the yard period. 2002 found the department beginning EDRSA-01 and the complete overhaul of numerous spaces to include heads, berthings, sponsons and quarterdeck areas, and coordinating ship's force Tiger Teams.

The Year 2001 carried some impressive statistics for Deck Department: 40 underway replenishments, receipt of over 22,470,000 million gallons of fuel, nearly 4,000 hours of boating operations, 20 Larne target deployments, over xxx ammunition lifts, 6 moorings and 25 anchorages. Every evolution was conducted correctly, safely and efficiently with zero mishaps.

**1<sup>st</sup> Division** - Responsible for deck administration, supply, training, life rafts, damage control maintenance and the preservation of the ship's sides.

**2<sup>nd</sup> Division** - Responsible for the maintenance and preservation of ground tackle and anchoring, towing, Foc'sle evolutions, accommodation ladders, all UNREP stations and its associated equipment.

**3<sup>rd</sup> Division** - Responsible for the maintenance and preservation of the fantail, stern dock, boat booms, Larne targets, all seven small boats and the B & A crane.

**Ship's Forecastle** - 1st Division intimately involves itself in the restoration of the foc'sle to showcase appearance. Use of the ship's Foc'sle for reenlistment, retirement, warfare pinning ceremonies, and Foc'sle Follies has

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become a growing tradition by all the ship's departments and Air Wing squadrons.

**Quarterdeck** - The Officers Quarterdeck was transformed and refurbished by the First Lieutenant's "Special Projects Team" into a ceremonial quarterdeck and officially "the best looking space on the ship." New picture boards were manufactured, wood deck grating and lights were installed, and a blue canopy was in place from the Quarterdeck to the Commanding Officer's hatch. The bulkheads were painted white and blue and the crew now had an area to show off and an impressive first impression to senior officers, government officials and distinguished visitors.

**Anchor Operations** - Manned during the Special Sea & Anchor Detail while transiting the Strait of Gibraltar, Suez Canal, Bab el Mandeb, and the Strait of Hormuz.

**Sail Loft Operation** - Further showcasing its versatility, the Sail Loft was tasked with manufacturing 15,000 square feet for herculite covers, and windsirts for ENTERPRISE and it's nationally televised events like the Garth Brooks concert and the visit by the Commander in Chief, George W. Bush.

**UNREP Delivery Stations** - The Underway Replenishment Delivery Stations had not been operated since the last deployment and were not in optimum working conditions. The span-wire winch was overhauled and groomed with the assistance of Port Hueneme. All three winch wires and the span-wire were acquired by ship's forces and installed. During the deployment, ENTERPRISE successfully delivered fuel numerous times to various ships in the battle group, superbly supporting plane guard operations and Operation ENDURING FREEDOM.

**Liberty Boats**- With the many port visits in the Mediterranean Sea all liberty boats and Captains Gig had to be in top operating order. The interiors were painted out, exterior sanded, a repainted new deck covering was applied, and engine operations were verified. Along with ship's liberty boats, the department assisted with the upkeep of COMCRUDESGRU 12's Barge.

## DENTAL DEPARTMENT

The ENTERPRISE Dental Health Care Team continued to provide the highest quality, customer service oriented, comprehensive care to all assigned and embarked Sailors. We continued to provide support and emergency services as well as function in the role of specialty referral base to all units assigned to the battle group (20 dental emergencies from Battle Group ships treated and released throughout the deployment) during the 2001 Mediterranean Sea, Arabian Gulf and North Arabian Sea Deployment.

This year saw several events that were significant to the Dental Department. They are as follows:

- **January** - 98.68% Operational Dental Readiness, 22.38% Dental Health Index.
- **February** - LCDR [REDACTED] [REDACTED] [REDACTED] successfully completed national certification in Maxillofacial Oral Surgery. Operational Dental Readiness 98.89%, Dental Health Index 25.31.
- **March** - Received and installed six new Dental Delivery Systems and Panographic X-ray machine. Completed the first Dental Clean-O-Rama that

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resulted in raising ENTERPRISE's Dental Health Index by 12%. Operational Dental Readiness 98.89%, Dental Health Index 34.85%.

- **April** - Assumed responsibility for all embarked units' dental records and readiness, ENTERPRISE departs for Mediterranean Sea and Arabian Gulf deployment, Operational Dental Readiness 98.47%, Dental Health Index 34.96%.
- **May** - LT [REDACTED] reported aboard for duty, Operational Dental Readiness 98.84%, Dental Health Index 36.24%.
- **June** - ENTERPRISE's Operational Dental Readiness climbs to 99%, Dental E-mail Appointment System was brought on line reducing the Monday morning appointment line by over 75%, LTs Bates and Murray detach the command, Operational Dental Readiness 99.37%, Dental Health Index 36.76%.
- **July** - CAPT(Sel) Zachary J. Berry reported aboard and relieved LCDR [REDACTED] as ship's Oral Surgeon, LCDR [REDACTED] detached with PCS orders and LT [REDACTED] reported aboard for duty. Completed the second Dental Clean-O-Rama raising ENTERPRISE's Dental, Operational Dental Readiness 99.04%, Dental Health Index 40.03%. Health Index four percentage points and moved it to over 40% (a deployment goal) and maintained Operational Dental Readiness at 99%.
- **August** - Operational Dental Readiness 99.38%, Dental Health Index 39.61%.
- **September** - Operational Dental Readiness 99.62%, Dental Health Index 39.92%.
- **October** - Operational Dental Readiness 99.62%, Dental Health Index 40.10%.
- **November** - Returned Dental Records to all embarked units, Operational Dental Readiness 99.33%, Dental Health Index 38.60%.
- **December** - Operational Dental Readiness 98.72%, Dental Health Index 36.58%.

## EXECUTIVE DEPARTMENT

Executive Department started 2001 underway preparing for our upcoming Mediterranean, Arabian Gulf and North Arabian Sea deployment. The divisions of the Executive Department planned and executed a myriad events impacting personnel movements, awards processing, security issues, public relations, and advancement opportunities. LCDR [REDACTED] was the Administrative Officer.

### **Personnel and Manpower Accounting (X-1 Division)**

X-1 Division provided customer service to a crew of more than 3,000 Sailors. Successfully maintained a ship's database to effectively monitor and update personnel records for accounting purposes. During ENTERPRISE's extended combat deployment, X-1 verified over 6,000 enlisted service records, ensuring

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correct and updated Record of Emergency Data (Page 2s) and Servicemen's Group Life Insurance designations.

## Interesting Facts:

- 2,948 (average) Enlisted Personnel Service Records maintained
- 1,081 Permanent Change of Station (PCS) Transfers executed
- 148 Separation/Discharges executed
- 43 Fleet Reserve Transfers executed
- 6,745 Leave Papers processed

## E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3129	3129	3129	3129	3129	3129	3129	3129	3129	3162	3162	3163
NMP	3153	3143	3127	3144	3149	3147	3148	3105	3105	3176	3176	3257
COB	2943	2976	2948	2952	2950	2919	2930	2964	2907	2937	2945	2982

## E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	209	209	209	209	209	209	209	209	209	209	209	209
NMP	199	199	199	199	192	192	194	194	193	194	193	193
COB	181	180	179	178	167	162	166	177	186	198	193	195

## Ship's Secretary/CO Annex (X-2 Division)

- Officer Personnel Actions:
  - o 81 Permanent Change of Station (PCS) transfers executed
  - o 2 retirements processed
  - o 4 separations/discharges executed
- Awards Processed:
  - o Legion of Merit 1
  - o Meritorious Service Medals 10
  - o Navy & Marine Corps Commendation Medals 144
  - o Navy & Marine Corps Achievement Medals 457
  - o Military Outstanding Volunteer Service Medals 5
  - o Flag Letters of Commendations 314
  - o Commanding Officer Letters of Commendations 115
- Official Mail Expenditures:
  - o \$12,028
- The 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, ship's Plan of the Day, familygrams and the ship's daily newspaper, technical manuals and various PQS booklets. The Print Shop produced over 2 million impressions per month. Total annual production run costs of over \$50,000.
  - o **Familygrams.** Produced quarterly in port and monthly when deployed. Averages 18 to 22 sheets per familygram, with a production of 3,500. Equates to 57,200 sheets per run or 12 cases of paper at an annual cost of \$6,192.
  - o **Plans of the Day.** Produced daily - 200 copies in port and 300 copies at-sea - 3 or 4 pages for a minimum of 900-1000 sheets per

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day. Equates 30,000 sheets per run or 6 cases of paper per month at an annual cost of \$3,096.

- o **Green Sheets.** Produced daily when at-sea. Averages 360 sheets, 10,800 sheets per month at an annual cost of \$912.
- o **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.
- o **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.
- o **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.
- o **Welcome Aboard Booklets.** Printed for distribution at special functions, ship's tours and sponsor program packets. 10,000 copies printed when in port. 10,000 copies printed for use during foreign port visits. Average cost for production run is \$250.
- o **ESWS/EAWS PQS Books and Study Guides.** Averages 90 sheets each and 500 per month 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.
- o **Knee Boards.** Produced only when at-sea. Averages 1,500 sheets per run at an annual cost of \$1,566. Produced 5 to 6 different knee boards daily.
- o **Pre-deployment books for family members.** Over 240,000 impressions were produced.

## Morale, Welfare and Recreation (MWR) (X-3 Division)

The mission of MWR is to improve the quality of life of the crew by providing recreational activities and programs, supporting teams and clubs and offering discount trips, tours and tickets.

### Calendar of Events

- **January**
  - o Hosted Superbowl party while underway, gave a recliner, hosted games, and gave out prizes.
- **February**
  - o Sold 1800 roses on Valentine's Day.
- **March**
  - o Assisted with steel beach picnic by hosting BBQ, bouncy boxing, music and games.
- **April**
  - o 25 April Deployment began.
- **May**
  - o Hosted Chad Brock Concert.
  - o 10-14 May port visit to Palma de Mallorca, Spain.
  - o 983 Sailors participated on tours, total expenses of \$39,826.
  - o Managed bus service for ENTERPRISE Sailors.
  - o Provided opportunities for Sailors to compete in basketball, rugby and softball games against local competition.
  - o 24-28 May port visit to Cannes, France.
  - o 510 Sailors participated in tours, total expense of \$63,549.
  - o Sent Sailors to basketball, rugby and softball games against local competition.
- **June**
  - o 4-7 June port visit to Naples, Italy

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- o 1462 Sailors participated in tours, total expense of \$74,121.
- o Managed bus service for ENTERPRISE and PHILLIPINE SEA Sailors.
- o Provided opportunity for Sailors to compete in basketball, rugby and softball games against local competition.
- o 14-17 June port visit to Portsmouth, England
- o 671 Sailors participated in tours, total expense of \$19,337.
- o Sent Sailors to basketball, rugby and softball games against local competition.
- **July**
  - o 2-6 July port visit to Lisbon, Portugal
  - o 89 Sailors participated in tours, total expense of \$18,542.
  - o Sold 1300 Lisboa Tourism Cards that included transportation and museum discounts.
  - o Hosted 4<sup>th</sup> of July picnic in with BBQ, games, prizes and DJ.
  - o Provided Opportunities for Sailors to compete in basketball, rugby and softball games against local competition.
  - o 19-24 July port visit to Rhodes, Greece
  - o 564 Sailors participated in tours, total expense of \$16,513.
  - o Provided Opportunities for Sailors to compete in basketball, rugby and softball games against local competition.
- **August**
  - o 24-28 August port visit to Jebel Ali, UAE
  - o 284 Sailors participated in tours, total expense of \$43,502..
  - o Earned \$72,828 for recreation fund through concession sales.
  - o Provided Opportunities for Sailors to compete in basketball, rugby and softball games against local competition.
  - o Sold 1545 Suez Canal and Rock of Gibraltar certificates.
- **October**
  - o 29-31 October port visit to Souda Bay, Crete, Greece
  - o Managed bus service for ENTERPRISE Sailors.
  - o Awarded Fun Cup Captain's Cup Trophy after yearlong competition to Navigation Department.
  - o Co-Hosted beer day.
- **November**
  - o 10 November Homecoming to Norfolk, Virginia
  - o For homecoming, sold over 12,500 roses and 1000 teddy bears
  - o Earned over \$3000 for recreation fund from concession sales at Garth Brooks concert.
- **December**
  - o Command Holiday Party at the Virginia Beach Pavilion for 1200 adults and 300 children.
  - o Duty day delivery of 300 goodie bags for Sailors standing Christmas Day Duty.

## Command Sponsored Events Throughout the Year

- Hosted 28 activities for over 600 Sailors in activities such as chess, checkers, playstation tournaments etc.
- Hosted Movie Nights throughout the year during underway periods on the mess decks and the Hangar Bay with free soda, popcorn and candy.
- Funded over 14,000 sodas
- Sold \$48,715 worth of tickets
- Awarded \$14,750 in Bingo Prizes



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## **Fitness Centers**

Two gyms are outfitted with the finest equipment available and contributed immensely to the morale of the crew. Our gyms are the single most popular MWR service offered with over 1,800 crewmembers using them daily. The Hangar Bay Maki gym is the main gym and included Hammer Strength and cardio equipment. The Forward Gym is the free weight training and cardio room. We offered aerobics three times per week while on cruise.

## **Sports**

MWR sponsored and funded basketball (men's and women's), rugby, soccer, softball (men's and women's), bowling and running teams. These teams competed at home and during port visits.

## **Public Affairs Office (X-4 Division)**

The ENTERPRISE Public Affairs Office continued its success from 2000, making efforts to promote crewmembers, ENTERPRISE, the air wing, and the battle group. From January to March, the ship participated in a highly successful Composite Unit Training Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX). During that time, ENTERPRISE hosted a variety of distinguished visitors and media, including the New York Navy League, Southwest-area CEOs, and personnel from Eglin Air Force Base, Pensacola, FL. Media included Norfolk-area media, a contingent of Dutch media (print and television) and KENS-TV, San Antonio, TX.

ENTERPRISE embarked on its 17th deployment on April 25. During that first week, the Public Affairs Office arranged several distinguished visitor and media embarks, including MSNBC and National Geographic magazine.

Upon joining the Sixth Fleet, embarks were arranged for prominent citizens and military members in both the Mediterranean Sea and North Atlantic regions.

Many members of the U.S. government also visited ENTERPRISE, including VADM Gregory Johnson, Commander, Sixth Fleet; Amb. Rust Deming, U.S. Ambassador to Tunisia; Amb. Jon Rawlinson, British Ambassador to Tunisia; Mr. Gabriele Albertini, Mayor of Milan, Italy; RADM Lagane, Director of Operation, French Navy; His Excellency Jan Trojborg, Danish Minister of Defence; Sir Neville Trotter, former Tory MP; and Councillor Harvey Marshall, Lord Mayor of Westminster, England.

In May, Public Affairs coordinated with the ship's MWR and the USO to bring country superstar Chad Brock onboard for a concert.

During port calls, Public Affairs coordinated ship visits for over 5,000 local citizens, and media visits for over 100 local media representatives. The X-4 team was also intimately involved with arranging official calls by members of the chain of command to government officials in port cities, and with coordinating crewmember participation in numerous social functions ashore.

During Operation "ENDURING FREEDOM", Public Affairs coordinated 20 days of continuous media operations on board with over 20 national/international media continuously rotating from Bahrain to ENTERPRISE. This included NBC, CBS, BBC, Associated Press, Time Magazine, and Stars and Stripes.

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It culminated in a live broadcast of the ABC morning television program "Good Morning America" from ENTERPRISE at-sea with Charlie Gibson, Diane Sawyer and a special visit by the Secretary of the Navy, the Honorable Gordon England. Over two weeks of preparation led to the highly successful broadcast the day before homecoming. In addition the GMA crew, over 20 national and local media was on board to cover the ENTERPRISE homecoming.

Internally, ENTERPRISE continued to produce a daily newspaper underway and to generate news releases on all significant shipboard events. The ship's familygram was produced monthly and served as the primary source of information to family members back on the beach.

Following the deployment, the Public Affairs Office turned its attention to hosting country superstar Garth Brooks on board ENTERPRISE, pierside at Norfolk Naval Station, for a live concert for the crew and dependents from the flight deck. The live broadcast was covered by local and national media and broadcast nationwide on CBS and included appearances by singers Jewel, Trisha Yearwood, and Steve Warner.

In December, ENTERPRISE was once again the focus of national attention as the carrier served as the platform for an address to the military by President George W. Bush. Along with the Secretary of the Navy, Secretary of Veterans Affairs, Commander Joint Forces Command, and Commander-in-Chief, U.S. Atlantic Fleet, the nationally broadcast speech brought attention to ENTERPRISE and the U.S. Armed Forces involvement in Operation "ENDURING FREEDOM".

X-4 Division now heads into the EDSRA at Norfolk Naval Shipyard working to create a technically sound and customer service oriented Public Affairs Office on ENTERPRISE.

## LEGAL DEPARTMENT

The Legal Department was responsible for legal readiness for the 2001 deployment, preparing over 1500 powers of attorney and wills. While deployed, the Legal Department continued quality of life services serving over 219 legal assistance clients; over 100 court continuances; and over 650 powers of attorney and wills serving ship and air wing personnel. Through the proper administration of military justice, geared towards retention of the ENTERPRISE and had only 64 administrative separations and 272 nonjudicial punishments, the least amount in over three years.

The Legal Department coordinated the Paul Ackers scholarship award and leadership awards.

The Legal Department organized and coordinated a highly successful liberty risk program resulting in no major incidents abroad and paid only one substantiated foreign claim.

Due to Operation ENDURING FREEDOM and the overwhelming public support, the Legal Department analyzed numerous ethics issues, giving advice for homecoming events regarding gifts and other related matters.

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## MAINTENANCE DEPARTMENT

### **Maintenance Support Center (MSC)**

The year 2001 was a tedious, but fulfilling, year for the 15 members of MSC. The teams of validators, customer service representatives, and technical librarians were each presented with unique challenges throughout the course of the year, and performed remarkably in their ability to effectively assist customers and maintain MSC's resources up-to-date. During 2001 MSC provided outstanding service to over 6500 customers. Their personnel processed 1,046 Configuration Change forms, submitted 3 Allowance Change Reports (ACR), 75 Fleet COSAL Feedback Reports (FCFBR), and 65 Alteration Equipment Requests (AERs) to ensure the ship's configuration and maintenance records updated to the fullest extent possible. They also submitted 112 Casualty Reports to support the timely and adequate repair of the equipment on board, thus maintaining the ship's material readiness and combat effectiveness at peak levels, especially during the 2001 deployment and in support of Operation Enduring Freedom.

Eight hundred and ninety three Problem Worksheets (PWs) were completed to support new equipment and previously unsupported equipment, ensuring extremely accurate COSAL support. On-site validations were conducted on all new installations, removals, and alterations. MSC validators and the AMSEC on board reprehensive worked together to ensure that all validations were prompt and accurate. The Technical Library's ever-changing inventory resulted in over 10,000 publications being verified and updated. Library personnel implemented 8,623 changes to the Technical Library Management System (TLMS) and installed 685 changes and revisions to current technical manuals. They requisitioned 398 new and replacement technical manuals and processed 782 deletes, ensuring the best technical support possible. More than 25, 400 aperture cards in the Ship's Drawing Index (SDI) were inventoried and verified. They also ordered 3,200 aperture cards to ensure the SDI was fully updated. The Ship's Coordinated Shipboard Allowance List (COSAL) was updated with the installation of 12 Automated Monthly COSAL Maintenance Action Reports (MCMARs) consisting of over 3000 adds and Allowance Appendix Pages (AAP) to the COSAL. There were 54 Automated Shore Interface (ASI) tapes processed resulting in the implementation and verification of over 200,000 line item adds, changes, and deletions, updating the Ship's Configuration and Logistics Support Information System (SCLSIS), Weapon's System Equipment File (WSF), and Organizational Maintenance Management System (OMMS). Additionally, MSC received new research tools and computer programs to enhance the effectiveness of the customer service representatives. Included in this are the semi-annual updates for Haystack and Federal Logistics Data Program. MSC also received two semi-annual Naval Logistics Library Data updates and four quarterly Fleet Support Cross Reference File updates, ensuring MSC can provide the most up-to-date research information possible.

### **Quality Assurance Division (QA)**

The Quality Assurance Division provided quality assurance support for both propulsion plant and non-propulsion plant controlled maintenance.

- Reviewed and approved over 105 Controlled Work Packages and 100 Formal Work Procedures, ensuring critical maintenance items were successfully completed within all required technical specifications. Scope of packages included the replacement and repairs of numerous steam valves and various piping systems.
- Generated and tracked 12 Liaison Action Request (LAR) and 27 Departure from Specifications (DFS).

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- Developed, organized, and instructed a shipboard Quality Assurance Training Course which has provided 45 ship's force personnel with the baseline knowledge to commence and qualify as Quality Assurance Inspectors (QAI), and Controlled Material Petty Officers (CMPO).
- Scheduled and tracked the performance of 80 Quality Assurance audits and surveillances, ensuring the ship's compliance with all quality assurance procedures.
- Provided baseline QA training over 500 newly reported personnel.
- Performed the training and proficiency testing of 45 Quality Assurance qualified personnel, ensuring all inspecting personnel maintained their qualifications and knowledge.
- Completed the ship-wide implementation of Change 4 to the CINLANTFLT/CINCPACFLTINST 4790.3.

## **Non-Destructive Testing (NDT)**

Provides IMA level support in the certification of both nuclear and non-nuclear NDT inspectors.

- Performed 50 Ultrasonic (UT) and 25 Metallographic Test (MLT) inspections in support of the ship's welding/brazing qualification program.
- Performed over 100 informational ultrasonic inspections in support of the carbon steel piping inspection program.
- Performed ultrasonic inspections of 450 sites in the four Main Machinery Rooms to boiler blow and main steam piping inspections.
- Level II NDT Inspectors certified to perform VT, PT, MT, UT, and MLT, inspections of both nuclear and non-nuclear systems.

## **Maintenance and Material Management (3-M)**

The 3-M Division has effectively installed the automated scheduling program (SKED 2.2) onboard ENTERPRISE. The user-friendly program significantly reduces the amount of time required to install a force revision and manage the 3-M program. The 3-M Division continues to meet all the requirements to ensure and determine the effectiveness of PMS accomplishment, continuing to reduce man-hour and workload of our Sailors.

The 3-M Office provides three team members of the NAVSEA-chartered Integrated Ship Maintenance and Supply Readiness (ISMSR). Our members convene to reengineer the shipboard maintenance process to fully integrate maintenance scheduling, planning, supply (parts) availability/issue, tag-outs, technician requirements and maintenance discrepancy documentation.

3-M performed quality reviews on the Weekly, Quarterly and Annual Preventative Maintenance Schedules for 177 work centers in 18 departments. These quarterly reviews verified proper scheduling of over 70,000 PMS assignments. Additionally, 3-M processed 184 Technical Feedback Reports (TFBRs), submitted to improve work center PMS requirements.

The Organizational Maintenance Management System (OMMS) and Maintenance Resource Management System (MRMS) continued to provide ENTERPRISE with the necessary tools to manage the CSMP and maintenance. During 2001, ENTERPRISE completed 5,663 Automated Work Requests. Additionally, 18,000 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 underwent numerous changes and extensive reorganization during 2001. The previous zone inspection program was analyzed, and it was determined that the program did not provide adequate

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monitoring and documenting of material control and safety discrepancies. The zone inspection program was restructured so that officers (O-4 and above) would conduct inspections of the space, with an E-7 or above presenting the space. This, along with a more detailed Zone Inspection Discrepancy List (ZIDL) sheet containing more categories for more adequate coverage of discrepancy types, ensures that a wider range of problems and discrepancies are found, noted, and rectified.

In addition, the ship's 410 Report, a listing of all spaces contained on the ship, was updated and made available to the ship's crew via the IT21 network shared drive. This allows the entire crew to access and view the 410 Report for themselves when information on a space and/or its discrepancies for a specific zone inspection is needed. It also enables the zone inspection coordinators to access and modify the 410 Report from any network computer, as well as allowing many processes to be automated that had been previously done by hand, thereby saving the zone inspection coordinators time and effort.

## **Battle Force Intermediate Maintenance Activity (BFIMA)**

BFIMA continues its operations during the 2001 Mediterranean/Arabian Gulf Deployment. The ENTERPRISE BFIMA coordinator worked closely with COMNAVAIRLANT, COMCRUDESGRU 12, and SPAWARS through Logistics Conferences and personal efforts to provide the groundwork for smooth flowing logistics and repairs during the Mediterranean/ Arabian Gulf Deployment. ENTERPRISE composed a technical expertise identifier list identifying the core capabilities of the ENTERPRISE Battle Group (ENTBATGRU).

During the 2001 Mediterranean Sea, Arabian Gulf, and North Arabian Sea Deployment, the BFIMA Coordinated and completed 724 job requests. The repair expenditures were in the amount of \$11,297 and 10,387 in production man hours.

## **Technical Information Center (TIC)**

During ESRA-02, ENTERPRISE formed the Technical Information Center. As the direct liaison between the command and Newport News Shipbuilding (NNS), successfully processed over 2,770 work permits and 570 work authorization forms. System isolation for Master Steam and Main Mast tag out involved a major coordination effort between multiple departments and included over 600 Danger Tags to ensure safe system isolation for repair.

## **Extended Selected Restricted Availability (ESRA) Ship's Force Work Package Organization (SFWP)**

Established a Ship's Force Overhaul Material Support (SFOMS) function. Worked closely with COMNAVAIRLANT representative to establish a material requirement list to support the Ship's Force Work Package (SFWP). This resulted in a warehouse full of 3,396 parts at a cost of \$2,415, 150 to support over 550 SFWP jobs and tiger team tasking.

Worked closely with the COMNAVAIRLANT sponsored Carrier Availability Support Team (CAST) to create a ESRA work package database, created from the Current Ships Maintenance Project (CSMP) and the Newport News Shipbuilders Approved Work Package (AWP). The database displays an instantaneous progress report on over 10,627 line items.

Established a 90 person Paint Team to systematically spray out 600 spaces as work centers complete repairs and spray out preparations. Established a 42 person Vent Cleaning Team to systematically clean and preserve 800 Ventilation systems.

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Established a 42 person Vent Screen replacement team to systematically install 115 non-corrosive composite screens in place of old metal screens. Established a 20 person Deck Team to systematically remove 15 linear miles of tile and Terrazzo and coordinate the installation 130,460 square feet of PRC, Terrazzo and tile. Established a 25 person Head Re-Hab Team to virtually overhaul 38 heads on board ENTERPRISE and greatly improve the crew's quality of life. The lagging team consisted of 8 personnel to replace 100,000 square feet of lagging on 110 jobs in the SFWP. The fire watch monitor team that inspected over 140,000 hot work evolutions and ensured implementation of fire safety throughout the ESRA period. The Door Repair Team was established to systematically repair 537 watertight doors and scuttles throughout ENTERPRISE.

The Light Industrial Facility (LIFAC), with 20 assigned personnel, expended 15,122 man-hours in 6 months, completing 718 jobs. LIFAC refurbished 256 shipboard joiner doors, fabricated hundreds of sheet metal projects, and machined shipboard accessories.

## **MEDICAL DEPARTMENT**

### **Sick Call**

14,428 patient visits were logged in through sick call and routine appointments.

### **Pharmacy**

The pharmacy filled 24,206 requests, to include 3,128 in-patient prescriptions, 502 over the counter requests, and 20,576 outpatient prescriptions.

### **Laboratory**

25,905 laboratory procedures were performed in the 12-month period.

### **Radiology**

2,200 exposures were developed and 225 ultrasound studies were performed.

### **Aviation Medicine/ Physical Examinations**

AVR performed 3,219 screenings/physicals during the year. 2,842 audiograms were done in support of Birth Month Review and physical requirements.

### **Inpatient Ward**

166 personnel were admitted to the "Big-E" Ward for a total of 461 days, while underway in 2001.

### **Counseling and Assistance Center (CAAC)**

130 shipmates were screened for alcohol and drug abuse/dependency by CAAC. 26 personnel attended Level 0.5 IMPACT classes, 12 attended Level 1 Outpatient Counseling, and 26 received Level II Intensive Outpatient Counseling. 8 patients were referred for Level III Inpatient Counseling.

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## Psychology

The Clinical Psychologist or Psychiatry Technician, in areas ranging from stress management to complex social skills management, evaluated 999 personnel.

## Preventive Medicine

- Performed 83 inspections of Food Service Facilities and 731 habitability inspections of heads, berthing, barber shops, laundry facilities, brig, vending machines and misc. spaces. Tested 3,747 water and ice samples to ensure potable water sanitation for the crew.
- Performed 257 occupational screenings for a variety of specialties. Screened 348 Food Service Attendants/Mess Specialists. Performed 538 Respirator Screenings and treated 48 personnel for Sexually Transmitted Diseases.
- Administered 4,562 PPDs. Performed pest control surveys and treatment 158 times. Performed 1,129 heat stress surveys while monitoring spaces for Heat Stress. Provided 18 classes on a variety of subjects to the crew.

## Physical Therapy

2,633 separate visits were logged into the Physical Therapist and Physical Therapy Technician, enabling "Big-E" Sailor's to receive rehabilitation on board and saving the Command numerous man hours that would be lost if these crew members had to go to a shore based medical facility for treatment.

## Radiation Health

The Radiation Health Program made significant improvements in 2001. An ORSE evaluation in June affirmed that "Big-E's" program is one of the best on the waterfront. The concerted efforts on HM2 [REDACTED] and HM2 [REDACTED] combined to review over 1200 records twice during 2001. LT [REDACTED] was relieved as Radiation Health Officer by LT [REDACTED] in August of 2001. 191 radiation health examinations were conducted while the ship was underway in support of Operations SOUTHERN WATCH and ENDURING FREEDOM.

## Medical Administration

Medical Administration logged and processed 696 consultations for specialty care, and processed 11 non-naval health care claims.

## NAVIGATION DEPARTMENT

On January 1, ENTERPRISE was moored Southside to pier 11 North at Naval Station Norfolk. In mid-January, the Navigation Team guided ENTERPRISE out of the Chesapeake Bay and into the Atlantic Ocean, south around the Florida Keys, and into the Gulf of Mexico for COMPTUEX A from January 16 to January 30. ENTERPRISE returned to sea February 26, steaming to Roosevelt Roads, Puerto Rico, and then back to the VA Capes Operating area for COMPTUEX B and JTFEX, returning to homeport on March 26 for POM.

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On April 25, the ENTERPRISE Navigation Department set Special Sea and Anchor Detail to begin a historic 17<sup>th</sup> deployment for operations in the Mediterranean Sea and Persian Gulf. Before transiting the Strait of Gibraltar, ENTERPRISE conducted a photo exercise with the KEARSARGE Amphibious Ready Group. ENTERPRISE Signalmen communicated through flashing lights and semaphore with other battle group ships.

After completing an underway replenishment with USS ARCTIC, ENTERPRISE crew anchored accurately and on time in Palma, Spain on May 10. After 4 days of liberty, ENTERPRISE conducted operations with the French Ship CHARLES DEGAULLE, the world's newest and smallest nuclear powered aircraft carrier.

ENTERPRISE visited Cannes, France for four days, commencing May 24, and Naples, Italy, for four days commencing June 4. Thereafter, ENTERPRISE exited the Mediterranean and visited Portsmouth, England, for four days commencing June 13. After departing Portsmouth, ENTERPRISE's quartermasters and signalmen honed their skills with other members of NATO naval units during a multinational exercise. ENTERPRISE visited Lisbon, Portugal, for five days commencing July 2. Upon departing, the Navigation team directed the ENTERPRISE through the Straits of Gibraltar for a third time to participate in training exercises.

ENTERPRISE visited Rhodes, Greece, for four days commencing July 19, and then departed south towards Port Said, Egypt, to transit the Suez Canal. Just wide and deep enough to accommodate ENTERPRISE, and more than 100 miles long, the Suez Canal represented a significant challenge for the navigation and bridge teams. With force protection in mind, Navigation manned both the bridge and secondary control with full watch teams, both able to safely navigate the ship in an emergency. Upon exiting the Suez Canal, ENTERPRISE transited through the Gulf of Suez and into the Persian Gulf, averaging more than 30 knots speed over ground. During the transit, the Signal Bridge spotted two unidentified submarines.

ENTERPRISE maintained station in the North Arabian Gulf to relieve CONSTELLATION and participated in Operation SOUTHERN WATCH and maritime interdiction operations. The Navigation team expertly maneuvered ENTERPRISE on multiple occasions to close suspected smugglers. ENTERPRISE also provided two Vehicle Board Search and Seizure Teams to other surface combatants in the Arabian Gulf. ENTERPRISE visited Jebel Ali for four days, commencing on August 25. The crew enjoyed the opportunity for liberty in the "Sand Box" and Dubai.

On September 10, ENTERPRISE passed through the Strait of Hormuz en route Cape Town, South Africa. On September 11, after terrorist attacks on the World Trade Center and Pentagon, ENTERPRISE moved north and was the first ship to arrive on station 100 miles south of Pakistan. Over the next few weeks, ENTERPRISE conducted combat flight operations in support of Operation ENDURING FREEDOM executing primarily night strike flight operations, including a period of 36 hours continuous of flight operations. ENTERPRISE conducted underway replenishments after flight operations on an almost daily basis.

On October 25, THEODORE ROOSEVELT relieved ENTERPRISE. During the return transit through the Suez Canal, the signal team manned the AN/KAS-1 Chemical Warfare Detection Equipment, providing chemical protection for the entire crew. After passing through the Suez Canal, ENTERPRISE stopped for two days in Souda Bay, Crete, commencing October 29.

ENTERPRISE arrived home on November 10 and moored to Pier 12 North, Norfolk Naval Base. ENTERPRISE deployed for 3 days commencing December 10 for

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ammunition off-load with GEORGE WASHINGTON and MOUNT BAKER. ENTERPRISE ended the year preparing for a dead stick move down the Elizabeth River to enter dry-dock eight at Norfolk Naval Shipyard for a year long EDSRA.

During 2001, the ENTERPRISE steamed 90,426 nautical miles, conducted 6 moorings, 22 precision anchorages, and 48 underway replenishments. The signal team transmitted more than 1500 messages and conducted more than 1000 hours of training. The Navigation Department achieved a 95.8 percent average on COMPEX events in 2001, earning the Navigation Wheel. While deployed, the Navigation team safely navigated the largest naval warship in the world through some of the most hazardous and difficult waterways in a safe and efficient manner.

## OPERATIONS DEPARTMENT

### **Air Operations**

ENTERPRISE's Carrier Air Traffic Control Center (CATCC) conducted a total of 15,667 fixed/rotary wing operations in support of Carrier Qualifications, COMPTUEX, JTFEX, and the Mediterranean Sea, Arabian Gulf and North Arabian Sea deployment. A total of 13,624 sorties (8,182 day/5,442 night) were flown from the deck of ENTERPRISE, which resulted in 28,262 flight hours (17,495 day/10,767 night) including combat operations over Afghanistan during Operation ENDURING FREEDOM.

While supporting Operations SOUTHERN WATCH and ENDURING FREEDOM, the CATCC team was responsible for the safe and expeditious recovery of aircraft during 5,498 all-weather carrier approaches, including 1000 combat missions. Additionally, the Air Transfer Officer (ATO) was responsible for the successful movement of over 5,928 passengers, 200 Distinguished Visitors, 454,217 pounds of mail and over 640 tons of cargo this year.

During the Comprehensive Training Unit Exercise conducted in March 2001, the team achieved an average landing interval of 77 seconds and an overall exercise grade of 99 percent. The Commander, Naval Air Force, U.S. Atlantic Fleet team stated that the overall performance of the team was "Outstanding". The CATCC mid-cruise assessment conducted on 30 August and 1 September 2001, by Commander, Naval Air Force, U.S. Atlantic Fleet stated "Outstanding! The leadership of this division has implemented a training plan and established a work ethic that has resulted in the achievement of unparalleled technical proficiency."

ENTERPRISE's CATCC personnel were further recognized for their excellence as evidenced by the selection of AC1(AW) [REDACTED] as the Commander Naval Air Force Atlantic Fleet, Air Traffic Controller of the Year, ACC(AW/SW) [REDACTED] as Operations Department Chief S. F. Lawhon Leadership award nominee, and AC2(AW/SW) [REDACTED] as Operations Department 2001 Junior Sailor of the Year.

### **METOC**

The METOC function began a very productive 2001 by supporting ENTERPRISE and ENTBATGRU during JTFX. Followed by a high tempo, summertime, Mediterranean deployment, during which they provided support for JMC, Operation SOUTHERN WATCH, and Operation ENDURING FREEDOM. During Operation SOUTHERN WATCH and Operation ENDURING FREEDOM, METOC provided forecasts and briefs for over 1000 cyclic events. The division completed several METOC firsts, specifically battle group coordination between three carrier groups in

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the North Arabian Sea. Additionally, the division tailored many products to the Afghan theater including climatology and customized threshold criteria for the Afghan AOR.

OA personnel had an extremely successful year. This was demonstrated by AG1 (AW) [REDACTED]'s selection as Operations Senior Sailor of the Year, and AG3 (AW) [REDACTED]'s selection as Operations Blue Jacket of the Quarter (3<sup>rd</sup>). METOC provided two personnel, AG2 [REDACTED] and AG3 (AW) [REDACTED], to support Maritime Interdiction Operations while deployed in the Arabian Gulf.

NITES 2000 was the primary tool used for environmental support by the METOC function. It was an invaluable asset in providing near instantaneous data and model updates for the forecasters, allowed rapid processing of all TDA requests and was necessary for timely, accurate Air wing and battle group support. Throughout the year, ENTERPRISE was in four AORs and was able to communicate and coordinate with the regional weather centers via MRC chat, enabling them to coordinate with subject matter experts on various forecasts and uncommon weather phenomena.

## Intelligence

OZ Division began 2001 by gearing up for COMPTUEX-A and B and the most complex JTFEX to date. As a result of months of preparation, the Intelligence Team earned an OUTSTANDING for Intelligence during JTFEX-01.

On deployment, OZ Division provided critical intelligence support to ENTBATGRU Strike Warfare Commander, Commander, Carrier Air Wing EIGHT, during Operation SOUTHERN WATCH and to Commander, Destroyer Squadron FIFTY as the commander of the Multinational Maritime Interdiction Force during Maritime Interception Operations (MIO) in the Arabian Gulf. The in-depth analysis conducted by the intel team led to a new monthly record for the amount of illegal Iraqi gas oil diverted during MIO.

After successful combat operations in the Arabian Gulf, OZ Division began preparing to execute national tasking in response to the attacks of September 11th. As the first afloat intelligence team in the AOR, OZ Division prepared for Operation ENDURING FREEDOM by providing groundbreaking analysis of Pakistani Naval operating patterns and Afghani Military Capabilities. The support provided by OZ Division directly contributed to over 1,000 successful combat sorties during Operations SOUTHERN WATCH and ENDURING FREEDOM.

After ENTERPRISE completed its overhaul in 2000, the first phase of the IDTC began. OW Division excelled from beginning to end, from CART II to FEP, evaluated as FEP ready from the very first inspector from ATG. The EW/CTTs scored a 81.7% on the EW assessment (C2W-14-SF), 20 points above the fleet average, and higher than any east coast carrier. ENTERPRISE was able to keep a level one certification of the AN/SLQ-32 active suite for a ship and east coast record of 20 consecutive months. Prior to deployment, ENTERPRISE participated in numerous group sails, fully integrating with other battle group units from the beginning. The EW module set the standard for underway EW operations, forming cohesiveness with other EW modules within the battle group.

During deployment the EW Module and the CTTs in SUPPLOT/SIAC excelled in every evolution, receiving numerous accolades from Commander, ENTERPRISE. The EW Module/SUPPLOT sent over 100 TACELINT reports on signals of interest/critical signals of interest. The CTTs provided critical reporting of sanction violators (merchants) during ENTERPRISE's assignment in support of MIO operations, providing the leading indicator of location of underway units,

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and crucial to the capture of two units and the recovery of the smuggled oil. During the 2001 deployment, OS Division consistently excelled in all areas as evidenced by the numerous fleet and national level accolades. OS Division's aggressive, technical expertise contributed greatly to ENTBATGRU's I&W mission and C5F's SSD mission readiness. During hostile environment, OS Division initiated and utilized a real-time SI relay chat channel established with multi-national, local and national-level entities, significantly enhancing Battle Group and multi-national force situational awareness. Mission accomplishment was further improved with the SSES managed daily SI Video Teleconference between ENTBATGRU and Fleet commanders.

The CTs completed a very successful workup and deployment cycle. Some of the highlights include:

- The establishment of a critical HF point-to-point OPINTEL circuit with HMS Invincible. This provided tactical I&W during operations in COMFIFTHFLT AOR.
- Successfully tested the newly installed ADNVT data transfer system, which allowed for the passing of SI data over existing voice circuits. This was utilized as a primary backup for fleet units experiencing outages on the Fleet Satellite Broadcast.
- Utilizing the newly installed SCI-ADNS, the CTs successfully processed over 80,000 SI tactical and record messages providing exceptional message support to ENTERPRISE and embarked COMCDGRU 12 staff. SCI-ADNS allowed additional support through MIRC chat, SI email, and web based browsing capabilities. This system was up and fully operational 97% of the deployment.
- Activated and maintained 13 SI circuits to support battle group tasking. Circuits included voice, video and data. OS Division was responsible for the setup and loading of SI keying material for several systems used by CVIC and Staff to include:
  - JSIPS-N, JCA, and JWICS video.
  - TRIBUTARY install completed 15 February 2001 providing secure TS voice Communication between shipboard operational components.
  - TACINTEL Partial removal October 2000 as part of ADNS install. The TACINTEL function has been incorporated into ADNS increasing communications options.
  - First CINCLANTFLEET unit to deploy with Canadian cryptologic personnel.
  - A Battle group web site was developed and maintained throughout the cruise, which allowed battle group units to receive tasking and support on an as needed basis. The web site also allowed for tasking and technical support data to be easily updated and stored in a central location.

### Combat Direction Center

The Combat Direction Center (CDC) began the year executing Comptuex phase A /B and JTFEX from January through March 2001. CDC and ENTERPRISE, as a part of COMCRUDESGRU 12, performed brilliantly during all phases. The exercises were conducted in the Puerto Rican Operating Area and in exercise areas off the coast of Virginia and North Carolina.

During ENTERPRISE's JTFEX and COMPTUEX, ENTBATGRU developed and exercised a novel Force Over-the-horizon Track Coordinator (FOTC) naming convention and found it to be extremely useful. The new FOTC procedures allowed ENTERPRISE to build and maintain the surface common operating picture and was responsible for ENTBATGRU intercepting and sinking all exercise enemy vessels without any blue on blue or blue on white engagements and successfully evading all enemy

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submarines. ENTBATGRU's JTFEX was lauded by 2nd fleet as being the most successful exercise of its type in recent memory.

During the exercises ENTERPRISE completed the following milestones:

- Three NATO Sea Sparrow missile shots scoring direct hits from each missile
- Close in Weapons System (CIWS) shoots from mounts 22 and 24 versus towed decoys
- Worked successfully with NATO units in a combined battle force off the coast of North Carolina and Virginia.
- Successfully attacked all exercise submarines without ever being engaged.

After the completion of JTFEX, on 27 March, ENTERPRISE completed a well deserved Period of Maintenance (POM) and deployed for a Mediterranean Sea, North Atlantic, Arabian Gulf and North Arabian Sea deployment on 15 April 2001.

Initially, ENTERPRISE began her deployment by taking a quick swing by Puerto Rico to work on the Vieques range before heading over to the Mediterranean.

The Combat Direction Center and ENTERPRISE conducted joint exercises with the French Carrier Charles De Gaulle in exercise Trident D'or and conducted straits transits of the Straits of Gibraltar, Bonafacio and Messina, as well as anchorages and port visits in Palma de Mallorca Spain, Naples Italy, and Cannes, France. During this time, CDC continued to develop surface picture procedures, develop and hone FOTC procedures, and conduct in-house air defense and surface exercises.

ENTERPRISE left the Mediterranean in June for a port visit in Portsmouth, England and from 16 to 30 June she participated in the British Joint Maritime Course (JMC) 01-02. JMC gave ENTERPRISE the opportunity to work with NATO units in the dynamic and challenging environment of the North Atlantic, north of Scotland.

CDC received valuable Air, Surface and Sub-surface work while working with British, Dutch and French forces. ENTERPRISE CDC participated in 16 air defense exercises and 4 Electronic Warfare exercise against incoming aircraft and simulated missile attacks. ENTERPRISE was able to exercise two of her CIWS mounts, 22 and 24, against British jets towing decoys. CDC also controlled several surface engagements against small boat attacks and engaged enemy submarines attempting to engage the battle group. This exercise provided valuable training that would become critical later in deployment, especially in Operation Enduring Freedom.

Of particular note, JMC allowed ENTERPRISE the opportunity to work with NATO units in a combined U.S. / NATO FOTC environment. ENTERPRISE, with the help of Supreme Allied Commander Atlantic, was able to effect the first two way transfer of data to NATO units in near real time. Passing data from the Global Command and Control System - Maritime, (GCCS-M) to the NATO Maritime Command and Control System (MCCS). This allowed the British commanders aboard the HMS Illustrious to receive a near real time surface picture from the ENTERPRISE.

After a port visit in Lisbon Portugal, ENTERPRISE re-entered the Mediterranean. In the eastern Mediterranean, ENTERPRISE and her air wing

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worked with the Israeli defense forces in exercise Juniper Falcon, and had a port visit in Rhodes Greece.

ENTERPRISE headed south through the Suez Canal on 28 July. Due to the increasing tensions in the area ENTERPRISE fielded the most robust force defense package then seen for her transit south.

ENTERPRISE sprinted through the Red Sea, around the Arabian Peninsula and arrived on station ready to support Operation SOUTHERN WATCH on 1 August. ENTERPRISE's CDC and her air wing initially conducted dual carrier operations with the USS CONSTELLATION. Upon CONSTELLATION's departure from the Gulf, ENTERPRISE and her CDC supported daily operations over Iraq in support of Operation SOUTHERN WATCH. In addition, CDC monitored and controlled intercepts, when required, against almost daily reconnaissance flight against the battle group from Iran. During Operation SOUTHERN WATCH, ENTERPRISE CDC controlled over 319 combat sorties destined for Iraq and her air wing dropped 32,745 lbs of ordnance.

ENTERPRISE was designated the Sea Combat Commander for her time in the Arabian Gulf. ENTERPRISE, working closely with Destroyer Squadron 50, and she vigorously supported and enforced the UN sanctions on Iraq. During her time in the Arabian Gulf, ENTERPRISE and ENTBATGRU, using aggressive Surface Search Coordination, (SSC) procedures and a novel FOTC scheme, was able to seize over 75,000 metric tons of Iraqi oil. Including the highest one month total ever recorded for the month of August 2001.

During her time in the Arabian Gulf, ENTERPRISE conducted a port visit to Jebel Ali and departed the Strait of Hormuz. On 11 September 2001, ENTERPRISE was steaming off the southern coast of Yemen en route to a port visit in Cape Town and exercise with the South African Navy when terrorist attacked the World Trade Center and the Pentagon.

ENTERPRISE immediately turned and was the first U.S. vessel on station in the North Arabian Sea. She was ready for combat operations over Afghanistan on the 12<sup>th</sup> of September. In Operation ENDURING FREEDOM the ENTERPRISE, as the most seasoned carrier in the region, worked with USS CARL VINSON who was just beginning her deployment. ENTERPRISE produced and disseminated the Maritime Air Tasking Order, distributed the Operation ENDURING FREEDOM ATO and acted as North Arabian Sea and Arabian Gulf FOTC.

The high tempo of operations of ENDURING FREEDOM dictated that ENTERPRISE be able to operate continuously, 24 hours a day. While routinely flying combat operations 15 hours a day to cover the night time 12 hour vulnerability window, ENTERPRISE would then conduct underway replenishments in the day. In one instance, ENTERPRISE operated aircraft from her flight deck continuously for 40 straight hours.

During Operation ENDURING FREEDOM, ENTERPRISE's CDC controlled approximately 60-80 sorties a day for a total of 660 combat sorties. In the 17 OEF fly days, she built and her air wing dropped over 829,150 lbs of ordnance, at the end of a 6½ month deployment.

When relieved on station by the USS THEODORE ROOSEVELT, ENTERPRISE conducted a war time transit of the Suez Canal on 28 October and returned to Norfolk on 10 November.

ENTERPRISE's CDC performed brilliantly during 2001. They conducted an accelerated inter-deployment training cycle, the most successful JTFEX and COMPTUEX in memory. ENTERPRISE was deployed 247 of 365 days in 2001. Her CDC

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participated in a successful peacetime cruise, engaging our Allies and truly advancing the state of the art in FOTC. CDC conducted and controlled aircraft in combat operations over Iraq and Afghanistan, in Operations ENDURING FREEDOM and Southern Watch. In total, ENTERPRISE's CDC controlled over 14,400 sorties in 2001, and her air wing flew and CDC safely controlled and monitored 14,900 day and 9700 night hours of flight operations.

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## RELIGIOUS MINISTRIES DEPARTMENT

- **January - March 2001**
  - o Edited and arranged for production of more than 2500 deployment handbooks
  - o Participated in three Pre-Deployment briefs for crew and families.
  - o Conducted daily Mass and Bible studies for crew during C2X, JTFX and in port Norfolk.
  - o Conducted Limited Holy Helo Visits during training exercises based on seat availability.
  - o Met with ENTBATGRU chaplains to initiate coordination of ministry during deployment.
  - o Developed and implemented improved schedule of worship services and continued them through deployment.
  - o Redesigned ship's library for better utilization by the crew using ship's force and completed work prior to deployment.
- **April - June 2001**
  - o Conducted Burial-at-Sea as per AIRLANT tasking.
  - o Planned and implemented series of Religion/Bible classes for crew. These classes were conducted similar to college courses, divided into semesters, including theology, ethics, study methods, and "how to" classes. There were 18 classes total throughout the deployment.
  - o Planned and coordinated COMREL projects in Palma, Spain; Cannes, France; Naples, Italy.
  - o Coordinated for the participation of more than 25 ENTERPRISE volunteers to participate in a Memorial Day Ceremony at the American Cemetery in Draguignan, France.
  - o Coordinated ministry throughout ENTBATGRU, facilitating ministry via Holy Helo.
- **July - September 2001**
  - o Hosted the Reserve Deputy Chief of Chaplains for underway visit and Holy Helo ministry.
  - o Planned and coordinated COMREL project in Rhodes, Greece.
  - o Hosted Greek Orthodox Bishop for ship's visit in Rhodes, Greece.
  - o Continued worship service and Religious Education classes as scheduled. Moved the Sunday evening Protestant worship service to the Wardroom when ENTERPRISE entered the Persian Gulf.
  - o Conducted and facilitated numerous impromptu prayer services in response to the September 11 attacks.
- **October - December 2001**
  - o Coordinated with Return & Reunion team as well as Public Affairs Office on series of videotapes to be shown over Site TV addressing relevant homecoming topics from spiritual perspective.
  - o Conducted a Burial at Sea during Ammo off Load as per AIRLANT tasking.
  - o Conducted Thanksgiving services for crew and watch standers.
  - o Conducted Christmas Eve and Christmas Day worship services.
- **Items of Note:**
  - o During the deployment, 51 Holy Helo visits were conducted throughout ENTBATGRU. Some of these visits consisted of two chaplains.
  - o More than 1,300 American Red Cross Messages were processed during the 2001 deployment.
  - o During the calendar year, NMCRS provided \$101,196.00 in financial assistance to crewmembers and families of ENTERPRISE.

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## SAFETY DEPARTMENT

### USS ENTERPRISE & CARRIER AIR WING EIGHT

1. Number of Class A Flight/Flight Related/Aviation Ground Mishaps, Embarked: 0
2. Number of Class B Flight/Flight Related/Aviation Ground Mishaps Embarked: 0
3. Number of Class A PID/MPD Mishaps Embarked: 0
4. Number of Class B PID/MPD Mishaps Embarked: 1
5. 17 JUN 01: CHT flooding in ordnance magazine, damaged CATMs, EST repair cost--\$296,000
6. Number of Embarked Fatalities: 0
7. Embarked Flight Hours:
  - a. Fixed Wing Day: 14,992 Night: 9,711
  - b. Helicopter Day: 2,080, Night: 982
  - c. Fixed Wing Landings: Day: 7,212, Night: 5,059
  - d. Helicopter Landings: Day: 1,687, Night: 865
8. Number of Catapult Launches: 14,408
9. Number of Days at Sea/Embarked with Air Wing: 247/244
10. Number of QDRs Submitted by Ship: 6
11. Number of NATOPS Changes Submitted (urgent/routine): 0 Urgent/106 Routine
12. Number of Safety Related Articles Submitted/Published: 68/19
13. Number of Afloat Hazard Reports: 46
14. Number of Afloat Mishap Reports: 12
15. Number of Flight Violations: 0
16. Number of Explosive Ordnance Mishaps Submitted: 4
17. Number of Embarked Engine FODs: 6
18. Number of Recorded Aircraft Handling Mishaps that were not reportable per reference (f): 110 Crunches. Note: A Crunch report was completed any time an aircraft came in contact with either another aircraft or other object such as Support Equipment, bomb skids, etc. 56 of these were considered "BUMPS" in that no sorties were lost and values were less than 1000 dollars. A total of more than 45,000 aircraft moves were completed during the year.
19. Number of "Pros of the week" Selected by COMNAVAIRPAC/COMNAVAIRLANT for the Weekly Safety Bulletin Publication: None
20. Number of Safety Stand downs/Reviews Conducted (date/unit):
  - a. Air Wing/Squadrons: Total: 104 (Various dates throughout, required by each squadron after every port visit, generally occurred on same dates as Air Department)
  - b. Air Department/Flight Deck Safety Stand downs: Total: 13: (8 Jan, 16 Jan, 26 Feb, 23 Apr, 14 May, 30 May, 7 Jun, 17 Jun, 6 Jul, 28 Jul, 31 Aug, 1 Nov, 10 Dec)
  - c. Ship-wide Safety Stand downs\ Health Promotions Fairs: Total: 3: (27 Apr, 3 May, 3 Nov).
21. Dates Safety Survey Conducted by Outside Organizations:
  - a. Ship: 1-2 Sep 98, Note: INSURV completed: 25 August 2000
  - b. Three for Squadrons: 1 Aug, 1 Oct, and 1 Nov (Note: Initial Safety "how goes it visit" conducted by two members of Safety Center for ship and squadrons: 25 April 01)
22. Special Awards Received: The Golden Anchor Award and Health Promotion.
23. Other Safety Related Items: See comments



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24. Dates Flight Deck Reports Submitted: N/A
25. Brief write-up of ship's overall safety posture and significant accomplishments for the period:

11 September 2001, USS ENTERPRISE was returning from deployment when satellite television provided tragic images of deadly attacks at home half a world away.

Within moments, the "Big E's" rudder swept over and, exploiting the forward presence and mobility unique to naval forces, she headed for the Arabian Sea. By the next morning ENTERPRISE, with Carrier Air Wing EIGHT embarked, was ready to launch and sustain precision strikes against dispersed enemies hundreds of miles from the sea.

In the weeks following 11 September, the "Big E" team conducted carrier strike packages flying hundreds of miles beyond the Arabian Sea, helping to destroy the enemy's ability to fight.

ENTERPRISE and Air Wing EIGHT were exposed to considerable operational risk over the course of the year. Most significantly, the demanding schedule of Carrier Qualifications, Ammo-on and off loads, COMPTUEX-A-1, COMPTUEX-B-1, Joint Task Force Exercise (JTFEX), Mediterranean Sea/Arabian Gulf Deployment, Operation SOUTHERN WATCH, Operation ENDURING FREEDOM, and Ammo Offload were completed with **"ZERO" CLASS ALPHA** or other major mishaps.

This tremendous success was a direct result of the cohesive teamwork forged between elements of all ship's departments and Air Wing EIGHT. Specifically, practicing the principles of ORM.

On ENTERPRISE, these include understanding and identifying risks, ensuring risks are worth the potential gain, establishing controls to minimize hazards associated with each risk, and providing proper supervision to ensure controls are effective. Moreover, ORM must be practiced at all levels, from ORM in formal briefs for major evolutions to ORM performed informally by Sailors involved in daily operations. Additionally, ORM dovetails exceptionally well with the Commanding Officer's "Watch Standing" principles which include: Integrity, Level of Knowledge, Procedural Compliance, Formal Communications, Forceful backup, Questioning Attitude, and Foresight.

Goals were established and met early in the work-ups to aggressively pursue both Aviation and Occupational Safety and Health issues to enhance overall Safety readiness. 2001 was a benchmark year in reducing overall occupational injuries and illnesses with significant improvement noted in reducing the various types, causes, and repetition of injuries.

Comparing available injury statistics between our 2001 deployment and the deployment completed in 1999, it is evident our goals were successfully met by achieving a 25% reduction in total injuries. Of note:

- 2001 cruise versus 1998/99: 93 fewer injuries for a longer deployment. Most of these reductions occurred in the final three months of the cruise, during OPERATION ENDURING FREEDOM when OPTEMPO was at its highest.
- ORM related briefs for every major evolution (all participants required to attend, support & critique)
- Chain of Command support for goals, policies and a total commitment to safety and ORM principles.
- Proactive FOD Council.

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## TRAINING DEPARTMENT

### **I-Division**

The I-Division is responsible for managing the Command Indoctrination Program. The objectives of the program are to provide command and area-specific information to new arrivals, 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 over 550 newly reported E-1 through E-6 personnel within four weeks of reporting aboard. In addition to presentations from the Commanding Officer, Executive Officer, and Command Master Chief and major shipboard functions, the program was expanded to two weeks to incorporate Basic DC training into the curriculum resulting in personnel reporting to parent div/dept as Basic DC qualified. Current impetus is to include basic 3M 301 qualifications. Once fully implemented all individuals will report to their parent Departments/Divisions with Basic DC/3M 301 qualifications. An Indoctrination Class for newly reported officers and chiefs is offered, as schedule will allow.

### **TAD-Division**

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 continued to characterize Training Department superb performance this year. Received a budget authorization for an amount in excess of \$799,500.00 for TEMADD travel in FY01. Processed 643 sets of funded Cost TAD orders and over 1,000 sets of no-cost orders for travel to various locations throughout the world. Coordinated arrangements for official travel which totaled nearly \$288,000.00.

### **Education Services Office**

#### **- January 2001 CPO Examination Statistics**

Exam Candidates	218	
Selected for Advancement	36	(17%)
Failed	0	

#### **- March 2001 E4/5/6 Examination Statistics**

	E4	E5	E6
Participated	330	558	310
Selectees	190	85	37
PNA	113	445	255
Failed	15	28	18
Authorized Strikers	12		
Percent Advanced	58%	15%	12%

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## - September 2001 E4/5/6 Examination Statistics

	E4	E5	E6
Participated	263	635	198
Selectees	151	103	47
PNA	93	473	128
Failed	19	59	23
Authorized Strikers	10		
Percent Advanced	57%	15%	24%

## - Officer Accessions/Education programs

Program	Applied	Selected
ECP	4	2
STA-21	8	3
LDO/CWO	15	5

## - Education Programs

- 705 enrolled in instructor based PACE courses
- 542 completed instructor based PACE courses
- 13 enrolled in the National Apprenticeship Program

## - College Admission Examinations Administered

- 83 Scholastic Aptitude Tests (SAT)
- 125 College Level Examination Program (CLEP)
- 46 DANTES Subject Standardized Tests
- 23 GED Examinations

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

## **WEAPONS DEPARTMENT**

ENTERPRISE Weapons Department stores, maintains and issues ordnance for the embarked air wing and ship's defense, as well as ensures the internal and external security of ENTERPRISE. The Weapons Officer (GUN BOSS) with the assistance of the Ordnance Handling Officer (OHO) leads over 250 Sailors in the requisition, receipt, stowage, assembly and issue of all ordnance, the maintenance of small arms, law enforcement, and force protection. These tasks require the efforts of well-trained, professional and highly motivated men and women such as the Sailors of ENTERPRISE's Weapons Department. In 2001 their hard work and determination resulted in an unprecedented fourth consecutive awarding of COMNAVAIRLANT's Black "W" for Weapons excellence. Weapons Department met or surpassed every requirement and tasking during an arduous extended Mediterranean Sea, Arabian Gulf and North Arabian Sea deployment in support of Operations SOUTHERN WATCH and ENDURING FREEDOM.

### **G-1 Division (Air Gunners)**

In 2001 the Air Gunners safely handled over 12,000 tons of ordnance, including 20 tons in direct support of Operation SOUTHERN WATCH and 430 tons in direct support of Operation ENDURING FREEDOM. During a post-cruise ammunition offload G-1 transferred over 12,000 tons of ordnance in only 36 hours. The Sailors of G-1 also expertly maintained over 4,000 pieces of Aviation Weapons Support Equipment. Day in and day out during an arduous

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extended deployment, G-1 efficiently moved ordnance in the hangar bay and on the flight deck with zero safety incidents.

## **G-2 Division (Armory)**

G-2 Division is a diverse group of Sailors from many rates who are responsible for the maintenance of ENTERPRISE's small arms, torpedo assembly, the upkeep of thirty 40 year-old magazine sprinkler systems and the small arms qualifications of ENTERPRISE's crew. In 2001, G-2 implemented an aggressive small arms qualification program that set the standard for the fleet. The numbers speak for themselves: 729 Sailors qualified on the shotgun with 3,760 rounds expended; 150 Sailors on the .50 caliber machine gun with 41,500 rounds expended; 1,778 Sailors on the M-9 9mm handgun with 87,527 rounds expended; 850 Sailors qualified on the M-16 with 12,136 rounds expended; and 424 Sailors qualified on the M-60 with 9,860 rounds expended. G-2 also led ENTERPRISE's Force Protection efforts with pride and professionalism.

## **G-3 Division (Magazines/Assembly)**

In 2001 G-3's "Mag Rats" stored over 6,000 tons of ordnance in 38 weapons magazines. Working deep inside ENTERPRISE, G-3 Sailors assemble, disassemble and maintain all the ordnance for the embarked air wing, including some of the world's most sophisticated weapons. During 2001 the "Mag Rats" completed over 4,500 maintenance actions, ensured the smooth transfer of ordnance for 6 ammunition onloads and offloads, and kept ENTERPRISE safe as part of the Force Protection team. Assembling over 800,000 pounds of ordnance in record time, G-3's "can do" attitude and flexibility proved essential to meeting the demanding requirements of the Air Tasking Order during Operation ENDURING FREEDOM.

## **G-4 Division (Weapons Elevators)**

In 2001, G-4 Sailors flawlessly maintained and operated 12 sophisticated weapons elevators, with 100% elevator availability and zero safety incidents. In over 12,000 lifts, G-4 moved every piece of ordnance on board from the weapons magazines to the hangar bay and the flight deck. The technical experts of G-4 achieved a perfect "zero discrepancy" score at every COMNAVAIRLANT assessment.

## **G-5 Division (Aviation Ordnance Control Center)**

In 2001 G-5 continued its perfect record for ammunition accounting. Working effectively with multiple ships and shore establishments, G-5 maintained its out of balance record of zero discrepancies, and reduced its unmatched issues and receipts to the lowest number of any Atlantic Fleet aircraft carrier. By maintaining a continual, 100% visibility on every piece of ordnance, G-5 enabled the success of Weapons Department, the embarked air wing, and ENTERPRISE.

## **G-6 Division (Security)**

In 2001, G-6 set the fleet standard for anti-terrorism and force protection. As the bedrock of ENTERPRISE's safety and security, prior to deployment, G-6 honed their skills in over 30 complex force protection live action drills involving multiple commands. On deployment their training paid off with the successful planning and implementation of over 20 integrated port visit and strait transit force protection plans conducted throughout the Middle East and Mediterranean Sea. In charge of ENTERPRISE's law enforcement, G-6 also investigated 199 incident reports, maintained security throughout the

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ship, conducted over 7,500 urinalysis samples and managed the brig. In an unprecedented move, G-6 also successfully trained 24 ENTERPRISE Sailors in the skills of Visit, Board, Search and Seizure. These two talented teams became certified by the U.S. Coast Guard and proved essential to supporting the enforcement of U.N. sanctions in the Arabian Gulf.