



**DEPARTMENT OF THE NAVY
USS ENTERPRISE CVN-65
FLEET POST OFFICE
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From: Commanding Officer, USS ENTERPRISE (CVN 65)
To: Director of Naval History, Washington Navy Yard

Subj: 2003 COMMAND HISTORY

Ref: (a) OPNAVINST 5720.12G

Encl: (1) USS ENTERPRISE (CVN 65) 2003 Command History
(2) Compact Disk with electronic copy of 2003
Command History

1. Per reference (a), enclosures (1) and (2) are forwarded.


E. C. WEIDLINGER

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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 Eric C. Neidlinger (Jan 1 - Dec 31)

Executive Officer

Commander Michael B. Chase (Jan 1 - Dec 31)

Command Master Chief

CMDMC(SW/AW) Norman R. Wood, Jr. (Jan 1 - Feb 25)

CMDMC(SW/AW) Michael J. Oldknow (Feb 25 - Dec 31)

Duty Station

Naval Station Norfolk, VA

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CHRONOLOGY

- EDSRA - Drydock Norfolk Naval Shipyard Portsmouth, VA 01 Jan - 06 May
- Sea Trials Atlantic Ocean 06 May - 08 May
- CQ & Carrier Qualifications Atlantic Ocean 10 May - 27 May
- CQ & TSTA I/II Atlantic Ocean 18 Jun - 25 Jun
- Port Visit Mayport, FL 25 Jun - 26 Jun
- Completion of TSTA I/II Atlantic Ocean 26 Jun - 03 Jul
- Inport Period Norfolk Naval Base 03 Jul - 29 Aug
- AMMO Transfer with Virginia Capes Area 01 Jul
- ENTSTKGRP MGIT/TTGL Damneck, VA 07 Jul - 11 Jul
- AMMO Onload Norfolk Naval Base 16 Jul
- ENTBATGRU SINKEX 04-03 Norfolk Naval Base 21 Jul - 23 Jul
- AMMO Onload Norfolk Naval Base 01 Aug
- AMMO Onload Norfolk Naval Base 18 Aug
- Fast Cruise Inport Norfolk Naval Base 21 Aug
- Underway CQ, TSTA III & FEP Cherry Point OPArea 29 Aug
- AMMO Transfer with USS Detroit Cherry Point OPArea 29 Aug - 31 Aug
- CQ, TSTA III & FEP Cherry Point OPArea 29 Aug - 06 Sep
- COMPTUEX Cherry Point OPArea 07 Sep - 01 Oct
- Trans-Atlantic Voyage (C2F) Atlantic Ocean 01 Oct - 06 Oct
- C6F AOR Atlantic Ocean 04 Oct - 13 Oct
- ORSE Atlantic Ocean 01 Oct - 06 Oct
- STROG Transit Mediterranean Sea 08 Oct
- Med Transit Mediterranean Sea 08 Oct - 13 Oct
- Suez Canal Transit Suez Canal 13 Oct
- Red Sea Transit Red Sea 13 Oct
- AMMO Transfer with USS Detroit Red Sea 15 Oct
- Straits of Hormuz Transit North Arabian Gulf 22 Oct
- Operation Iraqi Freedom North Arabian Gulf 24 Oct - 30 Oct
- Port Visit Jebel Ali, UAE 31 Oct - 03 Nov
- U/W, SOH Transit Gulf of Oman 03 Nov
- RAS with USNS Pecos North Arabian Sea 04 Nov
- Operation Enduring Freedom North Arabian Sea 05 Nov - 15 Nov
- Operation Mountain Resolve North Arabian Sea 05 Nov - 15 Nov
- Straits of Hormuz Transit North Arabian Gulf 16 Nov
- Operations Iraqi Freedom / Iron Hammer North Arabian Gulf 16 Nov -
- RAS with USNS Pecos North Arabian Gulf 19 Nov
- RAS with North Arabian Gulf 28 Nov
- Port Visit Jebel Ali, UAE 06 Dec - 12 Dec
- Port Visit Bahrain 21 Dec - 26 Dec
- Operation Iraqi Freedom North Arabian Gulf 27 Dec - 31 Dec

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AIR DEPARTMENT

V-1 Division - Flight Deck

V-1 overcame great odds as a flight deck team during one of the most compressed workup cycles in recent history. Experiencing limited sea time, V-1 safely conducted over 1,000 aircraft elevator runs and 25,100 aircraft moves. Additionally, the yellow shirts qualified 6 aircraft directors, 12 tractor drivers and 34 blue shirts and did a fantastic job rehabilitating Ready Room One. Working as a team with Carrier Air Wing One (CVW-1), V-1's greatest success was the extremely small number of aircraft mishaps (crunches), averaging less than an astonishing 1 crunch per 2200 aircraft moves. Compared to the previous year, the flight deck crew reduced its aircraft mishap rate by 83%, while supporting CVW-1 in maintaining a greater than 95% sortie completion rate.

The Crash and Salvage crew led the fleet, scoring an outstanding 99.5% during participation in the Advanced Fire Fighting Team Trainer in Pensacola, Florida - the highest performance average ever established by a team! The crew also earned a score of 98.5% from the Afloat Training Group Norfolk during the ship's Final Evaluation Problem in preparation for deployment. During the deployment, the Crash and Salvage Team successfully responded to over 90 aircraft emergencies, preventing further damage to aircraft or injury to personnel. V-1 passed the AIRLANT Handling Team and 3M assist with zero discrepancies in two of three work centers.

V-2 Division - Aircraft Launch and Recovery Equipment (ALRE)

In 2003, V-2 completed a massive overhaul of all four catapults and five arresting gear engines, the installation of the new Integrated Fresnel Lens Optical System (IFLOS) and the Long Range Lineup System, greatly enhancing the Big "E's" ability to safely launch and recover aircraft. The Visual Landing Aid Branch also installed and tested the Aircraft Handling Officer's Hangar Bay Surveillance System, improving the efficiency of aircraft spotting in both bays.

Always committed to training, V-2 Sailors made one last underway with the USS GEORGE WASHINGTON (CVN 73) to complete additional qualifications. Extended but highly efficient working days for most of 2003, resulted in V-2 equipment and spaces enjoying superb material condition and were 100% ready to deploy on time. V-2's hard work and meticulous preparation successfully led the ENTERPRISE through an unprecedented compressed work-up cycle resulting in a combat ready ship on her way to the Arabian Gulf, without pause. Since the first day of flight deck certification V-2 has safely and efficiently launched and recovered 6,033 aircraft with a 98 percent equipment availability rate. ALRE all day!

V-3 Division - Hangar Bay

V-3 began the year by painting the entire Hangar Bay overhead and rehabilitating 16 spaces throughout the ship. The most impressive work was the renovation of Ready Room 4. The VS-32 Maulers challenged V-3 to completely redesigning their Ready Room, culminating in a new Operations Center and Internet Café, greatly exceeding all expectations. Throughout the spring, V-3 trained and drilled continuously in preparation for the Flight Deck Certification process. In May, all of the hard work paid off when the Air Department was certified for flight operations. During the summer, V-3 trained for the upcoming Fleet Evaluation Phase and COMPTUEX. In preparation,

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numerous fuel station, aircraft fire, and mass conflagration fire drills were conducted. Once again V-3 led the way earning an "Outstanding" from CNAL and ATG during TSTAI/III/FEP for fire fighting procedures and Division training programs. During 2003, V-3 completed over 1000 elevator runs and 5,000 aircraft moves in support of the Operations Enduring Freedom and Iraqi Freedom. The dedication and professionalism of the Division's Aircraft Directors and Blue Shirts resulted in a 400% reduction in aircraft crunches from the previous year.

V-4 Division - Aviation Fuels Division

As 2003 began, V-4 focused on space rehabilitation and equipment maintenance. The Division looked forward to putting out to sea, and the opportunity to function the newly overhauled above and below decks fueling equipment. During EDSRA, V-4 focused on continuing education, sending 20 Sailors to Shipboard Aviation Fuels Refresher (SAFR) and 25 Sailors to Aircraft Firefighting School. During 2003, 23 V-4 Sailors, established a head start on their fuels qualifications by deploying with the USS GEORGE WASHINGTON (CVN 73).

By May 2003 ENTERPRISE was ready to sail and V-4 faced its first major challenge, Aviation Fuels System Certification. While the rest of Big E focused on Sea Trials, V-4 spent 48 continuous hours successfully verifying the operational readiness of the entire aviation fuels system under the watchful eye of the Naval Air System Command and Naval Surface Warfare Center representatives.

With the fuels system certified from pump room to flight deck, the division was ready to operate and focus on the hurdles ahead: TSTAI/II/III, FEP, Flight Deck CERT, COMPTUEX, and deployment. Over the next seven months purple shirts conducted dozens of fuels casualty and pump room drills, carried stretchers for mass casualty drills, rigged countless barricades and fought innumerable simulated flight deck fires with their Air Department and CVW-1 brethren, while pursuing hundreds of in-rate qualifications. During this time the division safely and efficiently issued 11.2 million gallons of JP-5, sustaining over 6,000 CVW-1 sorties in support of both fleet readiness (carrier qualifications) and Operations Iraqi and Enduring Freedom. V-4 Sailors also found the time to on-load 12.6 million gallons of JP-5 during 19 Replenishments at Sea (RAS), verify over 41,000 fuel samples, and deliver 162,000 gallons of JP-5 to USS GETTYSBURG and USS COLE. During this time, V-4 maintenance and repair teams preserved the aviation fuel system at a 98% operational readiness state.

V-4 finished the year on a proud and positive note. ABF1 (AW/SW) [REDACTED], the Aviation Fuels Division Leading Petty Officer, was deservedly selected as ENTERPRISE Sailor of the Year.

V-5 Division - Primary Flight Control and Air Department Administration

2003 was a busy year for the V-5 Division. Completing EDSRA in early May, V-5 entirely rehabilitated all of its assigned spaces to include Primary Flight Control. Updates to the Tower included an improved communications suite and information systems equipment. Shortly after getting underway for an extremely compressed training cycle, the division overcame a personnel turnover rate of over 70 %, manning and training a full crew of tower operators. These same sailors stood the watch for over 6,033 safe aircraft launch and recovery operations during the workup period and initial part of a Mediterranean Sea/Arabian Gulf combat deployment.

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AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

In 2003, ENTERPRISE Aircraft Intermediate Maintenance Department (AIMD) completed the overhaul of 214 shipboard spaces during the Extended Dry-dock Ship's Restricted Availability (EDSRA) and began the process of rebuilding and testing our test benches by proactively engaging the newly implemented Fleet Response Plan (FRP) with an aggressive, comprehensive maintenance plan to restore over 2,000 assets from a state of preservation to a fully operational afloat AIMD in an unprecedented two months. Critical assets were quickly identified and replaced enabling AIMD's "build plan" to remain on schedule. Lauded by CNAL for exceeding all FRP phased milestones while achieving 100% surge-ready status upon completion of TSTA I/II with "zero" Broad Arrows. AIMD's performance was recognized as the best Atlantic Fleet of any AIMD at a similar juncture within the inter-deployment training cycle.

AIMD's commitment to mission accomplishment yielded superb results during the 2003 CAMSEE visit and were pivotal to the department's pristine results reported by CNAL AMMT inspectors with "zero off-line programs" - a first in the last 5 evaluated afloat AIMD's.

Early analysis of Carrier Airwing One aircraft composition and configuration resulted in early implementation of a modified training plan and the transfer and receipt of 460 line items of Avionics and Aircraft Support Equipment. AIMD's tremendous planning and forethought resulted in a 95 percent ready for use rate of all equipment with in two months of leaving the yards after a sixteen-month extended dry dock.

AIMD's proactive approach to every aspect of the Strike Force Intermediate Maintenance Activity (SFIMA) support program ensured the ENTBATGRU SFIMA effort was "battle ready" to service over 700 support functions for 23 separate customers. AIMD processed over 500 SFIMA repair actions, with less than a 24-hour average turnaround time and 99 percent Ready For Issue rate.

AIMD's 4 divisions and 58 work centers performed superbly during COMPTUEX and the deployment by skillfully applying innovative and effective management techniques to maintain production levels well above the Atlantic Fleet average for afloat Intermediate Maintenance Activities. AIMD achieved B-1 status in 4 of 5 graded categories of the Navy Mission Essential Task List (NMETL). Based on the last five CV/CVN deployers ENTERPRISE AIMD is the "best in the fleet" in the following performance metrics - Support Equipment Readiness, Awaiting Maintenance Backlog, and Expeditious Repairs. Insistence on establishing and maintaining the highest standards of excellence and efficiency while inducting and repairing over 25,000 aircraft components ensured Carrier Airwing One was able to fly in excess of 8,000 sorties, maintain a 86 percent Mission Capable rate, and meet all operational commitments while deployed to the Mediterranean Sea, North Arabian Sea and Persian Gulf in direct support of Operations ENDURING FREEDOM and IRAQI FREEDOM.

IM-1: Maintenance Administration, Production Control/Material Control and Quality Assurance

Maintenance Administration provided outstanding administrative, infrastructure, training and personnel support for the department, as well as managing berthing crews maintaining the cleanliness and preservation of the department's three large berthing spaces.

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Establishing and implementing administrative efficiencies throughout AIMD administration personnel facilitated AIMD's rapid transition from shipyard overhaul to operational readiness, delivering flawless department performance for both Crew Certification, Cart I and Cart II appraisals, and establishing benchmark AIMD readiness levels under the new Fleet Readiness Posture (FRP) initiative.

The personnel in Production Control (PC) began the year leading the production effort of rebuilding and testing our test benches as previously temporarily loaned equipment was gradually returned from the various afloat and ashore AIMD's. It was now our turn to begin the build process and make ourselves ready to go to sea. We began our inter-deployment training cycle with Flight Deck Certification in May 2003. In less than 75 days, over 320 complex avionics test benches, as well as ancillary equipment, were brought to a 95 percent availability rate after 16 months of inactivity. Day to day attention to productive capability ensured the department's automated test equipment obtained maximum availability and secured optimal support for the embarked air wing.

A major step to ensuring our benches were ready to perform was validated by inducting the repairable components in Supply's RPOOL section into the repair cycle to be tested. This proved to be challenging as some of our Sailors lacked experience in running WRA's. We had tremendous support from the local SEAOPDET coordinators who were willing to allow us to use Sailors from the local AIMD's to support us in testing our benches. This process forced our technicians to verify all of the necessary elements were in place including publications, special tools (IMRL), software, and various other related equipment. We were also able to establish that many of the WRA's we thought were RFI, were in fact non-RFI. In nearly all cases we had sufficient time to send the assets out to the supporting AIMD's on a "Repair and Return" action. In other cases, CNAL Supply personnel had to move assets via "crossdeck" messages to ensure we had sufficient quantities of RFI repairables to go to sea.

Early identification of failed benches enabled us to get the right parts and people moving in time to support our customers as we faced each step in our IDTC. As a result of this coordination, we achieved a status of zero BROAD ARROWS and zero Backlog as we entered into COMPTUEX, unmatched in the previous 5 deployers.

We began our deployment to the North Arabian Sea and Arabian Gulf in peak shape after COMPTUEX. During the first three months of deployment, the ship and air wing executed over 3,500 sorties flying over 8,000 flight hours in support of Operation IRAQI and ENDURING FREEDOM and securing a 96 percent sortie completion rate.

Quality Assurance (QA) personnel were deeply involved with berthing and space rehab efforts in the final push to bring EDSRA to a close. At the time QA was non-operational with no qualified Quality Assurance Representatives (QAR's). Upon completion of EDSRA QA began the difficult journey toward returning to full mission capability and COMNAVAIRLANT's Combined Aviation Maintenance and Supply Effectiveness Evaluation (CAMSEE). Eight QAR's were trained and qualified to begin performing audits on 47 Naval Aviation Maintenance Programs (NAMP) throughout 58 production work centers. Particular emphasis was directed on programs such as Safety, Tool Control, Quality Assurance Auditing (QA/A) and the Central Technical Publications Library (CTPL). QA personnel provided research and policy guidance to department personnel and qualified 84 Sea Operational Detachment Collateral Duty Inspectors (CDI's), 34 Ship's

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Company CDI's and four Collateral Duty Quality Assurance Representatives (CDQAR's). To date 74 CDI monitors, 72 program audits and 56-work center audits have been performed.

Our Central Technical Publications Librarian reconstructed and maintained currency of the central and 24 dispersed libraries through the performance of 52 comprehensive audits ensuring 100 percent accountability and accuracy of 7,750 publications and directives. Additionally, he decreased the number of out of date publications by 80 percent

DC Shop personnel expertly managed the scheduling of over 1900 3M/DC maintenance tasks for four divisions. Their commitment to quality training was key in attaining 522 Maintenance Material Management qualifications, to include 3M 301, 303, 304, 305 and 306. Additionally, the DC/3M Shop worked tirelessly to ensure that all departmental shipboard and damage control equipment was working at full capability. Work center personnel with the assistance of AIMD's 3MA, scheduled and completed more than 1,880 PMS checks. Shop personnel also revamped their tool control program, bringing it online with more stringent NAMP Tool Control procedures. In addition to the ESRA 2004 work package preparation, the 3M/DC work center initiated 343 Automated Work Requests (AWRs) while completing over 375 AWRs. The 3M/DC work center prepared and executed three COMNAVAIRLANT inspections receiving with ZERO discrepancies and numerous accolades for having ENTERPRISE's premier 3M program.

IM2: General Maintenance

The General Maintenance Division provided outstanding intermediate level maintenance as well as Strike Force Intermediate Maintenance Activity (SBFIMA) support to the ENTERPRISE Battle Group. Maintenance support included aeronautical welding, non-destructive inspections, repair and test cell operations of aircraft engines, test and repair of hydraulic and pneumatic components, fabrication and repair of structural components and hydraulic tubes, repair and issue of aviation life support, survival, and oxygen system components. The Airframes work center maintained a 92 percent Ready For Issue (RFI) rate while repairing and overhauling over 800 aircraft components. The Tire/Wheel work center maintained a 93.7 percent RFI rate during the overhaul of over 300 aircraft tires. The Aviation Life Support Equipment branch processed over 2,000 pieces of survival equipment while maintaining a 97 percent RFI rate.

Two of the four Non Destructive Inspection (NDI) technicians were newly certified and received extensive training on various inspection methods during the deployment. The NDI workcenter completed over 300 inspections and processed over 320 items including short-notice Strike Group Intermediate Maintenance Activity (SFIMA) requirements.

The Power Plants branch consists of the Jet Shop, Air Refueling Stores (ARS), and Oil Analysis Lab. The jet shop has inducted and issued over 25 engines and Auxiliary Power Units in support of Carrier Airwing One aircraft. The Oil lab continued to be certified on the Joint Oil Analysis Program (JOAP) and maintained capability to analyze the physical properties of shipboard oil and hydraulic and Coolanol samples. Between JOAP, SFIMA, and shipboard requirements, the oil lab analyzed over 600 samples during the year. The Aerial Refueling Stores Work Center achieved a 100 percent buddy stores mission completion rate, which was essential to support operations ENDURING FREEDOM and IRAQI FREEDOM.

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The Hydraulics Work Center maintained a 86 percent RFI rate while troubleshooting and overhauling over 200 hydraulic/pneumatic components, manufacturing over 50 hose and tube assemblies, assisting squadrons in troubleshooting their aircraft hydraulic systems and supporting SFIMA. Throughout the Mediterranean/ Arabian Gulf/ North Arabian Sea deployment, IM-2 personnel demonstrated an unrelenting dedication to mission accomplishment.

IM3: Avionics, Armament Equipment and Calibration

The Avionics/Armament Division (IM-3) finished the final leg of EDSRA in April of 2003 and turned its focus to the task of preparing to support aviation maintenance. With the development of a new Fleet Response Plan and political tensions around the world, this major undertaking would have to be done within the constraints of a compressed training cycle and scrutiny from the CNO down. In the great tradition of AIMD, IM-3 Division stepped up to the challenge and performed flawlessly.

The first major undertaking was to determine bench readiness and fill Broad Arrow documents. Prior to completion of the yard period, an extensive Division "rebuild" POA&M was developed and executed to prioritize and provide timelines for managing the work to be accomplished. The plan covered a wide spectrum of tasks including, bench verification and grooming with the assistance of NATEC, contractor support for the installation of new support platforms, calibration of assets, and a testing of the complete range and depth of AVCAL assets onboard.

The second major hurdle to clear was preparing for and passing the Aviation Maintenance Program Inspection (AMI), formerly known as The Combined Aviation Maintenance and Supply Efficiency Evaluation (CAMSEE). The ENTERPRISE was the first carrier to be evaluated under the AMI, which placed a major emphasis on practical application and the effectiveness of program execution, in addition to documentation and procedural compliance. Quality Assurance spearheaded the preparation efforts for the AMI with an aggressive internal review of 47 aviation maintenance programs, including 120 audits, 37 detailed follow-ups, and 34 monitors. IM-3 followed suit by tasking the Chiefs and Leading Petty Officers with using the Aviation Maintenance Training Team's Computerized Self Evaluation Checklists to perform a detailed self-assessment of how we were "taking care of business". The efforts paid off with AIMD earning an "Above Average" grade with zero programs offline.

The Avionics Division's final step in preparing for cruise was the integration of 128 Sea Operational Detachment (SEAOPDET) Sailors and Marines from around the country. IM-3 implemented an aggressive training program to facilitate the completion of basic shipboard qualifications and training requirements to allow our SEAOPDET component to "fleet up" in preparation for COMPTUEX.

Although we experienced some growing pains during COMPTUEX, we were able to move forward and forge the Avionics Division into a single, cohesive maintenance team that was able to provide unmatched technical support for Carrier Airwing One. Our combined backlog was lower than the average for the last five deployed carriers and we continued to solve complex maintenance issue through ingenuity, determination, and "out of the box" thinking.

By the beginning of cruise in October, the Avionics Division had earned a reputation for customer service, excellence, and a "can do" attitude second to none. We were well prepared and ready for the challenges we faced during the deployment.

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IM-4: Support Equipment

The Support Equipment Division completed EDSRA and safely on-loaded 1,500 items of Support Equipment from the Norfolk Naval Shipyard, Fleet Support Equipment Repair and Rework Center. The Flight Deck Crash Crane (CVCC), known as "Tilley", was successfully brought back aboard after completing re-revving of cables and annual weight testing at the Crane Yard at Naval Station Norfolk. As ENTERPRISE and Carrier Airwing One (CVW-1) entered the training cycle the Support Equipment Division continued to make preparations for deployment increasing the Ready For Issue rate from a low of 75 percent to an astonishing 99.13 percent during the deployment.

The Support Equipment Division also provided exceptional training and licensing support to ENTERPRISE and Carrier Airwing One by conducting 167 Support Equipment Operator classes and qualifying 773 personnel on multiple items of Support Equipment. Comprehensive training and mentoring in Tire/Wheel and Hydraulic Contamination procedures increased work center personnel qualifications by 95 percent, which significantly contributed to outstanding combat readiness. Additionally, Support Equipment Technicians were assigned to Carrier Airwing One detachments in NAS Fallon, NV, where they superbly managed the Support Equipment pool during the detachment.

The Support Equipment Division flawlessly completed over 47,000 man-hours of maintenance while processing 6,018 scheduled and unscheduled maintenance actions. During COMPTUEX and the deployment no sorties were lost due to non-availability of Support Equipment. From the Aircraft Crash Crane on the flight deck standing ready to respond to any emergency, to the 6K forklifts in the hanger bay helping the Supply Department bring on supplies during an underway replenishment, IM-4 and it's cadre of highly skilled technicians proved daily that - THERE IS NO AIR SUPPORT WITHOUT GROUND SUPPORT!

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COMBAT SYSTEMS DEPARTMENT

In 2003, ENTERPRISE Combat Systems completed an Extended Dry dock Ship Restricted Availability (EDSRA) with several equipment and space upgrades. The Officers, Chief Petty Officers and Sailors of the Combat Systems Department (CSD) directly supported numerous warfare areas by providing C4I specialists, proficient tactical watch standers and superior technicians and trainers. At the conclusion of ENTERPRISE'S extremely compressed and highly successful Inter Deployment Training Cycle, CSD was awarded an overall B1 rating by COMCARGRU FOUR for Communications Control Ship Effectiveness. True effectiveness, however, was consistently proven by actual operations in 2003. Long range Command and Control was a trademark of Combat Systems. During Multi-National Maritime Exercise (MNME) and Battle Group Sail (BG Sail) all CCDG-12 and DESRON-18 networks and communications circuits were provided pier side, in the shipyard, while the rest of the battle group operated hundreds of miles out to sea. That proven long range capability continued during deployment when Combat Systems operated and maintained a theater wide C4I architecture that seamlessly covered millions of square miles, stretching from the Northern Arabian Gulf to the Gulf of Oman and deep inland over Afghanistan. During TSTA and FEP, Combat Systems Department recorded perfect scores for 22 out of 27 Casualty Control Exercises and an average of 97.5% for 17 graded Command Control and Communication (CCC) drills.

On the personnel front, there were several changes in the CSD Leadership Team during 2003. These included CDR [REDACTED] reporting as Combat Systems Officer, LT [REDACTED] as Communications Maintenance Officer and CW03 [REDACTED] as EKMS Manager. Finally, ET2 [REDACTED] was selected as the 2003 ENTERPRISE Junior Sailor of the Year.

Combat Systems Department is composed of proven warfare professionals who have truly demonstrated that they are "Ready on Arrival" by winning their sixth consecutive TYCOM Green "CS".

Major accomplishments include:

Conducted dock trials in January to support post EDSRA operations. Pre Ops checks of all interior communications circuits, radio transmitters and receivers, all radar equipment, flight deck communications, TV monitoring systems, pilothouse Engine Order Telegraph, and the operation of Electronic Charting systems. All items checked off in preparation for three-day fast cruise.

Completed CART I/II. Gained the maximum benefit from limited training time and resources. Internal CART conducted following EDSRA including Watch team/Phase replacement plans, IDTC plan, Limited Team trainer assist schedule and School requirement lists.

Overhauled two Close-In Weapon Systems (CIWS), four NATO SEASPARROW Surface Missile System (NSSMS) directors and two missile launchers.

Completed formal classroom training for three NATO SEASPARROW Surface Missile System missile-handling teams.

Completed Combat Systems Post Availability Testing (CSPAT), replacing over \$500K of repair parts for NSSMS and over \$50K for three CIWS.

Ship Navigation Alignment Information Systems (SNAIS) certification was completed May 03

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Completed two live telemetry missile engagements, one of which resulted in a skin-to-skin "kill" of the target drone.

Completed three live fire Close-In Weapon System towed target exercises.

Completed over 15, mishap free, Close-In Weapon System, Pre Action Calibration (PAC) fires.

Tactical Air Navigation (TACAN) in flight certification was conducted in Aug 03.

COMPTUEX: 26AUG-16SEP03. Highly successful Composite Task Unit Exercise conducted by COMCARGRU Four.

CS-5 Electronics Data Processing personnel maintained 20 servers and 350 workstations (NT & GCCS-M/GENSER & SCI) with a total downtime of only less than a week collectively over a year's period.

The Ship's Electronics Readiness Team (SERT) scheduled, managed, and completed over 1,500 preventative maintenance checks allowing ENTERPRISE to provide support to Operation Iraqi Freedom/Operation Enduring Freedom during its 2003-2004 deployment.

Through collaboration with the ship's Integrated Training Team (ITT), the Ship's Electronics Readiness Team (SERT) trained junior Sailors in shipboard casualty control and completed 25% of the necessary Competitive Exercises (COMPEXs) within the first month of the Battle E competitive cycle.

In August, the Virus Alert Worm, W32.Sobig was discovered onboard and took the LAN down for days. Intensive research by the ISSM division brought the LAN back to service as well as fixed the Public Key Infrastructure Digital signatures installed for Heads of Department and personnel requiring access to Digitally protected sites.

Qualified 40 Enlisted Surface Warfare Specialists and 24 Enlisted Air Warfare Specialists.

Effective Use of Maintenance Resources

The Communications Maintenance Division increased the amount from 85 HYDRA radios to 302 in support of Force Protection requirements.

Aircraft Carrier Combat Systems Miniature-Micro-miniature repair conducted over 99 repairs, averted 23 CASREPS with a total cost savings of \$327,531,97.

Automated Data Processing repaired and completed more than 6000 trouble calls, logging over 5000 man-hours.

Personnel Quality of Life Programs - Communications Programs

Every crewmember had access to personal computers and an ENTERPRISE unique e-mail account for personal use. During deployment over 4,260,238 e-mails were sent and 4,480,229 received.

All personnel were afforded the opportunity to view message traffic for timely availability of official information. In 2003, there were 641,888 incoming messages and 14,525 transmitted.

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The Sailor phone system, with 20 lines, accounted for over 110,530 calls and 818,974 minutes of long distance phone calls for the health and welfare of the crew.

Conducted over 80 Video Tele-Conference (VTC) for ENTERPRISE/Staff and embarked AIRWING during deployment. In addition to operational VTCs, ENTERPRISE supported Holiday VTCs with families back home, seminars/PACE classes, Old Dominion University Master's courses as well as a VTC with four New Jersey Schools.

Installations

Real Secure Computer Network Defense-Intrusion Detection System was installed on 22 April consisting of a server rack, cabling and configurations on all servers. Training was conducted by the Fleet Combat Training Center Atlantic followed by a "Blue team" groom in July and a "Red team" attack in August to ensure proper system operation.

Completed all Information Assurance Vulnerability Advisory (IAVA) installations, 2 Computer Task Orders and 13 incident messages, resulting in no reportable incidents and maintaining a secure Local Area Network.

Completed and had approved NIPRNET and SIPRNET LAN accreditations in March, becoming the second aircraft carrier to accomplish this task.

Instituted HYDRA radios as the primary flight deck communications system. Upgraded RTL (cable) and inline amplifiers and changed mast configuration. Additionally, added a sixteen-bit encryption to the radios for increased OPSEC capability.

Upgraded the AN/USQ 119 23TV secure Closed Circuit Television. Located in the Carrier Intelligence Center (CVIC) this system provides a secure briefing capability to 60 remote locations.

Installed and upgraded the integral shipboard information system saving the Navy an estimated two million dollars, and provided real time launch and recovery status to the air department and embarked air wing.

NAVMEDIACEN updated tape players and recorders for the SITE TV studio which can provide six channels of entertainment television using inputs from videotape to satellite TV.

Upgraded Secure Voice System (SVS) in support to CCDG-12 and embarked staffs. This system replaced the ON-201 Legacy system and provides upgraded capabilities for shipboard inter-communications networks, point-to-point communications, access to plain and secure radios and other communications and recording devices.

The USW Module Carrier Tactical Support Center (CV-TSC) software was upgraded from version 5.0.0.7 to 5.1.0.15 and the S-3B Preflight Data was upgraded from version 4.5A to 4.6A. Additionally, new CV(N) protection overlays and pimtracks were installed.

XEROX technicians replaced 38 copiers, three of which were high-speed DT-90 production copiers for the Print Shop. Xerox Technicians responded to 263 trouble calls while maintaining over 78 copiers in a fully operational condition.

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CS51 personnel oversaw and assisted in the installation of the Battle Force Team Trainer (BFTT). BFTT allows for integrated training between multiple ships with the capability of integrating a real-world picture with the training scenario.

Installed a new equipment rack for the Air Defense System Integrator (ADSI) for improved maintenance accessibility, and upgraded system software.

Upgraded the Flag War Room and SUPPLOT (SCI) VTC equipment PICTURETEL to TANBERG.

The Afloat Planning System (APS) detachment received all new JSIPS-N equipment to improve the quality of intelligence dissemination.

Installed new automated Tank Level Indicator (TLI) system removing the requirement for V4 fuels personnel to perform manual soundings/readings of JP5 fuel tanks.

Installed new COMPAQ Proliant servers for the Integrated Shipboard Network System (ISNS)

Link Monitoring Capability (LMC) equipment installed to help QA the Link picture for both Flag and CDC.

CS-53 Electronic Data Processing (EDP) added over 58 new computers and 75 flat panel monitors to the classified network in support of CVW-1 and CCDG-12 for Operations Enduring Freedom and Operations Iraqi Freedom.

The GCCS-M (GENSER/SCI) system went through an upgrade of 7 servers and 6 workstations from TAC III computers to HP3600 systems.

TBMCS operating system was upgraded from version 1.01 to version 1.1 and 1 server was upgraded from an HP3600 to an HPJ6000. Additionally, upgraded the hub and switch.

Windows NT SCI LAN was upgraded from 2 servers to 3 rack mounted servers and new switches.

The AN/SPN-41 PALS system and the AN/SPN-46 Precision Approach and landing system received its flight control certification May 03.

Voyage Management System (VMS) replaced the basic Electronic Chart Display Information System (ECDIS). The new system provides the bridge watchstander with an improved display of navigational data.

The SPN-46(V)3 Precision Approach and landing system received Firmware Upgrade and was recertified in December. This new patch corrected the flight deck heave input error.

The Situational Awareness Bridge Display System (SABDS) was installed on the bridge and in the Flag Bridge to provide real time access to numerous intelligence, news and tactical video inputs.

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DECK DEPARTMENT

Deck completed an extensive EDSRA managing 8 separate tiger teams, responsible for the complete overhaul of close to 1,000 ships interior spaces. Coordinated and procured in excess of \$100,000 worth of equipment and materials from inactive ships as far away as Philadelphia, greatly benefiting the entire Command. Procured equipment was utilized to overhaul and install 2 DD refueling rigs ensuring Enterprise was capable of delivering fuel to Battle Group escorts. Completed maintenance, preservation and painting of the ship's sides, an area encompassing over 140,000 square feet. Managing a 90% crew turnover and the most compressed workup cycle in recent history, Deck's rigorous training program ensured the unprecedented successful completion of CART I/II, TSTA I/II, FEP, COMPTUEX, Safety Survey, Command 3M Inspection and SAR Evaluation with ZERO discrepancies. Despite the workload and leadership challenges of maintaining a 41 year old ship Deck has 90% Zone A, 100% Zone B, 100% Zone C, reenlistment averages which far exceed Enterprise, Battle Group or Navy wide averages. During the most recent advancement cycle Deck advanced 65% of eligible testers far exceeding the Navy wide average. Provided exceptional logistic support, safely and successfully completing: 4 anchorages, 14 underway replenishments, 7 mooring evolutions, 11 man overboard drills, and 2 fueling operations involving transfer to other vessels. Orchestrated the transfer of over 20 million gallons of jet fuel and over 4000 pallets of cargo in support of Operation Iraqi Freedom, Operation Enduring Freedom and the Global War on Terrorism.

First Division

First Division, responsible for the Forecastle (Foc'sle), home of the ship's two 30-ton anchors and their massive 1,080 feet long anchor chains which keep the ship from going anywhere while the crew enjoys liberty. Each anchor chain has over 700 links and each link in this massive anchor chain weighs 369 pounds. The Forecastle is also meticulously maintained as a showroom where most of the command's special functions are held, from inspections and awards ceremonies to Church services. First Division maintains one of the ship's Quarterdecks, Officer's accommodation ladder and brow, providing visiting dignitaries with an outstanding first impression of ENTERPRISE standards. They also maintain 27 internal spaces in immaculate condition and perform the maintenance on 224, 25-man lifeboats.

Second Division

Maintain and operate thirteen underway replenishment stations, which provide the millions of gallons of Jet fuel in support of the Carrier Air wing. Also ensure Enterprise remains stocked with food, supplies, ammunition, and mail. The inherently dangerous UNREP (underway replenishment) rigs require knowledge and a lot of hard work. 2nd Division makes it look easy. Second Division also maintains 23 spaces including sponsons, accommodation ladder, the ship's after brow, and the Captain's "blue tile" Ceremonial Quarterdeck, through which guest pass each day.

Third Division

Third Division is primarily located on the stern of the Big "E", the fantail. However, their duties have a daily impact on nearly every crewmember. Their diverse responsibilities ranges from maintaining and operating two 50-foot utility boats capable of transporting 146 personnel ashore, The Captain's 40 foot Gig maintained in ceremonial condition used to transport the big "E"

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Commanding Officer and up to 36 guests. Two RHIBS (rigid hull inflatable boats) capable of being launched while ship is underway making up to 8. The RHIBs are capable of speeds in excess of 25 knots and are primarily used for at sea rescues and passenger transfers. 3rd division is also responsible for rigging and maintaining the stern Accommodation ladders, which provide access to the ship for a myriad of purposes. Additionally they maintain 15 internal spaces, Own and operate the ship's Boat and Aircraft crane and deploy the LARN target for Aircraft weapons training.

Fourth Division

Fourth Division's primary job is to keep 140,000 square feet of freeboard cleaned, preserved and painted. The exterior of the ship from the flight deck to the waterline is their responsibility. Using cranes/man lifts/barges/paint punts and numerous other ingenious inventions, they preserve and paint almost constantly to stay ahead of their enemy "RUST". They are professional spray painters, providing their services spray painting spaces throughout the ship, ensuring a quality finished product to compliment the long hours of chipping, sanding and priming completed by the requesting division. Additionally they operate the ship's Sail Locker where canvas and herculite are sewn into canopies, curtains or covers for equipment throughout the ship. Provide Damage control maintenance for all Deck spaces and also maintain 11 interior spaces.

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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 (12 emergency patients and a total of 42 dental patients from Strike Group ships and Jebel Ali treated and released throughout the deployment) during the 2003 phase of our Mediterranean Sea/Arabian Gulf Deployment.

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

January - Dental, along with the rest of the ship, was delayed in leaving the yards. DT3 [REDACTED] transferred to Great Lakes.

February - CAPT Berry successfully completed his Oral Boards in Oral Maxillofacial Surgery and received board certification. While he was TAD, we were graced with the presence of two reserve Oral Surgeons. They were CAPT Bruce McCullar from Memphis, TN, and CDR [REDACTED] from Virginia Beach, VA. They both were an outstanding asset to the department and more than held their own in terms of productivity. Being Dental Health Month, the department promoted dental health at Green Run Elementary School for the first and third grade classes, promoting Dental Awareness and Hygiene Clinics to over 300 students.

March - We were approved for an OPTAR augmentation of \$103,000 to supplement our OSI.

April - DT2 [REDACTED] left the ship to go to TPU, Norfolk because of a medical condition that prevented him from deploying. DN [REDACTED] arrived as an early check-in.

May - We finally left the yards on 09 May 03. DT2 [REDACTED] left the department to go to Meridian, MS. DT3 [REDACTED] transferred to Norfolk. DT3 [REDACTED] left the ship to go to TPU, Norfolk, because she was incapable of deploying due to a medical condition. LT [REDACTED] left the ship on a COD and was returning to CIVLANT. DT2 [REDACTED] took over as RPPO. Crew Cert Phase I and II was completed, along with CART II, Sea Trials, Flight Deck Cert and Flight CQ. We pulled back in 27 May 03. We were approved for an unfunded supply request of \$22,000.

June - While inport, we were visited by all three of our new dentists, the Oral Surgeon and the two general dentists. We got underway again for TSTA I & II on 18 Jun 03. We bid DT3 [REDACTED] fair winds and following seas as she departed the ship on a COD to join the ranks of a civilian. DTC [REDACTED] became the first Chief in the Mess to earn his ESWS pin since leaving the yards, 24 June 2003. We were given an extra \$5,000 for some QOL items/supplies for the crew while we are deployed later in the year. Our big Ammo onload was also completed.

July - CAPT Berry departed 02 July 03 as we pulled back in pierside from participating in TSTA I & II. CAPT S. Rhodes performed our DRI 10 July 03. LCDR [REDACTED] and LT [REDACTED] reported 14 July 03. LCDR [REDACTED] is our new OS and LT [REDACTED] filled LT [REDACTED]'s billet. LT [REDACTED] arrived 22 July 03 to replace LT [REDACTED] who PCS'd 25 July 03 to Sewell's Point. The

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department is finally restaffed with Officers...now we need to achieve 100% filled billets with the enlisted. DT3 [REDACTED] was CAP'd to DT2.

August - DT2 [REDACTED] and DN [REDACTED] reported 25 Aug 03. As a QOL issue, carpeting was laid in the lounge area for the enlisted berthing compartment. The underway period for TSTA III, FEP and COMPTUEX began 29 Aug 03, one day late. LT [REDACTED] received his RAD papers for May 2004.

September - Our deployment officially began 01 Sep 03 after successfully completing TSTA III, FEP and COMPTUEX. DT2 [REDACTED] received her ESWS pin on 15 Sep 03. For Fiscal Year 2003, we achieved a 90.40% ODR and a 20.68% DHI.

October - Our deployment officially began 01 Oct 03. DT2 [REDACTED] and DT2 [REDACTED] earned their respective air and surface pins; DT2 [REDACTED] received his ESWS, 23 Oct 03, and DT2 [REDACTED] received his EAWS on 31 Oct 03. The biggest QOL issue was corrected as the washer / dryer was finally installed with all functioning parts. The 3M Assist Team came aboard and we passed with flying colors. We were the only department with two or more work centers to perform discrepancy free.

November - DENCAS was finally successfully loaded on our computer. That will simplify the tracking of Air Wing numbers immensely and in the future eliminate the need to input 2000 records into the DENMIS system by hand. DT1 [REDACTED] reported aboard the ship 18 Nov 03. He is replacing DT2 [REDACTED] as our advanced lab technician.

December - The casting machine was finally properly installed and it is now up and functioning. DT2 [REDACTED] left us as he PCS'd to Yokosuka, Japan. LT [REDACTED] received his orders to leave the Navy as his obligation will be over in May 04. DT1 [REDACTED] departed on 15 Dec 03 to go on terminal leave as she retires in February 2004 and was awarded the Navy Commendation Medal. We closed the year with 90.78% ODR and 27.97% DHI.

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ENGINEERING DEPARTMENT

Engineering Department is comprised of five Divisions: Auxiliary, Electrical, Machinery, Damage Control, and Repair. Each of these divisions is further broken into a total of 44 work centers. Engineering department is comprised of both nuclear-trained and conventional sailors. Mission accomplishment and combat readiness are the watchwords for these personnel as they operate the numerous propulsion and support systems that power the oldest and most complex Nuclear powered Aircraft Carrier in the World! With a 43 year-old ship, the 600 plus Engineering Department sailors face daily challenges to meet ENTERPRISE's many operational commitments. Our Sailors consistently surpass these challenges whether conducting repairs and testing in the Extended Dry-dock Ship's Restricted Availability (EDSRA) or providing the means to launch combat aircraft in the Global War on Terrorism. Due to the direct efforts of Engineering Department's personnel, ENTERPRISE conducted numerous feats as part of the Navy's first STRIKE GROUP. The following paragraphs detail specific accomplishments from each of the Divisions within Engineering Department as we met the challenges of 2003 head on.

Auxiliaries Division

Mission accomplishments:

Accomplished the pilot fleet modernization and conversion of the ship's main Air Conditioning refrigeration plants to a new, environmentally acceptable refrigerant. This included extensive training and qualification on the extensive system modifications. The early identification and correction of a design fabrication flaw in compressor internal assembly, and the shipboard validation and implementation of an entirely revised Engineering Operational Sequencing System (EOSS).

Delivered 100%, uninterrupted catapult operations for all aircraft operations, combat or training, throughout an expanded mission deployment. This included two innovative repairs to the catapult support systems, executed by ship's company using distant support services.

Executed at sea repairs and weight testing of the ship's capstans. These repairs and tests are normally assigned to naval shipyards or IMA's. Successfully operated and maintained the ship's cryogenic plants for the production of essential oxygen and nitrogen supplies, despite a critical shortage of specially trained technicians, to only 50% of minimum personnel requirements for deployment.

Significant contribution to the first effort Satisfactory grade received during the most recent COMNAVAIRFOR 3M inspection. 26 of 28 (93%) of assigned PMS spot checks completed satisfactorily. This represents nearly 10% of all the critical inspections conducted on the ship.

Quality of Life Programs:

Auxiliaries Division has implemented an aggressive Trouble Call program to effect emergent repairs, answering over eight hundred maintenance trouble calls during 2003.

Damage Control and Repair Division

Mission Accomplishments:

During the ENTERPRISE's extremely aggressive EDSRA, the Damage Control Organization was highly successful in training and reorganizing over 1000 Repair Locker personnel, 500 Inport Emergency Teams and 50 At Sea Fire Party

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and R&A members, achieving 100 percent Damage Control readiness while conducting over 250 General Quarters, At-Sea and Inport drills.

The Damage Control Organization was also successful in training over 1200 sailors in Dewatering and Pipe Patching practical during a Wet Trainer visit with ATG, who stated that the training was one of the most well organized and executed training events they had ever seen.

With the Damage Control leadership leading the way, the ship trained 60 DCPO's enabling the repair of over 650 DC fittings. In addition to preparing the Repair Locker Teams, the ship's Damage Control Training Team also prepared themselves by holding weekly training and receiving training from ATG during two limited team training visits.

The Damage Control Division also issued over 5500 CBR bags, while implanting the CBR-D RIP program, which consist of a complete kit of CBR gear including ACPG suits, MCU 2P gas masks and canisters.

The efforts of the Damage Control Organization resulted in an impressive COMPEX score of 97% and an average Final Evaluation score of 81%. ATG specifically noted that ENTERPRISE's score was one of the best ever received by any carrier on the waterfront.

The Shipfitter Shop completed 49 controlled work packages including the cut out and replacement of 7 feet of aux exhaust piping in #3 RAR which enabled the ship to get underway for the deployment. The Pipe Shop completed 15 Formal work procedures including the replacement of 5 feet of 4 inch CMWD piping which serves the flight deck, and replacement of a 6 inch section of piping for aft steering returning the steering unit to its full operational ability. The CHT Shop completed 1267 trouble calls, pumping over 9 million gallons of CHT in 6 port visits. The Locksmith Shop changed over 200 safe combinations, and cut over 400 keys.

Electrical Division

Mission accomplishments:

Acted as the lead motor repair asset for the ENTERPRISE Strike Group. Acting as the BFIMA motor repair facility, EE02 was able to repair 10 motors for various ships in the Battle Group, including those from allied nations. All told, EE02 completed 50 Class "B" motor overhauls and 30 motor rewinds during the deployment. Their efforts ensured that the entire ENTERPRISE Strike Group was "Ready on Arrival."

After a hyper-compressed work-up cycle, the division passed the demanding Operational Rector Safeguards Examination, receiving the only area grade of "Excellent" awarded to the entire department. In addition, the division passed the TYCOM 3-M Assessment and was the only division to have no unsatisfactory maintenance spot checks.

Completed over 700 trouble calls on electrical systems ranging from the ship's ventilation systems and galley equipment, to the flight deck lighting system. The division's efforts kept a 43 year-old ship at the highest level of electrical readiness, even during sustained forward deployed operations.

Completed several key repairs to propulsion plant equipment to ensure the ship was able to deploy on time as a national asset. In particular, key repairs

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to Nr 1 and 3 Emergency Diesel Generators and Nr 6 SSTG were conducted around the clock to keep the ship on-schedule.

Resolved over 2500 electrical safety discrepancies and executed over 1500 electrical equipment safety checks. Intense efforts at the end of EDSRA 02 and during the work-up cycle made the ship a much safer work environment.

Best Use of Maintenance Resources

Coordinated with both the ship's 2-M shop and the TYCOM to maintain and improve the ship's Aircraft Electrical Service System. With numerous on-site repairs and utilizing parts from decommissioned ships, EE19 maintained the 56 station system, the fleet's oldest, at greater than 90% operational readiness. These combined efforts kept the system available with minimum costs.

Quality of Life Programs

A renewed dedication to 'Covenant Leadership' led to greatly improved mentorship and development of individual sailors. Improved retention rates and the 27 personnel who qualified ESWS/EAWS stand as testimony to the benefits of this initiative.

Machinery Division

Mission accomplishments:

Assisted Norfolk Naval Shipyard in the repair of #3 main engine low-pressure turbine after catastrophic fourth stage turbine blade failure. This incredibly involved repair, which included ballistic bulkhead cuts and turbine rotor replacement, was completed ahead of schedule and allowed ENTERPRISE to deploy on time.

Passed a vital Operational Reactor Safeguards Examination with improvement noted in 5 of 7 areas.

Developed procedures to plan time critical steam plant repair outages. This process allowed the ship to conduct necessary repairs while still completing all mission requirements despite over 60 days at sea without a port visit. Performed many depot level repairs including repairs to number two ship's service turbine generator nozzle assembly, and condenser repairs to number two and four main engines.

Acid cleaned and performed several emergent repairs to the ship's distilling units maintaining onboard water percentage high throughout the deployment.

Best Use of Maintenance Resources

Performed hundreds of corrective maintenance items with the use of ship's force mechanics, welders and machinists.

Quality of Life Programs

Diligent dedication to watchstation qualification progress led to much improved watch rotations while Enlisted Surface Warfare Specialists qualifications helped result in 75% advancement to First Class Petty Officer.

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EXECUTIVE DEPARTMENT

X-1 Division - Personnel and Manpower Accounting

The year started in Portsmouth Naval Ship Yard completing a major Extended Dry-dock Ship's Restricted Availability (EDSRA) period in April 2003. In August 2003 a surprise COMLANTFLT Pay and Personnel audit was conducted. By preparing for this audit each and every day Enterprise came out of the audit the first Aircraft Carrier Personnel Division to pass within the last five years and the first passing grade for Enterprise ever. Deploying in September 2003 in support of OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM the Personnel Division stood up a Beach Det that took care of the needs of 200 plus Sailors they also maintained the transportation needs of more than 500 Sailors during the deployment at any given time. Additionally they flawlessly processed over 34,000 pay and personnel transactions. During the past year this division's personnel earned eleven warfare pins and had a 66% (6 of 9) advancement rate.

E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3164	3164	3164	3164	3164	3164	3164	3164	3165	3165	3165	3165
NMP	3318	3331	3336	3345	3345	3358	3360	3380	3376	3373	3381	3458
COB	3109	3094	3130	3172	3180	3160	3123	3059	3054	3086	3141	3125

E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	209	209	209	209	209	209	209	209	212	212	212	212
NMP	211	208	207	206	206	206	206	205	212	210	207	202
COB	196	186	186	185	192	176	174	191	203	199	198	196

X-2 Division - Ship's Secretary/CO Annex

Officer Personnel Actions:

- o 102 Permanent Change of Station (PCS) transfers executed
- o 2 retirements processed
- o 29 separations/discharges performed
- o 122 receipts
- o 3 commissionings

Awards Processed:

- o Legion of Merit: 1
- o Meritorious Service Medals: 17
- o Navy & Marine Corps Commendation Medals: 145
- o Navy & Marine Corps Achievement Medals: 348
- o Military Outstanding Volunteer Service Medals: 0
- o Flag Letters of Commendations: 155
- o Commanding Officer Letters of Commendations: 132

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

The mission of MWR USS is to improve the quality of life of the crew. MWR provides recreational activities and programs, supports teams and clubs and offers discount trips, tours and tickets.

Calendar of Events

February

- o Sold 2,000 roses on Valentine's Day.
- o Hosted events throughout the week including Monday Dinner Out, Wednesday Movie Nights in the crew lounge, Thursday's \$5 Buck O' Fun and Friday Night Out.
- o Hosted Ski Trip to Wintergreen Ski Resort.

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March

- o Hosted events throughout the week including Monday Dinner Out, Wednesday Movie Nights in the crew lounge, Thursday's \$5 Buck O' Fun and Friday Night Out.

April

- o Hosted five day trip to Disney World in Orlando Florida for 50 Sailors and their families which included luxury bus transportation, breakfast and lodging.
- o Arranged trip to New York City to see a live taping of the Late Show with David Letterman.

May

- o Hosted Spring Picnic at Busch Gardens.

August

- o Hosted overnight trip to Washington DC which included lodging and transportation.
- o Hosted White Water Rafting in West Virginia which included transportation, meals and equipment.

September

- o Hosted Amusement Park Weekend with admission to Busch Gardens, Kings Dominion and Six Flags which included lodging.

October

- o Hosted Atlantic City Overnighter with luxury transportation, lodging and breakfast.
- o Co-Hosted Battle of the Bands with the USS Theodore Roosevelt and two live bands.
- o Co-Hosted the Children's Fall Festival with the Family Support Group and the Officers' Spouses Group.

December

- o Hosted annual command Holiday Party for 1000 adults and 200 children at the Norfolk Waterside Marriott.
- o Delivered 300 goodie bags to Sailors on duty on 25 December.

Ongoing MWR Events

MWR sold tickets to: Busch Gardens, Kings Dominion, Regal Movie Theaters, AMC Movie Theaters, Lynnhaven Dive Center, Norfolk Tides Baseball and Norfolk Admirals Hockey

MWR ordered tickets to other area attractions and events and sold at a discounted rate.

A free liberty van ran throughout the week from the shipyard to the barracks, Scott Annex, NOB Navy Exchange, MacArthur Mall and Military Circle Mall.

Sold over 2600 cruise books.

X-4 Division - Public Affairs Office

The past year has seen a dramatic increase in product output on the part of personnel in the public affairs office as the ship departed the shipyard in May and became operational once again. From products released by the office to showing off the command, the personnel of the Public Affairs Office have been highly active and creative in getting the name USS Enterprise into the media, in getting highly-visible distinguished visitors on board and in keeping crewmembers informed and entertained.

Dozens of overnight embarks were conducted while underway, which resulted in approximately 100 visitors at sea, while near daily inport tours resulted in hundreds of guests visiting Enterprise.

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Some of Enterprise's senior guests in 2003 included Gordon England, Secretary of the Navy; GEN Richard B. Myers, USAF, Chairman of the Joint Chiefs of Staff; GEN John P. Abizaid, USA, Commander, U.S. Central Command; ADM Gregory Johnson, USN, Commander U.S. Naval Forces Europe; ADM Robert J. Natter, Commander Fleet Forces Command; ADM Skip Bowman, Director, Naval Nuclear Propulsion; ADM James L. Holloway III, USN (Ret.), former Chief of Naval Operations; VADM D.C. Nichols, COMUSNAVCENT; Vladimir Spidla, Prime Minister of the Czech Republic; Miroslav Kostelka, Minister Of Defense Of the Czech Republic and MCPON Terry Scott, Master Chief Petty Officer of the Navy.

The USO brought on board two sets of special visitors to entertain the crew while deployed to the Arabian Gulf, actor Ben Affleck, and comedian/actor Robin Williams, NASCAR driver Mike Wallace, and WWE Wrestler and Olympic gold medal winner Kurt Angle.

At the beginning of 2003, personnel began producing a weekly newsletter style newspaper. During the 2003 deployment the paper was produced daily and eventually upgraded from a four-page to a six-page product that was quite popular. The newspaper went on to take third place in the 2003 CHINFO Merit Awards, the only Aircraft Carrier in the Atlantic Fleet to win such an honor. Throughout 2003, the Journalists assigned to X-4 completed approximately 200 stories in 150 editions of the Big E Shuttle. Additionally, 61 stories were forwarded to Navy NewsStand, and 44 of those made it to the front page, resulting in Navy-wide exposure for Big E. Individual stories written by Public Affairs personnel almost garnered CHINFO Merit awards. J03 ██████ ██████ won Second Place for a Sports story, J02 ██████ earned Third Place for a Feature story and J03 ██████ won an Honorable Mention as a new writer.

To garner grassroots support for the Navy, personnel took an active role in collecting over 2,000 Fleet Hometown News Forms. Our hold file resulted in more than 34,400 news features marketed to papers nationwide.

Video production began in November and resulted in two safety videos and five information spots. Additionally, 15 live productions took place that included Sunday night Bingo and Captain's calls, as well as port briefs.

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LEGAL DEPARTMENT

The Legal Department was responsible for military justice during the last six months of the Extended Docking Ship's Restricted Availability (EDSRA). During the remainder of the EDSRA, the Legal Department was geared toward military justice by holding 264 NJP cases, 52 SCMs, 6 SPCMs, and 44 ADSEPs.

The Legal Department had a very successful tax year. Provided 218 personnel saving individuals over twelve thousand dollars (\$12,000).

Mid-Year the Legal Department was responsible for legal readiness for the 2003 deployment, preparing over 1500 powers of attorney and wills, and 138 court continuances.

While deployed, the Legal Department continued quality of life services serving over 865 legal assistance clients while still maintaining the high military justice stats. The Legal Department held 196 NJPs, 17 SCMs, and 31 ADSEPs. These numbers for the year double the last two years stats.

The Legal Department organized and coordinated a highly successful liberty risk program resulting in no major incidents abroad.

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MAINTENANCE DEPARTMENT

Maintenance Support Center (MSC)

During 2003, MSC provided outstanding service to over 5000 customer, civilians and military alike. MSC personnel submitted 1 Advanced Change Reports (ACR) and 13 Fleet COSAL Feedback Reports to keep the ship's configuration and maintenance records updated to the fullest extent possible. They also submitted 255 AER's (Alteration Equipment Requests)

MSC personnel received over 851 Problem Worksheets (PW), 664 of the 851 PW's were closed out, to support new equipment and previously unsupported equipment, ensuring extremely accurate COSAL support. 529 on site validations were conducted on all new installations and removals. MSC personnel and Applied Technical Systems (ATS) personnel worked together to ensure that all validations were prompt and accurate.

The Technical Library's dynamic inventory resulted in over 13,000 publications being verified and updated. Library personnel implemented numerous changes to the Technical Library Management System (TLMS). They requisitioned and processed 172 new and replacement technical manuals and processed 1,000 deletes, thus ensuring the best technical support possible onboard. 21,000 aperture cards in the Ships Drawing Index (SDI) were inventoried and verified. They also received inventoried and added an additional 78 drawings to the SDI index and system.

The Ships Coordinated Shipboard Allowance Listing (COSAL) was updated with the installation of 12 Automated Monthly COSAL Maintenance Action Reports (MCMAR). These MCMAR updates lead to 2862 additions, deletes and Allowance Index Pages (APP) to the COSAL. In addition, they processed over 625 line items from Newport News Shipyard.

There were 18 Automated Shore Interfaces (ASI) processed resulting in the implementation and verification of 175,000 line items adds, changes and deletions, Updating the Ship's Configuration and Logistics Support Information Systems (SCLIS), Weapons System Equipment File (WSF), and Organizational Maintenance Management System Next Generation (OMMS-NG).

Quality Assurance Division (QA)

In 2003, the Quality Assurance Division expanded quality assurance coverage throughout the USS ENTERPRISE, providing quality assurance support for both propulsion plant and non-propulsion plant controlled maintenance.

Reviewed and approved 137 Controlled Work Packages, ensuring that critical maintenance items were successfully completed within all required technical specifications. Scope of packages included the replacement and repairs of numerous steam valves, piping systems, catapult hydraulic systems, and weight handling equipment.

Generated and tracked 53 Departure from Specifications (DFS). Provided training for the Tag-out User Manual to the command, in order to improve the general tag-out practices onboard Enterprise, and prepare to the top-side installation of the SOMS automated tag-out system.

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Provided Quality Assurance Craftsman training to over 1000 personnel in various departments around the ship. Provided Indoctrination training on basic QA program procedures to over 400 newly reported personnel. Performed the testing and training of 113 personnel in Advanced Quality Assurance qualifications, ensuring all inspecting personnel maintained their qualifications and knowledge.

Completed two FQAO Assist visits, an Annual TYCOM Assessment, and an ORSE visit, each showing a marked improvement in the QA program on board.

Nondestructive Testing (NDT Lab)

The year 2003 was a fast paced year for the Nondestructive Testing Lab (NDT Lab). January 2003 began the final stage of the ship's EDSRA 2002.

In January 2003, NAVSEA instructed the NDT lab to begin a complete inspection of all 8 reactors bottom blow piping. This inspection covered more than 180 feet of piping in 4 main machinery rooms. This inspection totaled more than 1800 readings, which the NDT lab completed in four days.

The NDT lab supported Puget Sound Naval Shipyard SHIPSUP office by performing ultrasonic test inspections on more than 3000 square feet of corroded decking. These inspections provided critical information to the SHIPSUP office for the repair and replacement of various decks throughout the ship. The NDT lab also provided visual and dye penetrant, and ultrasonic inspection and evaluation services to the Engineering Department, in the repair and replacement of over 12 critical valves, both nuclear and non-nuclear.

During the period between January and August 2003 the NDT lab performed more than 50 visual, dye penetrant, and Ultrasonic inspections in direct support for sea trials, carrier qualifications, and various training exercises culminating in the USS ENTERPRISE successful completion of COMPTUEX.

HTCS (SW/AW) [REDACTED], Command Examiner, instituted a Welder/Brazer qualification-training program in February 2003. Up to this point there had not been any kind of formal qualification program. He took the program from non-existence to fully capable in less than two months. This resulted in the qualification of 14 welder/brazers.

Through the use of more than 20 detailed audits and surveillances of the welders, brazers, and NDT inspectors, Senior Chief [REDACTED] has made the command the shining example for other NDT Lab's to follow.

Beginning in Mid 2003, the NDT personnel began a complete revision of two procedures currently in use by the ship. One procedure introduced the use of High Temperature Dye Penetrant Inspections and the other began the use of Wet Magnetic Particle Inspections. Both of these had never been previously used aboard USS ENTERPRISE and greatly enhanced the NDT lab's ability to inspect any equipment aboard ship. Up until recently these were limited to shore facilities alone.

The arrival in August 2003 of a new NDT Inspector, HT2 [REDACTED], began an unprecedented period for the NDT lab having two Inspectors and one Level III Examiner. HT2 [REDACTED] immediately began certification exams for Visual, Dye Penetrant, and Magnetic Particle Inspector, completing them in less than two months. This manning allowed the lab the ability to do Flyaway

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teams in support of the Strike Force Intermediate Maintenance Activity program without depriving the USS ENTERPRISE of NDT support.

Late in the 2003 Med cruise, the NDT Lab was called upon to lead a crack team of welders, quality assurance, and NDT personnel to perform two critical repairs of the USS DETROIT AOE-4 as part of a Fly-Away Team. This was later expanded to four jobs, which were completed in two days ahead of schedule allowing the DETROIT to meet its underway commitments.

The Non-destructive Testing Lab today is a fully transformed work center using state of the art equipment. With two fully qualified Inspectors and one qualified Level III Examiner, the USS ENTERPRISE's (CVN-65) NDT Lab on the most recent MTT Assessment, was awarded a grade of "One of the Top NDT Lab's on the East Coast" by the AIRLANT's Fleet QAO.

Maintenance and Material Management (3M)

The 3M Office has upgraded the ship to SKED 3.0, improving on the time to fill out and review Cycle and Quarterly boards, as well as submit feed back reports. It also enhanced the capability of installing force revisions with less of a chance for making errors. SKED also provided the means for forecasting maintenance and all required tools, parts, materials, and test equipment required to perform the maintenance.

3M assist team came onboard twice to conduct training and assess the ship, to give the Commanding Officer a base line as to where the command stood in relation to the maintenance program as set for by OPNAV and COMNAVAIRFOR.

The 3M Coordinators performed 100% audits of all 162 maintenance work centers. In addition they performed re-audits on 30% of the work centers in preparation for the Commander Naval Air Forces Atlantic 3M Command Assessment. Quarterly reviews were conducted to verify proper scheduling of 104,433 PMS assignments. Actively started an aggressive spot check program to increase command awareness of the 3M programs.

Created a new 3M 301 exam and increased the minimum passing grade from 70% to 80% as well as increased all grades for other level of qualifications to 80%. Started new exams for all other qualification levels and will complete in calendar year 2004.

Started an aggressive training program on OMMS-NG & SKED for all Division Officers, Work Center Supervisors, and Maintenance Personnel. 100% of the division officers and work center supervisors attended the training with 765 maintenance personnel attending training. All together over 1000 hours of training was conducted. 2,342 personnel qualified in various levels of 3M 301 through 306.

Five hundred twenty five feedback reports were submitted to FTSC/LANT for corrections and updates to the List of effective pages (LOEPs), Maintenance Index Page (MIPs), & Maintenance Requirement Cards (MRCs). Over 2000 Documentation Information transmittals (DITs) were submitted to various work centers for updating and correcting the maintenance within their work centers.

Enterprise's Organizational Maintenance Management System (OMMS-NG) continues to provide CVN-65 with the necessary tools to manage the ship's CSMP and maintenance. Over 30,000 jobs have been screened through OMMS-NG.

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Implemented and equipment validation program to ensure an accurate identity of items onboard, as well as to show proper ownership, location, and APL coverage.

The ship's zone inspection program continues to go through improvements to increase the cleanliness and material condition of the ship. With the 410 Report on the departmental web page, departments have made an increased report to have corrections made. Items that have been added to the web page are updated Joint Fleet Maintenance Manual (JFMM), 3MA meeting minutes, PMS Feedback responses, and Equipment Validations.

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Strike Force Intermediate Maintenance Activity (SFIMA)

The ENTERPRISE SFIMA coordinator continues to work 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 Strike Group (ENTSTKGRU). ENTERPRISE continues to upgrade equipment capabilities to support all unit of the ENTERPRISE strike group by adding three digital machinist lathes and one heavy duty machinist milling machine. During the 2003/04 Mediterranean/Arabian Gulf Deployment, SFIMA demonstrated the ability to support the strike group with an astounding job completion rate of 99%, for more than 17 different commands. The SFIMA Program maximized the Strike Force's ability to operate and sustain itself at sea through improved repair capabilities and material self-sufficiency and strengthen Strike Force material readiness to conduct operations from the sea.

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MEDICAL DEPARTMENT

The Medical Department received a facelift during the 2002 to 2003 EDSRA. A combination of Hospital Corpsman and Big "E" Tiger Teams rehabilitated 54 Medical Department spaces. The Medical Department staff worked hard to ensure the department and protocols were fine tuned in preparation for the August 2003 Deployment to the Persian Gulf. Medical Department was evaluated at the beginning of August by AIRLANT and was notified a departmental score of 97% was awarded for the Medical Readiness Inspection. This score "set the new standard for all other carrier medical departments to strive and achieve."

Sick Call

11,703 patient visits were logged in through sick call and 1,076 routine appointments.

Pharmacy

Filled 11,514 prescriptions and issued 29,852 over the counter requests.

Laboratory

Performed 16,607 laboratory procedures during 2003.

Radiology

Performed 2,259 radiology exams during 2003.

Aviation Medicine/ Physical Examinations

AVR performed 1,843 screenings/physicals during the year. In addition, 2,946 audiograms were done in support of BMR and physical requirements.

In-patient Ward

There were 75 inpatients and 154 outpatient and inpatient general surgery cases held on the inpatient ward during 2003.

Counseling and Assistance Center (CAAC)

Screened more than 264 shipmates for alcohol and drug abuse/dependency by CAAC. Subsequently, 74 personnel attended IMPACT classes, and 162 enrolled in continued care support groups.

Psychology

The Clinical Psychologist or Psychiatry Technician evaluated 1,032 personnel in areas ranging from stress management to complex social skills management.

Preventive Medicine

Preventive Medicine Technicians performed 84 inspections of Food Service Facilities and 110 habitability inspections of heads, berthing, barbershops, laundry facilities, brig, vending machines and miscellaneous spaces. 2,865 water and ice samples were tested to ensure potable water sanitation for the crew. Over 2,000 occupational health monitoring screenings were performed for personnel in asbestos, cholinesterase, CHT, explosive driver, forklift driver, hearing conservation and welding as well as 912 Food Service Attendants/Mess

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Specialists. Performed 1728 Respirator Screenings and treated 56 personnel for Sexually Transmitted Diseases. 430 pest control surveys and treatments were performed. 330 heat stress surveys were performed to monitor spaces for excessive heat. Over 2,100 general education classes were offered to the crew on a variety of subjects from vaccinations to sexually transmitted diseases.

Physical Therapy

The Physical Therapy Department logged 780 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2003. An ORSE evaluation was performed in September and the Rad Health portion of ORSE scored an average plus. 303 radiation health examinations were conducted during 2003. HM2 [REDACTED], HM3 [REDACTED] and HN [REDACTED] reviewed over 1600 medical records for strict adherence to NAVMED P-5055 guidance for radiation worker physical examinations.

Medical Administration

Medical Administration logged and processed 229 consultations for specialty care, and processed 12 non-naval health care claims. During workup's and Deployment, 38 Sailors were MEDEVAC'ed to higher level of care.

Training

Medical certified over 2,000 people in CPR and successfully ran 229 graded FSO-M drills.

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NAVIGATION

On January 1, ENTERPRISE was moored at Berth 42/43 Portsmouth Naval Shipyard conducting an Extended Drydock Shipyard Availability (EDSRA). Throughout the completion of the EDSRA, the Navigation Team participated in five Fast Cruises, Crew Certification II, CART II and Advanced Shiphandling (ASH) simulators in preparation for Sea Trials. The Navigation Team finally guided ENTERPRISE out of the Chesapeake Bay and into the Atlantic Ocean for Sea Trials on a rainy morning on May 6 and returned to Pier 12 South at Norfolk Naval Station the next day.

This return was short-lived as Enterprise set sail on May 9th for Flight Deck Certification (FDC) and Carrier Qualifications (CQ). Throughout FDC, Enterprise conducted countless drills in preparation for the evaluations by ATG and CCG-4 in upcoming assessments. Amongst those drills, the Navigation Team successfully completed three Replenishment-at-Sea (RAS) evolutions and supported CQ for Training Command and Fleet Replacement Squadron aircrew.

After returning to Pier 12S on May 27, the Bridge was appreciably enhanced by the addition of a Sperry Voyage Management System. This is truly the first great step beyond NAVSSI towards certification in electronic navigation. More work on this monumental achievement is yet to be done.

On June 18, the Navigation Team drove Enterprise out of the Chesapeake yet again for the Total Ship Training Assessment and Airwing Carrier Qualification. Enterprise spent the next three weeks operating in the Virginia Capes (VACAPES), Cherry Point (CPOA), and Jacksonville Operating Areas (JAXOA) while completing this initial stage of training. This time at sea included a brief port visit to Mayport, Fl on June 25 and 26 before returning to Norfolk on July 1st. This was followed by another period of training pierside at Pier 12S to include more ASH and an Automated Radar Plotting Aid course.

Enterprise set sail from Norfolk, VA for the last time in 2003 on August 29. With the final stages of the Inter-Deployment Training Cycle (IDTC) left to be completed, the crew was well aware of the probable commencement of the cruise directly from the IDTC. Thus, the Navigation Team completed TSTA III and the Final Evaluation Problem on September 9 and commenced Composite Training Unit Exercises the following day. Throughout the month, Navigation successfully completed RAS with two ships over seven events, daily flight operations, and multi-ship exercises. After completing the final phase of training, Enterprise turned to the east to start deployment on October 1.

Throughout the next 22 days, the Navigation team completed five RAS events with three ships and transits of the Straits of Gibraltar on October 8, the Suez Canal on October 13, the Straits of Bab el Mandeb on October 17th, and the Straits of Hormuz on October 22nd. Upon arrival in Carrier Operating Area 4 (CVOA 4) in the North Arabian Gulf (NAG), the Navigation Team supported flight operations for Operation Iraqi Freedom until October 31 when they guided Enterprise into Jebel Ali, United Arab Emirates for the first port visit since leaving Norfolk, VA.

The well-deserved liberty was cut short unexpectedly by the requirement for an emergency sortie on November 3 to support Operation Enduring Freedom. After two transits of the Straits of Hormuz and eleven days operating in the North Arabian Sea, Enterprise was stationed in CVOA 4 from November 17 to December 4, paying another visit to Jebel Ali from December 5th to 12th.

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Throughout the months of November and December, the Navigation Team successfully completed RAS with two ships on six occasions. After departing Jebel Ali on December 13, Enterprise completed operations in CVOA 4 over two periods before the year ended. Those periods were interrupted by a port visit to Bahrain on December 21 to 26.

During 2003, ENTERPRISE steamed 43,300 Nautical Miles, conducted 6 mooring, 3 precision anchorages, and 23 underway replenishments. 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.

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OPERATIONS DEPARTMENT

Air Operations

This past year has been one of tremendous activity and accomplishment for the Air Operations Function within Operations Department. Composed of three Branches: Carrier Air Traffic Control Center (CATCC), Air Operations (Air Ops), and Air Transfer Office (ATO), this Function is manned by four Officers, three Chief Petty Officers, and 37 enlisted Sailors. It was a year that saw us transition from Shipyard maintenance and repair efforts to forward deployed combat operations in support of Operations Enduring and Iraqi Freedom.

The year began with Air Operations completing their EDSRA 03 maintenance jobs ahead of schedule, having significantly rehabilitated the overall material condition of assigned division spaces and significantly contributing to the improved morale, readiness, and quality of life of USS ENTERPRISE Sailors.

Mid-year completion of Inter Deployment Training Cycle (IDTC) work-ups saw CATCC 65 achieve CATCC Certification with a Competitive Evaluation score of 99%, a NATOPS Exam score of 97%, and a direct role in Big-E's successful Flight Deck Certification. This culminated with a challenging Competitive Training Unit Exercise (COMPTUEX) 03 and successful No Divert (Blue Water) Flight Operations Certification.

Air Operations Function closed out the year while forward deployed to the North Arabian Gulf, safely achieving over 6,850 sorties, 8,000 arrested landings and 4,300 CATCC controlled approaches. ATO handled over 400 COD/VOD logistics sorties, moving over 900 passengers and 275,000 pounds of mail and cargo.

End of Year awards saw CATCC 65 personnel recognized for their excellence with the selection of AC1(AW) [REDACTED] as the USS ENTERPRISE Air Traffic Controller of the Year and AC3(AW) [REDACTED] as the Operations Department 2003 Blue Jacket of the Year.

Pier-side to Persian Gulf- it has been one great year of Air Operations aboard USS ENTERPRISE!

Combat Direction Center

The Combat Direction Center (CDC) began the year implementing an aggressive series of synthetic combat training scenarios as soon as the CDC modification was completed in January. As the EDSRA became extended beyond the projected end-date, the aggressive synthetic scenario training plan continued, and pier-side Battle Group Sails and Multi-National Maritime Exercise, as well as high-level tactical classroom sessions were also incorporated into the readiness scheme. In March, CDC successfully completed Command Assessment of Readiness and Training (CART) Phase II, and was assessed as 'ready for training' by Afloat Training Group (ATG), Atlantic.

The CDC Navigation and Shipping team helped guide ENTERPRISE safely to sea in May for the first time in almost 18 months. At-sea training began in earnest, since the crew anticipated an early call to duty in the Global War on Terror. Accelerated watch qualification and continued training scenarios and classroom sessions by the Combat Systems Training Team and CDC personnel led to the successful completion of Tailored Ships Training Availability (TSTA) Phases I and II, a majority of Competitive Exercises (COMPEX's), led to four fully

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qualified watch teams and M-1 or M-2 ratings in all warfare areas prior to Phase III (TSTA III).

In late August, ENTERPRISE departed Norfolk to finish training, and expected to leave directly from training to deployment in Southwest Asia. Through the first two months underway, CDC completed TSTA III and the Final Evaluation Period (FEP), playing a critical role in the ship's overall evaluation of Excellent by ATG. ATG singled out the CV-TSC as being the "best seen" of any East Coast Carrier during Crew Certifications and Crew Readiness Evaluations. A 90% retention rate, 100% advancement rate to E-4 and 50% advancement rate to E-5, as well as completing over 2500 hours of individual and group training in watch-station proficiency and rating knowledge improvement highlighted the year for CV-TSC's OT Division. In addition they completed over 1000 hours of EAWS/ESWS training for module and shipboard personnel, had two module personnel qualify for their Enlisted Aviation Warfare Specialty designation and four personnel qualify for their Enlisted Surface Warfare Specialty designation. They excelled tactically also, continuously tracking and reporting six submarines from three different countries, and providing over 8,000 man-hours of combat tactical support and training to over 170 Naval Aviators, Flight Officers, and Aircrewman, and eight Battle Watch Captains, increasing the overall strike group readiness.

The CDC team also had a 'boola-boola' - a skin-on-skin missile shoot - as well as several successful Close In Weapons Systems (CIWS) live-fire exercises. Competitive Exercises (COMPEX's) were totally completed - with a 'low-score' of 90%, and CDC achieved M-1 ratings in all warfare areas. The Force Over-the-horizon Track Coordinator (FOTC) cell - which is responsible for maintaining the Recognized Maritime Picture (RMP) for the Sea Combat Commander (SCC) and Composite Warfare Commander (CWC) - achieved the highest overall rating in years from the stringent Commander, Carrier Group Four training and evaluation team, and as ENTERPRISE conducted the first-ever Comprehensive Training Exercise Composite Training Unit Exercise (COMPTUEX) in the East Coast/Gulf of Mexico training areas immediately prior to transiting the Atlantic Ocean.

Once COMPTUEX was completed, ENTERPRISE conducted a high-speed, non-stop transit of the Atlantic Ocean and Mediterranean Sea to pass through the Suez Canal and arrive in the Central Command (CENTCOM) Area of Responsibility (AOR) by mid-October. Immediately, the ENTERPRISE team began launching aircraft missions in support of Operations Enduring and Iraqi Freedom. CDC played a critical role, providing initial Strike checks on launching aircraft, Air Intercept Control support for aviation proficiency training, and 24 x 7 watch on the tactical picture to ensure the defense and safety of the ship. CDC also played a critical role in supporting embarked staffs, including Commander, Cruiser Destroyer Group Twelve and Commander, Destroyer Squadron Eighteen. This support - particularly in the communications and maritime picture realm - played a critical role in the seizure of millions of dollars worth of illegal drugs at sea, possibly tied to Al Qaeda and terrorism.

As the year drew to a close, ENTERPRISE and the CDC remained on station in the North Arabian Gulf, ever vigilant and ready for continued tasking in support of the Global War on Terror.

Intelligence

Intelligence Function's dedicated teamwork throughout 2003 resulted in the ENTERPRISE Intelligence Team being prepared for a combat deployment with fewer days at sea and fewer training evolutions than any Intel Team in recent

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history. Despite the enormity of that challenge, Intelligence Function received the highest possible readiness reading "B1 overall" during its graduation Composite Training Unit Exercise (COMPTUEX), and was specifically lauded by Carrier Group FOUR as "...the best seen in at least the last four Strike Groups evaluated."

On a day-to-day basis, Intelligence Function personnel performed superbly ensuring that all the Warfare Commanders as well as other organizations within the Strike Group received the very best in Intelligence, Cryptologic, and Multimedia support. Some statistics:

Over 160 Officers and Crew assigned to the Function, to include elements of Cruiser Destroyer Group TWELVE, Destroyer Squadron EIGHTEEN, Carrier Air Wing ONE, and USS ENTERPRISE (CVN 65).

Supported 867 combat sorties flown during Operations IRAQI FREEDOM, ENDURING FREEDOM and MOUNTAIN RESOLVE.
Provided time-critical, focused and actionable intelligence support to over 15 different commands and Task Forces within the 5th and 6th Fleet AORs, despite a geographic separation of thousands of nautical miles.
Provided the ONLY operational print support for Psychological Operations in the CENTCOM AOR.

Supported the VAQ-137 "Rooks" and the Afghani Interim Government during the Rook's special operations detachment to Afghanistan.

Successfully tested and operationally employed new, ground-braking and innovative systems such as the Joint Cross-Domain Exchange System (formerly OSIS Evolutionary Development), SEAWITCH, and the DARPA Phraselator.

Hosted a plethora of Distinguished Visitors to include the President of the Czech Republic Václav Havel, The Honorable Gordon England (SECNAV), GEN Richard B. Myers (CJCS), MCPON(SW/AW) Terry Scott and entertainers such as Robin Williams, Ben Affleck, Kurt Engle (WWE), and Mike Wallace (NASCAR).

The Sailors of the Intelligence Function performed superbly throughout ENTERPRISE's six-month deployment to the Mediterranean Sea, Arabian Sea, and Arabian Gulf. It was in large measure due to their efforts that ENTSTRKGRU assets were able to identify, track, and seize over \$800 million dollars worth of narcotics during several maritime interdiction operations, which ultimately provided the first concrete evidence linking al-Qaeda and its affiliated organizations to the drug trade. This in turn had a major impact on al-Qaeda by cutting off a major source of funding and eroding their support in the Muslim world.

Meteorologic & Oceanographic

This was a monumental year for the METOC Function as we shifted gears from a complete rehabilitation of 16 divisional spaces during EDSRA to providing exceptional full spectrum METOC support during workups and deployment. Early in 2003, SPAWAR installed the all-new NITES 2002 suite and refurbished the divisional workspace. Workups saw the first METOC support provided from pierside for a major exercise during the Multi-National Maritime Exercise (MNME). The division also supported the ENTSTKGRU staff from pierside for MGIT.

C2X presented the METOC Function with many challenges, not the least of which was Hurricane Isabel. The track of this major hurricane threatened the entire

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ENTSTKGRU and the exercise. Rising to the occasion, the division provided extended forecasts to CCG-1 and CCDG-12, allowing them to make the timely decision to divert the battle group to the Gulf of Mexico and continue C2X.

During the first 4 months of cruise, the division provided over 3,000 briefings and products in support OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM, and numerous exercises and ENTBATGRU contingency operations. Our highly accurate and detailed briefings in support of CCDG-12, DESRON, TFCC, STRIKE, TARPS, and numerous shipboard evolutions were critical to the high success rate of sortie missions and shipboard evolutions.

In addition, the division focused countless hours towards training, 3-M, DC, and safety, resulting in one of the most squared away divisions aboard the BIG E. Our small contingent of 16 AG's qualified in 46 watchstations and maintained a 100% 3-M, DC, and inrate qualification rate. In an effort to provide more timely observational data, the division assigned and qualified personnel as Flight Deck Observer.

OA personnel had an extremely successful year, as evidenced by the division's selection for 2nd, 3rd, and 4th QTR Senior Sailor of the Quarter for the Operations Department. They also celebrated AG3 [REDACTED]'s selection as Junior Sailor of the Quarter for the Department. Advancement was excellent as we promoted 6 personnel throughout the year (2-AG2, 4-AG3). The division enjoyed an outstanding 75% retention rate despite a difficult yard period.

NITES 2002 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.

Strike Operations

In 2003, along with their daily duties of scheduling shipboard meetings and de-conflicting the shipboard training schedule, Strike Ops coordinated with AIRLANT and ENTSTRKGRU staffs and fellow strike group Operations officers on numerous scheduling changes leading up to and through deployment. Strike Ops also lead the way in coordinating all major players in the Air Tasking Order (ATO) generation process, and received notable marks for the execution of this process beginning with the MGIT exercise in July. The high level of proficiency was demonstrated by generation of the ATO's during the COMPTUEX in September, resulting in an assessment by COMCARGRU FOUR as "one of the finest Strike Ops outfits in the Fleet."

During OIF, Strike Ops was the central hub for all logistics involving ENTSTRKGRU- scheduling assets for a multitude of movement requirements for Distinguished Visitors, critical parts, passenger moves, and rescuing broken aircraft away from "home." The Logistics Requests (LOGREQS) and Replenishment at Sea Requests (RASREQS) were generated in Strike Ops to ensure all needs were met for stores, supplies, and support whether alongside or moored in a foreign port.

Our office had one OS advance to the rank of E-5, and both our enlisted crewmen are well on their way to earning ESWS qualifications.

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RELIGIOUS MINISTRIES DEPARTMENT

January - March 2003

Sound abatement installed in library / lounge.

April - June 2003

A total of 27 computers in library / lounge for crew's use.

1 large-screen plasma TV added in lounge.

Chaplain [REDACTED] arrived as CVW-1 chaplain.

July - September 2003

RPC(SW/AW) [REDACTED] relieved RPCM SW/AW/FMF) [REDACTED] as LCPO.

Pre-Deployment Briefs attended by 80% of crew.

Chaplain [REDACTED] relieved Chaplain [REDACTED] as Protestant Chaplain.

Provided Protestant Lay-Reader training for Argentinean ship.

Memorial Service (1)

Burials at Sea (3)

Deployed to the Persian Gulf region in support of Operation Iraqi Freedom and Operation Enduring Freedom.

October - December 2003

Chaplain [REDACTED] relieved Chaplain [REDACTED] as Roman Catholic Chaplain.

Conducted Hanukah, Christmas Eve and Christmas Day worship services.

Conducted Marriage Enrichment, Pre-Marriage, and Parenting Classes.

Items of Note:

AMCROSS Messages - 1,295

Total NMCRS funds for ENTERPRISE Sailor's & Families = \$80,331.27

COMREL: Approx. 135 personnel from ENTERPRISE and GETTYSBURG volunteered in various overseas projects including:

Christian Cemetery clean-up, Jabal-Ali, United Arab Emirates.

Islamic School revitalization assistance project, Bahrain.

Project Handclasp Material, distributed:

5 pallets - Bahrain.

United Through Reading supported 750 personnel.

Life Skills Training during INDOC.

Library and Crews' Lounge averaged 800 personnel / day during deployment.

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SAFETY DEPARTMENT

In 2003, The Big "E" Safety Department was instrumental in setting the command safety climate that resulted in zero Class A Mishaps during work ups and the Arabian Gulf cruise. The emphasis on training, correct procedures, supervision, and the use of Operational Risk Management (ORM) resulted in reduction of mishaps aboard the ENTERPRISE.

The 64 members of the Enlisted Safety Committee participated in the zone inspection process, allowing the entire ship to receive a formal safety inspection. This inspection process generated Hazard Reports that were quickly corrected.

The Safety Department maintains a nationally recognized laboratory that's certified to identify asbestos containing material as well as determine airborne concentrations. This lab processed over 100 asbestos samples reducing the cost of outside testing and decreasing the turn around time of results. The lab also served as a centralized point of issue for respirators. Over 758 personnel were fit tested and issued respirators.

Significant events: Safety Stand Downs were conducted in prior to deployment, mid cruise, and prior to Homecoming. A Safety and Health Promotion Fair was conducted in February.

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SUPPLY DEPARTMENT

The Supply department had a banner year for 2003. It was a return to glory for ENTERPRISE. The Extended Dry-docking Ship's Restrictive Availability (EDSRA) continued for the ship with the Supply department supporting every requirement necessary to enable the ship to return to sea.

Readiness divisions continued to lead the rest of the Atlantic Fleet in metrics related to material and combat readiness for aircraft carriers. Stock Control division month after month were 100 percent on pulse points track by the Type Commander for effective support to the ship. Aviation Support division maintained above average inventory levels despite the fact that they were providing parts support to other commands throughout the yard period.

Services divisions continued to provide the very best in crew support for ENTERPRISE Sailors. The Food Service operation was nominated for the Edward F. Ney award as well as the Best Chief Petty Officer's Mess. They won both awards. Additionally, the Sales division was nominated for the Ship's Store Excellence award, which it won. The Disbursing and Postal divisions continued to provide the finest service in the Fleet to the crew.

ENTERPRISE was back at sea in May 2003 and the Supply department was running on all cylinders in supporting flight operations for the first time in almost a year and a half. The addition of the air wing onboard was a challenge met by every division with zest and vigor.

USS ENTERPRISE left Naval Station Norfolk on 29 August 2003 for participation in the COMPTUEX and subsequent deployment in support of Operations Enduring and Iraqi Freedom. During the first three days underway the Supply Management Inspection (SMI) took place onboard. The entire year the department had been preparing for this crucial inspection from Commander, Naval Air Forces, U.S. Atlantic Fleet. The results of the inspection were a resounding OUTSTANDING for the entire department, a huge step toward winning the coveted Blue "E" for Supply Excellence.

Thanksgiving was a busy time for the department, preparing a feast for over 5000 Sailors is not an easy task. However, with the terrific professionals we have in our Food Service division Thanksgiving dinner was grand and worthy of a five-star restaurant.

Christmas is always a tough time to be away from family and friends, however with an USO show featuring Mr. Robin Williams you cannot go wrong. Supply department was integral in making this Christmas as enjoyable as possible. The Postal division brought thousands of pounds of mail and Christmas gifts onboard over the Christmas holiday that was spent in Bahrain this year. Once again the Culinary Specialists prepared a wonderful Christmas dinner with all the trimmings for Sailors to enjoy.

In 2004, Supply department will continue to support the mission and provide the very best in crew support to every ENTERPRISE Sailor. Supply Department is "Ready on Arrival"

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TRAINING DEPARTMENT

The mission of the Training Department is to directly support overall combat readiness through formal and informal training based on both individual and team performance by providing the knowledge, skills and qualifications needed for ENTERPRISE Sailors to realize their personal and professional potential while providing the best customer service in the fleet. An energized, dynamic organization, 2003 saw Training Department directly involved in preparing ENTERPRISE for her Mediterranean Sea and Arabian Gulf deployment that was scheduled in the late summer and fall. During ENTERPRISE's Inter-Deployment Training Cycle, the department's most pressing mission was to prepare and train the crew for combat in support of Operations IRAQI FREEDOM and ENDURING FREEDOM. In addition to preparing the ship to fight the department still had to continue its more mundane but equally important task of taking care of our Sailors. This included preparing for and administering advancement exams, PACE courses, Basic Skills classes, writing Cost and No-Cost TAD orders, facilitating ship's indoc course, hosting 56 Midshipman and 410 Naval Reservists, monitoring the command's PQS and training programs, scheduling interview boards and routing officer packages for LDO, CWO and STA-21 programs, administering SAT, ACT, CLEP and various other exams. The year was extremely busy and all of this was accomplished in a department with less than 20 personnel assigned.

TRAINING OFFICER: ITT/SHIP-WIDE TRAINING PROGRAM

As the Integrated Training Team (ITT) Administrator, the Training Officer organized and integrated command wide drills and exercises ensuring that ENTERPRISE would be proficient in all combat mission areas. To accomplish this vital and challenging task she worked closely with the Damage Control Training Team (DCTT), Combat Systems Training Team (CSTT), Air Department Training Team (ADTT), Seamanship and Navigation Training Team (SNTT), Propulsion Plant Training Team (PPTT), Force Protection Training Team (FPTT), Medical Training Team (MTT), Safety Officer and the ship's Strike Officer to ensure that all the training teams work together to the maximum benefit of all while identifying and resolving integration issues between the different groups. In 2003, to support the ENTERPRISE's Inter-Deployment Training Cycle the Training Officer facilitated 70 General Quarter Drills and 52 Integrated Training Team Drills. She also hosted nearly 30 Mobile Training Team members for CART I, II, and III; TSTA I, II, and III; FEP and COMPTUEX. The Training Officer also scheduled, tracked and recorded over 4,356 individual exercises in 14 Warfare Mission areas, established a 100% exercise accomplishment rate and maintained a M1 rating in all areas for the remainder of the year. She submitted each exercise as part of a weekly report that reflected the ship's current readiness in these mission areas that was eventually briefed to SECNAV and Joint Chiefs of Staff. Because of ongoing and potential operations in the "War on Terrorism" the accurate reporting of the ship's mission readiness had become increasingly important. The Training Officer also reviewed and updated the ship's long-range training plan in 2003 to reflect new training objectives and changing mission requirements.

Educational Services Office (ESO)

The Education Services Office is led by an experienced Limited Duty Officer to provide personal and professional growth opportunities to the ship's 3,600 crewmembers. Probably the most well known mission of the ESO is to prepare for and administer Navy-wide Advancement Exams. For both the March and September 2003 the ESO Office proctored more than 1200 exams each cycle plus another 200 CPO exams. The ESO prepared and routed 533 Frocking and Advancement Letters and made all required service record entries. The ESO

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also is the command's primary point of contact for submitting officer accession packages for the various programs including STA-21, LDO, CWO, and OCS. In 2003 the ship's ESO processed nearly 40 officer packages including scheduling interview boards, reviewing application packages, chopping endorsement letters and forwarded them to the commanding officer for his signature. The Educational Services Officer is designated as the command's Testing Officer and administers SAT, ACT, DLAB, and CLEP exams. This year the total number of exams given nearly doubled from the previous year. The ESO also provided a wide range of educational services such as Basic Skills classes and various other off-duty college courses including NCPACE and distance learning via a VTC system during the deployment.

Education Services Office 2003 Statistics

Enlisted Advancement Results:

- January 2003 CPO Examination Statistics

Exam Candidates	197		
Selection Board Eligible	98	(49.7%)	
Selected Board Ineligible	99		
Selected for Advancement	18	(18.4%)	
Failed	1		

- March 2003 E4/5/6 Examination Statistics

	E4	E5	E6
Participated	336	681	150
Selectees	112	92	44
PNA	27	529	103
Failed	7	58	3
Authorized Strikers			5
Percent Advanced	33.3%	13.5%	29.3%

- September 2003 E4/5/6 Examination Statistics

	E4	E5	E6
Participated	397	611	177
Selectees	128	115	42
PNA	268	481	135
Failed	1	15	0
Authorized Strikers			13
Percent Advanced	32.2%	18.8%	23.7%

Officer Accessions/Education programs:

Program	Applied	Selected
ECP	0	0
STA-21	14	2
LDO/CWO	24	2
OCS	1	0

Education Programs:

70 enrolled in academic skills classes
42 completed academic skills classes
755 enrolled in instructor-based PACE courses
430 completed instructor-based PACE courses
86 enrolled in the National Apprenticeship Program
43

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25 enrolled in VTC Master's classes
11 completed VTC Master's classes

College Admission Examinations Administered:

97 Scholastic Aptitude Tests (SAT)
64 ACT
149 College Level Examination Program (CLEP)
12 Defense Subject Standardized Test (DSST)
8 Defense Language Aptitude Battery (DLAB)
11 Defense Language Proficiency Test (DLPT)
13 various college exams
6 Aviation Selection Test Battery (ASTB)
4 Joint Proficiency Military Test (JPMT)

TAD Division

In 2003, the TAD Office was responsible for generating 502 Cost and 2,672 No-Cost TAD orders for the ship. During the year they processed and liquidated over 500 travel claims, administered the Navy's Travel Card Program with less than a 5% delinquency rate, and managed the 1.2 million-dollar TACTAR budget. While deployed they handled 121 Emergency Leave cases, 24 Medevacs, 10 Medical Escorts, and 2 Human Remains Escort orders. They also processed over 210 direct mission support orders for Operation IRAQI FREEDOM, ENDURING FREEDOM and IRON HAMMER. The majority of No-Cost orders were written earlier in the year for schools, Navy Leadership Training Continuum classes, HARP Duty, Blue Jacket HARP Duty, Fire Fighting Schools, TAP classes and various other mission requirements.. They also serve as the quota control for all Navy Leadership Continuum classes to help ensure ENTERPRISE Sailors meet this important advancement milestone.

INDOC Division

Indoc Division is a group of select Sailors who were responsible for indoctrinating and acclimating 1353 new crewmembers to shipboard life on ENTERPRISE during the year. The 1242 "Blue Jackets" that graduated the two-week course were each provided with nearly 70 hours of contact time with area and program experts. Our new Sailors received instruction General DC, 3M, QA, Operational Risk Management, Life Skills, Preventive Health, small arms, Equal Opportunity and many more. While deployed these Indoc personnel were also inoculated for small pox and anthrax to meet the FIFTH Fleet requirement. Something new that was started by the Command master Chief during 2003 was the addition of a new "Capping Ceremony". Upon completing the indoc course of instruction there is now a formal graduation ceremony where each member of the class is presented with a certificate of completion and has an ENTERPRISE ball cap placed on them by their Chief. The 111 Khaki Indoc personnel received a much faster paced 3-4 days of instruction. Recognizing their experience, their curriculum concentrated on safety, 3M and General DC.

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WEAPONS DEPARTMENT

ENTERPRISE's Weapons Department stores, maintains and issues ordnance for the embarked air wing and ship's defense teams, 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 300 Sailors in the requisition, receipt, stowage, assembly and issue of all ordnance, the maintenance of small arms, law enforcement and Anti-Terrorism/Force Protection (ATFP). 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 2003, their hard work and determination resulted in an unprecedented fourth consecutive awarding of COMNAVAILANT's Black "W" for Weapons excellence. During an intense Interdeployment Training Cycle and Mediterranean Sea/Arabian Gulf Deployment, Weapons Department handled over 1500 tons of munitions. The department was also instrumental in fulfilling ENTERPRISE's role in OPERATIONS IRAQI FREEDOM, ENDURING FREEDOM and IRON HAMMER.

G-1 Division (Air Gunners)

From February 2003 through ENTERPRISE's Mediterranean Sea/Arabian Gulf deployment, G-1 has raised the bar in ordnance handling excellence. While conducting operations in support of OPERATIONS IRAQI FREEDOM, ENDURING FREEDOM and IRON HAMMER, G-1 performed at its fullest potential achieving excellent results with zero ordnance mishaps.

G-1 "Ordies" conducted the strike-up and inspections of over 416 tons of precision-guided munitions in direct support of Carrier Airwing One's 8,302 training and combat missions. Additionally, they transferred over 1770 lifts of ordnance weighing over 836 tons during ENTERPRISE's three ammunition onloads.

The attention-to-detail displayed during the demanding COMNAVAILANT 3M Assessment ensured the division an overall score of 90%. The Flight Deck Ordnance workcenter completed 499 required maintenance checks and qualified 10 Sailors as 3M (301) Maintenanceman. The Forklift workcenter completed over 600 maintenance checks and qualified six personnel to perform forklift maintenance. The Damage Control workcenter performed over 100 maintenance actions, immensely improving the material readiness and condition of 43 divisional spaces. Armament Weapons Support Equipment (AWSE) workcenter performed over 900 maintenance checks and configured over 600 pieces of AWSE for utilization by the embarked AIRWING and G-3 division. Additionally, they qualified 10 personnel as HAZMAT Petty Officers and three Collateral Duty Inspectors.

Day or night, in good weather or bad, the AO's of G-1 have provided the ordnance required to drop bombs "On Time and On Target".

G-2 Division (Armory)

G-2 Division is a diverse group of Sailors of many ratings who are responsible for the security of the Ship's Armory, the maintenance of ENTERPRISE's small arms weapons, torpedo assemblies, and the upkeep of 40 year old magazine sprinkler systems. The highly skilled Gunners of G-2 supported various shipboard evolutions such as Sea and Anchor Detail, Replenishment-At-Sea (RAS) and Burials at Sea. G-2 was also responsible for conducting small arms

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qualifications for ENTERPRISE personnel in order to defend the ship as AFTP team members. Aggressive classroom instruction and safe range management was provided for all AT/FP watchstanders utilizing small arms and crew-served weapons. As a result, G-2 division flawlessly expended over 34,000 rounds of small arms ammunition, yielding successful qualifications for more than 1000 shipboard personnel. Additionally, superior technical expertise and extraordinary effort led to the successful depot-level re-construction of 41 complex magazine sprinkler systems saving the Navy over \$2.1 million in repair costs. The proper operation of these magazine sprinkler systems are vital to the safety of the ship and directly contribute to critical at-sea operations requiring the storage of ordnance within magazine spaces.

G-3 Division (Magazines/Assembly)

While forward deployed to the Mediterranean Sea/Arabian Gulf in support of OPERATIONS IRAQI FREEDOM and ENDURING FREEDOM, G-3's expertise and technical knowledge was utilized to its fullest potential. The "Mag-Rats" conducted over 450 ammunition break-outs enabling the assembly and inspection of 126 Joint Direct Attack Munitions (JDAM) and Laser Guided Bombs (GBU), over 200 MK-80 Series General Purpose bombs, 10 Cluster Bombs, 10 Tactical Air Launched Decoys (TALD) and 83 Air Launched Missiles. While working in unison with G-1 Division, the "Mag-Rats" completed over 1,800 weapons elevator evolutions transferring ordnance from the weapons magazines to the hangar deck and flight deck. Through outstanding coordination and teamwork these ordnance handling evolutions were safely and expeditiously conducted enabling a 100% ordnance sortie rate for over 8,000 training and combat sorties flown by Carrier Air Wing One (CVW-1), additionally supporting Explosive Ordnance Disposal Detachment TWO (EOD-2) and Sea Air and Land (SEAL) Teams embarked aboard ENTERPRISE.

While performing ordnance assembly and handling functions, the "Mag-Rats" were the primary watchstanders for the AFTP details which were charged with the safety of the ship during transit of straits, restricted maneuvering and while in port in foreign countries. To support this mission, the "Mag-Rats" achieved 100% qualification of all division personnel in the 12 Gauge Shotgun, M-60 Machine Gun, M8 Flare Pistol, .50 Caliber Machine Gun and M-16 Assault Rifle. Other qualifications earned during the deployment were Conventional Qualification/Certifications, Damage Control Petty Officer, Basic Damage Control, CPR Heartsavers, Electric Forklift and Weapons Elevator Operators. A total of over 400 individual qualifications were earned.

A team of five G-3 "Mag-Rats" displayed incomparable versatility and adaptability while working jointly with U.S. Air Force, Army and Marine personnel on a mission to recover vital U. S. weapon assets from an airstrip located in Bagram, Afghanistan. This three-day mission was only successful due outstanding leadership and resourcefulness of the "Mag-rats" to disassemble, secure and liaise with other U.S. Forces to get these weapons safely back aboard ENTERPRISE. All told, the G-3 Division "Mag-Rats" have had an extremely successful year in which they have operated safely, grew professionally, met the challenges and have set the standard by which a successful Division should be measured.

G-4 Division (Weapons Elevators)

In 2003, G-4 Sailors flawlessly performed scheduled and unscheduled maintenance and operated twelve sophisticated weapons elevators with 100% elevator availability. In over 12,000 lifts, G-4 personnel ensured that every

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piece of ordnance and associated equipment onboard ENTERPRISE was transported from the weapons magazines to the hangar bay and the flight deck with zero safety incidents. The technical expertise of G-4 personnel achieved a perfect "zero discrepancy" score on every COMNAVAIRLANT assessment.

G-5 Division (Aviation Ordnance Control Center)

In 2003, G-5's performance during a condensed Interdeployment Training Cycle and Mediterranean Sea/Arabian Gulf Deployment was truly outstanding. Superb management of the Ordnance Qualification/Certification Program proved to be pivotal during numerous COMNAVAIRLANT assessments. Inspectors praised the meticulous attention-to-detail given to all 200 records that were viewed. Highly motivated ammunition accountants employed stringent measures to maintain 100% accountability of two major ammo onloads and 628 line items of ordnance totaling in excess of \$4 million. Our "Bean Counter's" unparalleled devotion resulted in zero discrepancies during the Naval Inventory Accuracy Inspection (NIAI). As liaison with Strike Operations and CVW-1 on all matters pertaining to ordnance, G-5 Division provided exceptional support to the combat readiness of ENTERPRISE and ENTERPRISE Strike Group (ENTSTRKGRU). With the addition of the Quality Assurance branch, Weapons Department continually maintained the highest state of combat readiness.

G-6 Division (Security)

In 2003, G-6 took control of all of ENTERPRISE's ATFP watches, training an additional 200 ship's company personnel as Auxiliary Security Force (ASF) members. G-6 has also qualified over 2700 Sailors on a variety of weapons required for ATFP watches including an intensive classroom training syllabus and numerous range visits covering the proper operation and firing techniques for the 9MM, 12 gauge shotgun, M-16 and M60 machine guns. In charge of ENTERPRISE's law enforcement, G-6 also investigated 229 incident reports; maintained security throughout the ship and pier, managed the Ship's Brig and collected 9363 urine samples within one year in support of the Command Urinalysis Program.

In support of the Navy's surface and aviation warfare program, G-6 had 14 personnel qualify as Enlisted Surface Warfare Specialists and eight personnel qualify as Enlisted Aviation Warfare Specialists.

While deployed in the Arabian Gulf, G-6 was charged with handling and transporting 10 high-visibility enemy prisoners of war. G-6 also was given the responsibility of providing armed guards to protect malfunctioning aircraft that were forced to land in Pakistan. G-6 provided a Small Caliber Arms Team (SCAT) to provide 10 safe transits through various straits and entries into all ports, as well as provided security for the Secretary of the Navy and the Master Chief Petty Officer of the Navy. All these evolutions were performed flawlessly and professionally by a force of 87 combined rated Masters-At-Arms and TAD personnel.