



DEPARTMENT OF THE NAVY
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From: Commanding Officer, USS ENTERPRISE (CVN 65)
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Subj: 2004 COMMAND HISTORY

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Encl: (1) USS ENTERPRISE (CVN 65) 2004 Command History

1. Per reference (a), enclosure (1) is forwarded.

A handwritten signature in black ink, appearing to be "L. Rice", is written over the typed name.

L. RICE

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

1 JANUARY - 31 DECEMBER 2004

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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 10)

Captain Lawrence S. Rice (Dec 10 - Dec 31)

Executive Officer

Captain Michael B. Chase (Jan 1 - Apr 6)

Commander William C. Hamilton Jr. (Apr 6 - Dec 31)

Command Master Chief

CMDCM(SW/AW) Michael J. Oldknow (Jan 1 - Jun 2)

CMDCM(SS) Robin Spelman (Jun 2 - Dec 31)

Duty Station

Naval Station Norfolk, VA

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Chronology

➤ Operation Iraqi Freedom	North Arabian Gulf	01 Jan – 14 Jan
➤ RAS with Detroit	North Arabian Gulf	10 Jan
➤ Port Visit	Jebel Ali, UAE	14 Jan – 18 Jan
➤ Operation Iraqi Freedom	North Arabian Gulf	19 Jan – 27 Jan
➤ RAS with Detroit	North Arabian Gulf	27 Jan
➤ SOH Transit	Gulf of Oman	27 Jan
➤ Red Sea Transit	Red Sea	31 Jan – 04 Feb
➤ Suez Canal Transit	Suez Canal	05 Feb
➤ Chop to C6F	Mediterranean Sea	05 Feb
➤ Port Visit	Naples, Italy	08 Feb – 12 Feb
➤ Port Visit	Cartagena, Spain	14 Feb – 17 Feb
➤ STROG Transit	Med Sea	18 Feb
➤ Translant	Atlantic Ocean	18 Feb – 22 Feb
➤ Chop to C2F	Atlantic Ocean	22 Feb
➤ Translant	Atlantic Ocean	23 Feb – 26 Feb
➤ Port Visit, Tiger Cruise Onload	Mayport, FL	27 Feb
➤ Tiger Cruise 2004	Atlantic Ocean	27 Feb – 29 Feb
➤ Return Homeport from Deployment	Norfolk, VA	29 Feb
➤ Homeport	Norfolk, VA	29 Feb – 17 Apr
➤ FRS CQ	Cherry Point, Oparea	18 Apr – 25 Apr
➤ Port Visit, Fleetweek 2004	Port Everglades, FL	26 Apr – 30 Apr
➤ RAS with USNS Laramie	Cherry Point, Oparea	02 May
➤ Homeport	Norfolk, VA	03 May – 17 May
➤ FRS & CNATRA CQ	Cherry Point Oparea	18 May – 25 May
➤ Homeport	Norfolk, VA	26 May – 02 Jun
➤ CVW-1 CQ	VACAPES Oparea	03 Jun – 04 Jun
➤ Translant	Atlantic Ocean	05 Jun – 10 Jun
➤ JCOC	DV Visit	11 Jun
➤ Neo Tapon	NATO Exercise	11 Jun – 14 Jun
➤ RAS with USNS Big Horn (3 days evolution)	Ammo Transfers	10 Jun – 12 Jun
➤ Transit	North Atlantic	15 Jun – 19 Jun
➤ Ammo Transfer/RAS with USS Detroit	North Atlantic	17 Jun – 19 Jun
➤ JMC 42	North Atlantic	19 Jun – 01 Jul
➤ Port Visit	Portsmouth, UK	02 Jul – 06 Jul
➤ Transit to Magestic Eagle Oparea	Atlantic Ocean	06 Jul – 09 Jul
➤ Operation Magestic Eagle	Atlantic Ocean	10 Jul – 16 Jul
➤ Translant	Atlantic Ocean	17 Jul – 23 Jul
➤ Chop to C2F	Atlantic Ocean	20 Jul
➤ Homeport	Norfolk, VA	23 Jul – 02 Sep
➤ Pier move from 12 to Pier 6	Norfolk, VA	02 Sep
➤ Ship movement to NGNN for ESRA 04	Newport News, VA	03 Sep
➤ Extended Ships Restricted Availability 2004	Newport News, VA	08 Sep – 31 Dec

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Captain

Eric C. Neidlinger
United States Navy
Commanding Officer
USS ENTERPRISE (CVN 65)

Captain Neidlinger was most recently assigned as Chief of Staff to Commander, Naval Air Force, U.S. Atlantic Fleet.

Over the course of his Naval career, Neidlinger has served in various capacities. In January 1982, he reported for training to the U.S. Air Force Test Pilot School at Edwards AFB, California. Upon graduation, he was assigned to the Naval Weapons Center, China Lake, California. While at NWC, he performed weapons and software testing with the F/A-18 "Hornet."

In November 1985, Neidlinger was assigned to Fighter Squadron FOURTEEN at NAS Oceana. During this tour he was assigned as Safety Officer, Operations Officer and Maintenance Officer, deploying in USS JOHN F. KENNEDY (CV 67). He was next assigned to Air Test and Evaluation Squadron FOUR, NAS Point Mugu, California in October 1988. While at VX-4, he performed operational testing of the T-45 "Goshawk", the F-14A/B/D, and initial evaluation of the Navy Advanced Tactical Fighter/F-22 "Raptor". He was eventually assigned as Executive Officer. In December 1990, he reported for duty to Fighter Squadron ONE HUNDRED TWO as Executive Officer, and assumed command of the "Diamondbacks" in February 1992. During his tour with VF-102 he deployed aboard USS AMERICA (CV 66) for combat operations in "Desert Shield/Desert Storm."

Neidlinger reported to the CNO's staff (N-88) as F-14 Requirements Officer in April of 1993. He was selected for nuclear power training and was assigned to USS NIMITZ (CVN 68) as Executive Officer from December 1995 to August 1997. In March 1998, he assumed command of USS NASHVILLE (LPD 13), participating in combat operations during Operation ALLIED FORCE. He subsequently attended the Naval War College, graduating with distinction and receiving an M.A. in National Security and Strategic Studies.

Over the length of his career, Neidlinger has accumulated 4,000 flight hours and 850 carrier landings in over 30 types of military aircraft. His awards include the Legion of Merit with gold star, Meritorious Service Medal with two gold stars, the Air Medal with combat "V", two strike-flight Air Medals and the Navy Commendation Medal with combat "V" and two gold stars.



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**Captain
Lawrence S. Rice
United States Navy
Commanding Officer
USS ENTERPRISE (CVN 65)**



Captain Lawrence Rice, a native of Los Angeles, graduated from the United States Naval Academy with a Bachelor of Science in Aerospace Engineering May 30, 1979. He received his wings and was designated a Naval Aviator on Sept. 1, 1981, after undergoing training at VT-27, VT-26, and VT-24 in Corpus Christi, Texas, and Beeville, Texas.

Following replacement fighter training in the F-14 Tomcat at Fighter Squadron (VF) 124, Naval Air Station Miramar, Captain Rice was assigned to the "Bounty Hunters" of VF-2 on board USS Kitty Hawk (CV-63). Additional Fleet tours include the VF-111 "Sundowners" on board USS Carl Vinson (CVN-70) and another tour in VF-2 where he served as Executive Officer and then Commanding Officer. Following nuclear power training he reported as the Executive Officer of USS Enterprise (CVN-65). After Enterprise, he assumed command of USS Cleveland (LPD-7) in San Diego. Recently, he served as the Assistant Chief of Staff for Training and Exercises for Striking Fleet/Second Fleet in Norfolk, Va.

Shore duty assignments have taken him to VF-124 as an instructor pilot, and to Commander in Chief, U.S. Atlantic Fleet/Commander in Chief, U.S. Atlantic Command/Supreme Allied Commander Atlantic where he served as the aide to the Commander in Chief. He was then selected to serve as VF-124's Executive Officer.

In January 1993, he attended Harvard Business School's Program for Management Development in Boston. He also has a master's degree from the Naval War College.

Captain Rice has accumulated over 3,500 F-14 A/B/D hours and 700 carrier landings. His awards include the Defense Superior Service Medal, Legion of Merit, Defense Meritorious Service Medal, Meritorious Service Medals (3), Air Medal (Strike Flight), Navy Commendation Medals (2), and the Navy Achievement Medal.

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**Captain
Michael B. Chase
United States Navy
Executive Officer
USS Enterprise (CVN 65)**



Captain Chase was born in Pensacola, Fla. His father was a Naval Aviator and Light Attack Pilot. Captain Chase attended the College of William and Mary in Virginia and graduated in 1979. He was an honor graduate from Aviation Officer Candidate School and received a regular commission in the United States Navy in 1981. He was designated a Naval Aviator in March 1983. After initial qualification as an A-7E "Corsair" pilot in VA-174, he reported to Attack Squadron EIGHT SEVEN embarked aboard USS INDEPENDENCE (CV 62). He transitioned to the FA-18 "Hornet" during his junior officer tour and served as a Landing Signal Officer and Weapons Training Officer.

In August 1987, Captain Chase reported to the "Gladiators" of VFA-106 for duty as an Instructor Pilot at Cecil Field, Fla. During this tour he served as a Strike Phase Officer and he completed studies at Jacksonville University, earning a Masters of Business Degree in 1988. In April 1989, Captain Chase was assigned to the USS FORRESTAL (CV 59) as the Assistant Navigator where he twice deployed to the Mediterranean and whose department won the AIRLANT "white wheel" both years he was onboard. He qualified as Officer of the Deck (Underway), Conning Alongside Officer and Safety Officer, and Command Duty Officer (Underway).

Captain Chase returned to VFA-106 for refresher training in the FA-18C and in April 1992 he reported to Strike Fighter Squadron THREE SEVEN for a Department Head tour, serving as Safety, Administrative, Maintenance and Operations Officer. The squadron deployed to the Adriatic onboard USS JOHN F. KENNEDY (CV 67). Following this tour he served for two months in Vincenza, Italy at the 5th ATAF. In December 1994, Captain Chase reported to the Naval Postgraduate School in Monterey, Calif., where he earned a Masters in Applied Physics with a concentration in Total Ship Systems Engineering in July, 1997. He was awarded the NAVSEASYSOM 1997 Leadership Award for Excellence in Combat Systems studies.

After refresher training in VFA-106, Captain Chase reported to Strike Fighter Squadron EIGHT SIX as Executive Officer, and assumed command of the "Sidewinders" in August 1999. During his tour with VFA-86 he deployed aboard USS JOHN F. KENNEDY (CV 67). He was selected for nuclear power training and reported for duty as the Executive Officer of USS ENTERPRISE (CVN 65) in August 2002.

Over the length of his career, Captain Chase has accumulated over 3,000 flight hours and 600 carrier landings. He earned three Commodore "E" Letters for Weapons Delivery Excellence and six "Top Ten" patches. His awards include the Meritorious Service Medal, Strike-Flight Air Medal, and the Navy Commendation Medal and one gold star.

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Commander

William C. Hamilton, Jr.
United States Navy
Executive Officer
USS Enterprise (CVN 65)



Cmdr. Hamilton is a native of Alabama where he earned an undergraduate degree in Aerospace Engineering from Auburn University in 1981. After working as a pilot for the University he reported to Aviation Officer Candidate School in Pensacola, Fla., in 1983 where he graduated the top of his class and was awarded a Regular Commission.

Following flight training, Cmdr. Hamilton reported to the Knighthawks of VFA-136 at NAS Cecil Field, Fla., where he served in billets including Landing Signal Officer, Weapons Training Officer, and Assistant Operations Officer. While on his first sea tour he attended the Navy Fighter Weapons School, commonly known as TOPGUN, and was selected

COMNAVAIRLANT LSO of the Year for 1990. He completed Mediterranean deployments in USS Coral Sea (CV-43) and USS Dwight D. Eisenhower (CVN-69).

Following training at the US Naval Test Pilot School in Patuxent River, Md., Cmdr. Hamilton served as F/A-18 Project Officer at Naval Weapons Center, China Lake, Calif. While working in F/A-18 weapons system integration, he designed mission system software for the FLIR, RADAR, and mission computer systems in addition to performing extensive flight test on all USN and many foreign variants of the F/A-18 Hornet. He was the first to test the laser capability of the NightHawk FLIR carried on the F/A-18.

Cmdr. Hamilton's Department Head tour was in the Rampagers of VFA-83 at NAS Cecil Field where he served as Safety, Operations, and Maintenance Officer. During his tour, the squadron won the COMNAVAIRLANT Battle "E" as well as the Estocin Award for Best Strike Fighter Squadron in the Navy. He deployed in USS Enterprise (CVN-65) and flew patrol missions over Bosnia and Iraq.

Cmdr. Hamilton was invited to return to China Lake and serve as Naval Air Warfare Center Weapons Division Project Pilot for F/A-18E/F Engineering and Manufacturing Development. He was first to fly the Super Hornet at night and first to fly it with the use of Night Vision Devices. While off-duty, he earned a Masters of Science in Aviation Systems from the University of Tennessee.

He reported to the Sidewinders of VFA-86 as Executive Officer in 1999 and deployed in USS John F. Kennedy (CV-67), where he flew combat missions in support of Operation Southern Watch. Following the September 11th terrorist attacks, with CDR Hamilton serving as Commanding Officer, the Sidewinders deployed in USS Theodore Roosevelt (CVN-71) in support of Operation Enduring Freedom, where he flew 43 combat missions over Afghanistan.

Cmdr. Hamilton has logged over 5,500 total flight hours and over 850 arrested landings. He was awarded the Bronze Star, Meritorious Service Medal, Air Medal, Air Medal with Combat "V," Strike Flight Air Medal (6), Navy Commendation Medal (2), and the Navy Achievement Medal (2), as well as other unit awards. He was also recognized for "Top Ten" carrier landing performance 19 times during his career.

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Command Master Chief
(Surface Warfare/Air Warfare)
Michael J. Oldknow
United States Navy
Command Master Chief
USS ENTERPRISE (CVN 65)



Master Chief Oldknow is a native of Santa Fe N.M., and he enlisted in the Navy May 14, 1979. Upon completion of Recruit Training at RTC Orlando Fla., he transferred to NTTC Pensacola Fla. for Electronic Warfare "A" and "C" School and was promoted to the rank of Third Class Petty Officer.

After graduating, he received orders to USS Luce (DDG 38), homeported in Mayport, Fla.. Other sea duty assignments include Pre-Commissioning Unit/USS Monterey (CG-61) as Leading Chief Petty Officer for the Electronic Warfare Work Center and as the Operations LCPO aboard USS Ranier (AOE-7).

Shore duty assignments have included Fleet Training Center, Mayport, Fla., as an instructor; as an Electronics Technical Representative for MOTU-10 Charleston S.C.; and as a Requirements Officer at OpNav (Surface Warfare) Washington D.C. While stationed at OpNav, Master Chief Oldknow applied to and was accepted into the Command Master Chief (CMC) Program.

After serving an 11-month tour as OpNav CMC, he transferred to USS Seattle (AOE-3), attending the Senior Enlisted Academy en route. During his tour on USS Seattle, he applied for the CNO-directed CMC position at Commander Military Sealift Command (MSC) and was selected for that position. He reported for duty April 2001. After a successful tour at MSC, Master Chief Oldknow reported to USS Enterprise (CVN 65) for duty as Command Master Chief in February 2003.

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**Command Master Chief
(Submarine Warfare)
Robin C. Spelman
United States Navy
Command Master Chief
USS ENTERPRISE (CVN 65)**



Master Chief Spelman enlisted in the United States Navy on December 12, 1979. Following Basic Training in Great Lakes, Ill., he attended Quartermaster "A" School and Basic Enlisted Submarine School.

His first submarine assignment was on the Los Angeles-Class attack submarine, USS Phoenix (SSN 702) where he initially served as a Quartermaster of the Watch and later as the Assistant Navigator until November 1986. During this six and a half-year tour of duty, he advanced from Seaman Apprentice to First Class Petty Officer and was selected as the USS Phoenix Sailor of the Year in 1985.

Master Chief Spelman's next assignment was to Commander Submarine Force, U.S. Atlantic Fleet in Norfolk, Va., where he served as a SUBLANT Quartermaster of the Watch and the Administrative Assistant to the Operations Department.

His next two assignments included the USS Lewis and Clark (SSBN 644) and USS Simon Bolivar (SSBN 641) home ported in Charleston, S.C. He served as the Navigation/Operations Department Leading Chief, Assistant Navigator, and Career Counselor.

Master Chief Spelman's next duty station was U.S. Strategic Command, Special Activities in Norfolk, Va., where he served as the senior Quartermaster for SSBN Operations and Operations Assistant. During this tour of duty, he screened for Chief of the Boat and earned the 9579 NEC. While en route to his first Chief of the Boat assignment, he graduated with "Military Excellence" from the Senior Enlisted Academy in Newport, R.I.

In October 1996, he reported for duty as Chief of the Boat on board USS Atlanta (SSN 712). During this tour, he screened for the Command Master Chief program, completed two deployments to the Mediterranean Sea and deactivated Atlanta. He then reported for duty to Naval Computer and Telecommunications Area Master Station Atlantic (NCTAMSLANT) in Norfolk, Va.

He also earned his Bachelor's Degree in Business Administration from Averett University, graduating Magna Cum Laude. In July 2002, he was selected to report to Naval Network Warfare Command as a CNO-Directed Command Master Chief. His second assignment as a CNO-Directed Command Master Chief is in USS Enterprise, where he reported in June 2004.

Master Chief Spelman's awards include the Meritorious Service Medal, Joint Commendation Medal, the Navy Commendation Medal (4), the Navy and Marine Corps Achievement Medal (4), and the Good Conduct Medal (5).

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AIR DEPARTMENT

V-1 Division - Flight Deck

V-1 continues to lead the waterfront with the best flight deck team, as ENTERPRISE supported the Summer Pulse 2004 deployment after a 30-day post-deployment standdown in support of Operation Iraqi Freedom. During Summer Pulse 2004 V-1 safely conducted over 600 aircraft elevator runs and 5,250 aircraft moves. In addition, the division qualified 3 yellow shirt aircraft directors, 7 tractor drivers and 27 blue shirts in preparation for flight deck operations after the ship completes ESRA04. Working as a team with Carrier Air Wing ONE (CVW-1), V-1's greatest success was posting zero aircraft mishaps (crunches), with over 5,000 aircraft moves. With all our efforts, V-1's biggest return won't be recognized until the ship gets underway. Through an aggressive training program, V-1 sent Sailors to: the USS George Washington (CVN 73), Aircraft Fire Fighting School (ACFF), helicopter Landing Signals Enlisted School (LSE); AB Refresher; Aircraft Team Training; Non-Skid Quality Assurance School and Basic Welding School.

The Crash and Salvage crew just returned from Advanced Fire Fighting Team Trainer in Pensacola Fl., where they earned an overall superb score of 94%. The performance score was an outstanding 100%. The Crash and Salvage Team has had great success in promotions to the next pay grade where seven of ten personnel participating in the last exam made rate. Since entering the yards Crash has removed 19 fire stations for overhaul and completed 60% of their rework efforts. We are well ahead of schedule and look forward to starting workups on time.

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

In 2004, V-2 completed a successful Arabian Gulf and Mediterranean deployment and Summer Pulse exercise. Always committed to training, V-2 Sailors made the most of our underway periods to complete additional qualifications for the next phase in ENTERPRISE's life. Extended but highly efficient working days for most of 2004, resulted in V-2 equipment and spaces enjoying superb material condition and were 100% ready for Pulse 04. Since the first day of flight deck certification V-2 has safely and efficiently launched and recovered 15,506 aircraft with a 98 percent equipment availability rate.

In 2005, V-2 strives to come out of ESRA better, faster and stronger than ever, ready to face the challenges of flight deck certification. We continue our unprecedented successes and our commitment to our Sailors and whatever missions ENTERPRISE is called upon to complete. ALRE all day!

V-3 Division - Hangar Bay

V-3 began the year by completing the remaining two months of a challenging deployment to the Arabian Gulf in support of Operations Enduring and Iraqi Freedom. In addition to supporting Carrier Air Wing ONE and the war on terrorism, V-3 successfully supported numerous special events in the Hangar Bay, such as the Sunset Parade in Naples, Italy. During deployment, V-3 had no reportable aircraft crunches.

V-3 was at it again supporting two carrier qualification periods, "Fleet Week" in Ft. Lauderdale, FL, and a two-month "Summer Pulse" deployment to the Eastern Atlantic in support of the Fleet Response Plan demonstration. From January through December 2004, V-3 accomplished 1,548 safe aircraft moves and 1,319 elevator runs.

After a demanding stretch at sea, V-3 commenced on multiple division work packages as part of ESRA 2004. Through December, V-3 led the way preparing the ship for sea in summer of 2005. In Newport News, V-3 aggressively pursued personnel qualifications. Since September, V-3 personnel

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AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

During 2004 the Aircraft Intermediate Maintenance Department (AIMD) experienced a very compressed, but successful Inter-Deployment Training Cycle and Mediterranean/Arabian Gulf Deployment and was one of the first AIMD's to demonstrate the CNO's Fleet Response Plan (FRP).

Summer Pulse 2004 was an event spanning five theaters in the world and integrated U.S., allied, and coalition military forces. AIMD met and exceeded every milestone and demonstrated that AIMD was, is and will be capable of responding quickly under the Fleet Response Plan, providing the President; with credible, persistent combat power across the globe. The efforts and actions of the Aircraft Intermediate Maintenance Department (AIMD); superior interdepartmental teamwork, innovative management initiatives and administrative acumen are but a few of the diverse attributes employed by AIMD for success.

Additionally, 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 deployments AIMD was 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 Air Wing 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 Admin, Quality Assurance, 3M/DC, Berthing Division

Maintenance Administration superbly supported the administrative needs of over 400 Sailor's by meticulously processing and tracking over 5,000 pieces of correspondence, managing 300 Personal Qualification Standards (PQS), coordinating 3,000 training classes, and ensuring information in the Relational Administrative Data Management (RADM) system was updated. Additionally, they created a comprehensive manning and training database to manage and track department manning and training requirements.

Quality Assurance (QA) has oversight of 47 Naval Aviation Maintenance Programs (NAMP) encompassing all work centers in AIMD. The goal of QA is to "prevent the occurrence of (maintenance) defects." Made up of 7 Quality Assurance Representatives (QAR) and 1 Central Technical Publications Librarian (CTPL), this group of highly skilled Sailors ensured that maintenance actions were done safely and "by the book." This was accomplished by performing 58 semi-annual work center audits, 34 annual program audits, and 92 quarterly CTPL audits. The greatest achievement of the QA Division was the elimination of out-of-date publications in the CTPL. Through the diligent efforts of the CTPL, 65 percent of out-of-date publications were identified and updated. At year's end, during the Extended Ship Repair Availability (ESRA), QA continued its extensive audit schedule and was heavily involved in the Rehabilitation of 10 berthing and 2 washroom spaces.

Maintenance, Material Management/Damage Control or 3M/DC was responsible for the material condition of AIMD's 206 spaces. This labor-intensive duty

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fell on 9 Maintenceman, led by a Senior Chief Petty Officer. 3M/DC skillfully managed the preventive maintenance and repair of over 4,043 items of damage control and habitability equipment and achieved an impressive job accomplishment rate of 100 percent. Their superb efforts significantly contributed to AIMD receiving zero discrepancies during two COMNAVAIRLANT 3M assists and an "outstanding" on the final assessment. During the ESRA, 3M/DC's responsibilities included liaison duty between AIMD, AIRLANT and various ship contractors and creation of jobs in the Consolidated Ship's Maintenance Projects (CSMP), which included over 780 AIMD jobs.

The Berthing Crew superbly maintained 10 berthing and 3 washroom spaces for over 240 AIMD sailors during the Persian Gulf and Summer Pulse deployments. AIMD berthing spaces played an integral role in ENTERPRISE ESRA habitability plan. During ESRA 2004 all mattresses, sheets, blankets, pillows and EEED's for berthing spaces forward of frame 92 had to be removed and stored in a warehouse until the ESRA was completed.

IM2: General Maintenance Division

The General Maintenance Division (IM-2) provided outstanding intermediate level maintenance as well as Strike Force Intermediate Maintenance Activity (SFIMA) 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 94 percent Ready For Issue (RFI) rate while repairing and overhauling 1,348 aircraft components. The Tire/Wheel Work Center overhauled 306 aircraft tires maintaining a 95 percent RFI rate. The Hydraulics Work Center maintained a 92 percent RFI rate while troubleshooting and overhauling 342 hydraulic/pneumatic components, to include manufacturing hose and tube assemblies, assisting squadrons in troubleshooting their aircraft hydraulic systems, and supporting SFIMA. Additionally, the Hydraulics Work Center averted a Broad Arrow by working with the ENTERPRISE Machine Shop to manufacture a broken shaft for a Hydraulic test bench used to support F/A-18 aircraft. The Non-Destructive Inspection Work Center completed 1,260 inspections including short-notice Strike Force Intermediate Maintenance Activity (SFIMA) requirements and two open-facility X-ray shoots.

The Aviation Life Support Equipment branch processed 2,358 pieces of survival equipment while maintaining a 97 percent RFI rate.

The Power Plants Branch inducted and issued 100 engines and 31 Auxiliary Power Units as well as assisting squadrons in the on-aircraft repair of two TF34 turbofan and four F404 engines in support of Carrier Air Wing ONE aircraft. Additionally, the Power Plants Branch used proactive maintenance practices to avert a Broad Arrow on the Jet Engine Test Cell by working with the Calibration Lab to expeditiously repair a vital piece of Individual Material Readiness List equipment. The Oil lab maintained Joint Oil Analysis Program (JOAP) certification throughout the deployment and capability to analyze the physical properties of shipboard oil, hydraulic, and PolyAlphaOlefin (PAO) samples. Between JOAP, SFIMA, and shipboard requirements, the oil lab analyzed 3,939 samples during the year. The Aerial Refueling Stores Work Center achieved a 100 percent buddy stores mission completion rate, which was essential to supporting operations ENDURING FREEDOM and IRAQI FREEDOM.

Throughout the Mediterranean/Arabian Gulf/North Arabian Sea deployment, and Summer Pulse 04 operations, IM-2 personnel demonstrated an unrelenting dedication to mission accomplishment.

IM3: Avionics, Armament Equipment and Calibration Division

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When the deployment began, the Avionics Division (IM-3) had already earned a reputation for customer service, excellence, and a "can do" attitude second to none. Our aggressive pre-deployment POA&M allowed us to immediately provide a wide range of repair actions for avionics, armament, and calibration equipment in support of 17 shipboard departments, Carrier Air Wing ONE, and nine tenant air wing commands. We were also able to utilize the wide range of talents of more than 200 technicians to solve complex maintenance issues through ingenuity, determination, and "out of the box" thinking. Additionally, we were able to support Strike Force Intermediate Maintenance Activity customers, assisting them with repair and calibration actions that would normally be beyond their capabilities. With a focus on quality maintenance, the Avionics Division ensured all avionics support equipment, shipboard equipment, and critical aviation components were calibrated and Ready for Issue when needed. As a result, AIMD was able to achieve and maintain the level of readiness required to support the CNO's revolutionary Fleet Response Plan.

By the end of deployment, IM-3 had achieved numerous milestones including initiating only 16 Broad Arrows, saving more than \$4,905,000 by performing intricate microminiature Weapons Replaceable Assembly/Shop Replaceable Assembly repairs, and maintaining a calibration readiness rate of 99.04 percent. With the knowledge that we would deploy again for Summer Pulse 04, we came back from the post-deployment leave period and began verifying test equipment and benches to ensure we maintained our surge readiness status. We also began looking over the lessons learned during the deployment, in an effort to circumvent some of the problems we encountered.

As we deployed for Summer Pulse 04, the Avionics Division rose to the challenge and again provided flawless support for the air wing and ship, setting the stage for another successful deployment. After completing Summer Pulse 04, we turned our attention to the 9-month Extended Selected Restricted Availability that would take place in the Northrup Grumman Newport News Shipyard. As the aging F-14 aircraft is phased out and replaced by the new F/A-18 aircraft, we were scheduled for several major modifications in both the avionics and armament work centers to support the new airframe. Additionally, we focused on general upkeep of our work centers and squadron spaces including painting, decking, lagging, and corrosion prevention.

IM-4: Support Equipment Division

After returning from deployment Support Equipment Division (IM-4) was hard at work preparing for Summer Pulse 04. The Flight Deck Crash Crane (CVCC), known as "Tilley," was off-loaded for annual inspection and weight test at the Crane Yard at Naval Station Norfolk. Upon completion of weight test "Tilley" was craned back aboard ahead of the original schedule and was full mission capable. Additionally, the division prepared fourteen 6,000 lb forklifts for inspection and weight test to comply with all Weapons Handling Requirements. The division's efforts ensured the successful off-load of 2.8 million pounds of ordnance valued in excess of 220 million dollars over a four-day period, resulting in 1,440 ordnance lifts conducted with no forklift down time.

The Support Equipment (SE) Division documented over 16,000 man-hours of maintenance while processing 4,030 scheduled and unscheduled maintenance actions while maintaining a phenomenal 99 percent SE Availability rate in support of two Training Command (TRACOM) Carrier Qualifications and Carrier Air Wing ONE during Summer Pulse. The Support Equipment Division assigned Support Equipment Technicians to Carrier Air Wing ONE detachments in Ireland and the Carney Islands where they superbly managed the Support Equipment pool during the detachments. The Support Equipment Division provided exceptional training and licensing support to ENTERPRISE and Carrier Air Wing ONE by conducting 132 Support Equipment Operator classes and qualifying 760 personnel

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on multiple items of Support Equipment that significantly contributed to outstanding combat readiness.

Upon ENTERPRISE's return from Summer Pulse, the Support Equipment Division began off-loading The Flight Deck Crash Crane (CVCC), for rework and the off-load and transportation of 1,565 items of Support/Material Handling equipment to Fleet Support Equipment Regional Repair Facility. Support Equipment Division Sailors gained access to industrial tools, ample work area and contract assistance from DYNCORP to accomplish the overhaul of 490 items of support and materials handling equipment. The division documented over 43,000 man-hours of rework maintenance and repair actions. The diligence and positive mindset of these Sailors ensured all work was completed on schedule and under budget.

The Support Equipment (SE) Division was equally engaged in the refurbishment of its shipboard spaces and accomplishment of ESRA jobs. SE Division overhauled 24 ENTERPRISE spaces comprising over 150 jobs and signed off over 120 ship's related jobs during ESRA employing ship's force teams.

During Summer Pulse 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, Support Equipment Division proved daily why they are the "Best" Support Equipment Division on the water front.

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COMBAT SYSTEMS DEPARTMENT

In 2004, ENTERPRISE Combat Systems completed a successful deployment while operating in the Arabian Gulf, Mediterranean Sea as well as participated in Summer Pulse 2004. Continuing it's "Standard of Excellence," Combat Systems department maintained a theater-wide C5I architecture that seamlessly covered millions of square miles, stretching from the Northern Arabian Gulf to the Gulf of Oman and deep inland over Afghanistan, achieving a 98% circuit reliability. The successful transition from high tempo operations to a complex Extended Ship's Restricted Availability (ESRA) highlighted the true effectiveness and flexibility of the Combat Systems Team. The ENTERPRISE Combat Systems Team is composed of seven divisions covering Information Technology and Advanced Electronic maintenance experts. The Officers, Chief Petty Officers and Sailors of Combat Systems Department (CSD) directly supported numerous warfare areas by providing C5I specialists, proficient tactical watch standers and superior technicians and trainers. Some of the most noticeable equipment and space upgrades were Automated Digital Network System, NAVMACS II, Extremely High Frequency Follow-on Terminal and Rolling Airframe Missile system both forward and aft. Being awarded a seventh consecutive Commander Naval Air forces Atlantic "Green CS" award reflected continued combat readiness. Earning, an impressive average score of 95.14 on Casualty Control Exercises/ Command Control and Communication (CCC) drills and 91.2% for test equipment readiness, CSD overall earned a 94.45 percentage score.

On the personnel front, there were several changes in the CSD Leadership Team during 2004. These included LCDR [REDACTED] (Combat Systems Maintenance Officer), LCDR [REDACTED] (Combat Systems Information Officer), LT [REDACTED] (Fire Control Officer), LTJG [REDACTED] (System Test Officer), CWO2 [REDACTED] (APDO), ENS [REDACTED] Information Systems Security Manager (ISSM). Lastly, FC1 (SW/AW) [REDACTED] was selected as the 2004 Atlantic Fleet Five Star Sailor of the Year, ET2 (SW/AW) [REDACTED] was selected as USS ENTERPRISE Jr. Sailor of the Year, and IT3 [REDACTED] was selected for the Copernicus Award FY04.

Combat Systems Department sustained performances in several critical warfare areas have truly demonstrated that they are "Ready on Arrival".

Major accomplishments include:

- LT [REDACTED] LTjg [REDACTED] and CWO2 [REDACTED] completed Officer of the Deck Underway and Surface Warfare Officer qualifications.
- Personnel accomplishments - One departmental Sailor of the Quarter, two Junior Sailors of the Quarter and two Blue Jackets of the Quarter.
- Completed the Comprehensive Communications Assessment on 23 February 2004; received a score of 95%
- Provided outstanding C5I in support of OPERATIONS IRAQI FREEDOM and ENDURING FREEDOM. Activated 5 communications plans supporting exercises in the Arabian Gulf, Gulf of Oman, Red Sea, Mediterranean Sea, and trans Atlantic voyage.
- Activated seven communications plans during Summer Pulse 04 (MAY-JUL). As Communications Control Ship, ENTERPRISE again provided superb C5I support during Exercises NEO TAPON, MAJESTIC EAGLE and the Royal Navy Joint Maritime Course. The Flagship established communications with

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numerous coalition partners including Spain; Netherlands; France; United Kingdom; Morocco; Italy; Germany; Portugal and Turkey.

- 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.
- Completed over 1500 SIPRNET trouble calls in support of 1200 war fighters.
- Automated Data Processing repaired and completed more than 2000 trouble calls, logging in over 4000 man-hours.
- Completed over 778 UHF communications trouble reports.

Effective Use of Maintenance Resources

- Installed two field changes to the WSC-8 SHF system.
- Micro-miniature repair conducted 57 repairs, averted 3 CASREPS with a total cost savings of \$248,912.
- Overhauled over 107 AM-3729 audio amplifier and 60 LS-474 audio speakers.
- Manufactured Gimble bearing for SEATEL antenna.
- Repaired communication interface BTW SIVCS and Definity.
- Repaired three SRA-62 antenna Phased array elements.
- Replaced slip rings assemblies on two OE-82 UHF SATCOM antennas.
- Removed and refurbished all HF fan wires and ground planes.
- Performed class B overhaul on 300 portable radios.
- Performed system groom on 16 UHF WSC-3A SATCOM radios.

Personnel Quality of Life Programs - Communications Programs

- Conducted over 80 Video Tele-Conference (VTC) for ENTERPRISE, Strike Group 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.
- Every crewmember had access to personal computers and an ENTERPRISE unique e-mail account for personal use. During the year 2004 over 4,000,000 e-mails were sent and 4,000,000 received.

Installations

- Installed the Multi-National Coalition Forces Iraqi network. As ENTERPRISE in-chopped into the Fifth Fleet AOR, ship's force worked hand in hand with the Fifth Fleet SPAWAR's Fleet Support Engineering Team (FSET). Ship's force had to plan the networks physical layout and

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connectivity of the network, which consisted of a server, router, TACLAN encryption device, and 5 workstations up and running in less than two days.

- Installed and configured ICC Lite on the NITDS network in support of Exercise NEO TAPON. Spent endless days during a week's period working with programmers and fleet support activities to configure network to support the protocols and required to operate the ICC Lite software on the NITDS network. Efforts resulted in fleet router configuration changes that allowed the software to work. This software was instrumental in embarked Air Wing to plan and carry out multinational air strikes from various platforms.
- Provided key assistance to SPAWAR software engineers in the configuration of the Internet Mail Service Connections of the NITDS network. These efforts resulted in a policy change which greatly reduced email transfer times for coalition email exchanges providing more real-time exchange of tactical data between NATO countries.
- XEROX technicians replaced six copiers, and assisted in the upgrade and installation of the Print Shop's high-speed production copiers. Xerox Technicians responded to 249 trouble calls while maintaining over 78 copiers in a fully operational condition.
- Electronic Data Processing (EDP) collected 58 computers and monitors that were connected to the classified network in support of CVW-1 and CCDG-12 for Operations Enduring Freedom and Operations Iraqi Freedom.
- NAVMACS II reinstalled and commenced installation of NAVMACS Single Message Solution (SMS) in November 2004.
- AN/USQ-144(V)2 reinstalled and commenced installation of AN/USQ-144G(V)2 in November 2004.
- Installed an Uninterrupted Power Supply (UPS) in AN/WSC-8(V)1 equipment rack on 25 August 2004.
- Installed a MD1030B Commercial Wideband Satellite Program (CWSP) modem on 25 August 2004. MD1030B modem will replace the CQM-248 modem.
- Received ten AN/PRC-119 portable radios. Radios replaced the antiquated AN/PRC-77. AN/PRC-77 turned in for disposal.
- Installed new High Bright TED's for Air Boss, Mini Boss, and LSO Platform.
- Installed new audio amplifiers and 60 LS-474 audio speakers.
- Received one additional IRIDIUM telephone to bring total complement to two.
- Replaced the SEA-TEL TV antenna system with new upgraded antenna (model #12097-1).

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DECK DEPARTMENT

Experimental Mooring to the New Double Pier Number 6 at Naval Operations Base, Norfolk, VA, was conducted. USS Enterprise CVN-65 Moored to Pier 6 at the Naval station in September of 2004. This is the first time an Air Craft Carrier has ever moored to another pier than the designated carrier piers. This test validates the pier installation of shipboard services and provides the port operations the flexibility in mooring large deep draft vessels.

USS Enterprise CVN 65 Conducted a six station CONREP (connected replenishment) with USS Detroit AOE 4. This evolution exercised Enterprise's full replenishment capability, which had not been fully operated for many years. During this evolution, three cargo stations and three fuel stations were operating along with the phone and distance line. The Enterprise and Detroit maintained position alongside for over 6 hours demonstrating super seamanship and ship-handling skills.

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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 (43 dental emergencies from Strike Group ships treated and released throughout the deployment) during the 2004 part of our Mediterranean Sea/Arabian Gulf Deployment.

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

- **January** - We began the year underway in the Persian Gulf. DT1 [redacted] received his ESWS on 02 Jan 04 and DT3 [redacted] received his on 09 Jan 04. DT1 [redacted] detached and reported to Sewell's Point, Norfolk. CDR [redacted] received orders to leave as CDR [redacted] received orders to the ship as his replacement. LT [redacted] also received orders to the ship to fill LT [redacted]'s billet though she will not report until August 2004. DN [redacted] passed his ESWS board 26 Jan 04. ODR=91.77%; DHI=30.74%
- **February** - DN [redacted] was advanced to DT3 as part of the Command Advancement Program (CAP). DT1 [redacted] reported aboard, arriving in Naples. DT1 [redacted] officially retired Feb 04. We spent four days in Naples, with many traveling to Rome, and followed that up with a three-day visit to Cartagena, Spain. We returned from our six month deployment on 29 Feb 04, pulling into Norfolk at 0900. ODR=91.16%; DHI=30.62%
- **March** - Awards for the deployment were as follows:

- Commanding Officer Letter of Commendation
 - DT1 (SW) [redacted]
 - DT3 (SW) [redacted]
- Flag Letter of Commendation
 - DN [redacted]
 - DT3 (SW) [redacted]
- Navy and Marine Corps Achievement Medal
 - LT [redacted]
 - DT2 [redacted]
 - DT2 [redacted]
- Navy and Marine Corps Commendation Medal
 - DTC (SW/FMF) [redacted]
 - DT1 [redacted] (SW)
 - DT1 (SW/AW/FMF) [redacted]

DN [redacted] and DN [redacted] reported aboard from Bethesda. LT [redacted] went on terminal leave, effective 26 March 04. DTC [redacted] received his EAWS pin, successfully passing his board. The ship was on a very liberal leave policy and we only had duty section on board for the month. ODR=87.17%; DHI=28.71%

- **April** - We pulled out to attend Fleet Week in Fort Lauderdale, FL, on 18 Apr 04, and arrived in FL, 26 Apr 04. ODR=88.48%; DHI=28.76%
- **May** - Returned to Norfolk on 03 May 04. Went underway on 18 May 04 and returned 27 May 04. ODR=87.05%; DHI=29.70%

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- **June** - We returned to the sea on 03 Jun 04 for the "Summer Surge". DN [REDACTED] received her ESWS on 06 Jun 04 and DT1 [REDACTED] received hers on 10 Jun 04. The DENCAS program was installed before getting underway and we implemented it during the Surge. We are the first carrier to utilize it while underway. DT2 [REDACTED] was successful in achieving his EAWS. We received and treated a Portuguese Sailor that was DENEVAC'd to us. DT1 [REDACTED] and DT2 [REDACTED] passed their ESWS boards. LT [REDACTED] successfully passed her exam for her SWMDO pin, 30 Jun 04. **ODR=88.57%; DHI=34.21%**
- **July** - We pulled into Portsmouth, England, on 02 Jul 04 for liberty. A good time was had by all and we left on 06 Jul 04. Another Portuguese Sailor was treated and released. DT1 [REDACTED], DT2 [REDACTED] and DN [REDACTED] were successful in the EAWS board. Finally, DT1 [REDACTED], DT2 [REDACTED] and DT3 [REDACTED] received their EAWS pins. Returned to Norfolk on 23 July 04 to complete Summer Pulse 04. A liberal leave period followed Summer Pulse. CDR [REDACTED] reported as relief for CDR [REDACTED]. **ODR=88.04%; DHI=36.36%**
- **August** - ESRA 04. CDR [REDACTED] detached. LT [REDACTED] reported aboard 27 Aug 04. DT1 [REDACTED] reported aboard as the new RDH. **ODR=84.48%; DHI=34.66%**
- **September** - On 3 September, the ship moved to Northrop Grumman Newport News shipyard to continue ESRA 04. DT1 [REDACTED] completed Chief Petty Officer initiation and advanced to DTC. **ODR=84.06%; DHI=33.98%**
- **October** -DT2 [REDACTED] and DT2 [REDACTED] reenlisted. SN [REDACTED] aboard as dental striker. DT1 [REDACTED] retired. DT2 [REDACTED] reports 20 Oct 04. DT1 [REDACTED] was awarded Senior Sailor of the Quarter. DN [REDACTED] was awarded Blue Jacket of the Quarter. LT [REDACTED] received orders for NDC Mid-Atlantic to detach in July 2005. **ODR=83.65%; DHI=32.0%**
- **November** - DN [REDACTED] was frocked to DT3 on 29Nov04 on the strength of her advancement exam results. Orders were received for LT [REDACTED] and LT [REDACTED]. Both are General Dentists scheduled to report in July 2005. **ODR=83.74%; DHI=31.2%**
- **December** - Enterprise Change of Command 10 Dec 2004, new Commanding Officer is CAPT Rice. DTCS [REDACTED] detached, awarded NC medal. DTC [REDACTED] has her RDH NEC archived and took over as Dental LCPO. DT2 [REDACTED] was awarded a NA medal and detached with orders for Scotia, NY. DN [REDACTED] earned his ESWS qualification. Orders were received for new RDH, DT2 [REDACTED] due to report in July 2005. LT [REDACTED] received PCS orders for NAVAMBCARECEN Newport, RI, to detach in July 2005. The ship allowed for two separate holiday leave periods. **ODR=84.30%; DHI=30.1%**

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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 personnel. 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 44 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 Ship's Restricted Availability (ESRA) 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 in 2004, including Fleet Week 2004 in Ft Lauderdale, Florida, Summer Pulse '04 and commencing an ESRA at Northrop Grumman Newport News.

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EXECUTIVE

January 2004 ENTERPRISE was in the last two months of its 2003-2004 deployment in support of OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM returning home to Norfolk VA on 28 February 2004. In May 2004 ENTERPRISE again found itself underway to Fort Lauderdale FL in support of Fleet Week 2004. In support of PULSE 04 ENTERPRISE was again underway from June - August 2004 with a port visit to Portsmouth UK. During this year, Executive Department Sailors earned 21 Enlisted Warfare designations and 14 Sailors were advanced in rate. In September 2004, ENTERPRISE entered Newport News Shipyard for overhaul and is scheduled to depart in June 2005.

X-1 Division - Personnel and Manpower Accounting

During the waning months of Deployment, the Personnel Division's Beach Det held a daily average of 200 Sailors. This was necessary because of a rack shortage onboard ENTERPRISE. Additionally this Division processed over 19,899 pay and personnel transactions with a better than 98 percent acceptance rate. During 2004, this division's personnel earned 10 warfare pins and had a 63% (10 of 16) advancement rate.

Items processed:

Availabilities for Orders:	60
Receipts:	1251
Separations:	400
Transfers:	478
Extensions of Enlistment:	428
Fleet Reserve/Retirements:	38
Identification cards issued:	2314
Career Sea Pay Premium:	466
Good Conduct Awards issued:	1526
Emergency Data/Dependent Application (Page Two):	967
Basic Allowance for Housing:	2210
Leave Papers:	9218

E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3164	3164	3165	3165	3165	3164	3160	3160	3154	3154	3152	3152
NMP	3318	3331	3456	3438	3437	3458	3373	3397	3423	3438	3444	3444
COB	3109	3094	3141	3364	3380	3383	3361	3368	3354	3356	3351	3359

E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	212	212	212	212	212	209	209	212	212	212	212	212
NMP	211	208	200	201	200	200	200	204	204	205	205	205
COB	196	186	196	202	202	202	200	201	203	205	208	208

X-2 Division - Commanding Officer and Executive Officer Annex

This division is comprised of the Ship's Secretary, Commanding Officer's Annex, Executive Officer's Annex, Command Career Counselor and Command DAPA.

For ENTERPRISE Officer's this division processed:

PCS Transfers:	287
Retirements:	4
Separations:	26

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Receipts: 100
Commissioning: 2

For ENTERPRISE Crewmembers this division processed:

AWARDS

Legion of Merit: 1
Meritorious Service Medal: 14
Navy and Marine Corps Commendation Medal: 185
Navy and Marine Corps Achievement Medal: 374
Military Outstanding Volunteer Service Medal: 3
Flag Letter of Commendation: 383
Commanding Officer's Letter of Commendation: 263
Total Awards issued: 1223

Command Career Counselor

Reenlistment: 428
STAR Program request: 100
Enlisted Retirement packages: 17
Selective Reenlistment Bonus: \$5.6 million

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

The mission of MWR 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

Naples Italy tour sales \$146,911
Cartagena Spain tour sales \$40,385
Homecoming Rose sales \$1,946

June

Hosted Steel Beach Picnic during Summer Pulse '04.

July

Portsmouth England tour sales \$140,108

September

Hosted Summer Picnic in Newport News for Sailors and their Family.

October

Co-Hosted with the ENTERPRISE Family Support Group the Children's Fall Festival.

November

Hosted ENTERPRISE Night with Norfolk Admirals Hockey for 210 ENTERPRISE Sailors.

December

Hosted annual ENTERPRISE Holiday Party for 2,550 Sailors and Family members.

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Ongoing MWR Events

MWR makes available to ENTERPRISE Sailors, discounted tickets to: Busch Gardens, Kings Dominion, Regal Movie Theaters, AMC Movie Theaters, Norfolk Tides Baseball, Norfolk Admirals Hockey and American Indoor Karting.

MWR provides a free liberty shuttle service that provides transportation from the ship to local malls and Norfolk NEX.

MWR provides Pizza and Movie nights for Sailor's living on board and the Duty Section on special occasions such as the Super Bowl.

MWR provides a Fitness Trainer and Watchstanders to assist the crew with personalized training programs and gym equipment ranging from elliptical machines to free weights in two shipboard gyms.

X-4 Division - Public Affairs Office

2004 saw the Public Affairs Office continue a fast-paced production schedule. Personnel continued to get the Enterprise name into the media, to get highly-visible distinguished visitors on board, and to keep crewmembers informed and entertained.

While underway, a daily newspaper was produced and distributed throughout the ship for command information distribution. Movies were scheduled and broadcast on three channels on SITE TV 24 hours a day, to keep the crew entertained during their off time.

More than 40 embarks were conducted while underway, which resulted in approximately 300 visitors in the last months of cruise, during carrier qualifications and during Summer Pulse.

- During Summer Pulse 04, USS Enterprise hosted several highly-visible embarks which began on 11 JUN with the Joint Civilian Orientation Conference, in which over 65 high-level civilian and military personnel visited and toured the ship while underway in the Med. The event proved to be highly successful, as JCOC members were heard to remark how great the visit was.
- Visits included an overnight embarks by MOD Netherlands, a daytime visit of international media and an overnight visit by British business executives and a daytime visit by German military and civilian executives.
- During the NATO Exercise Neo Tapon, Enterprise hosted more than 70 distinguished visitors, including high-ranking U.S. and foreign military officers. Moroccan Forces, the Moroccan press and the Spanish Navy members were all visitors to Enterprise. Additionally over a three-day period, more than 25 international press members that included Al Jazeera, Sky TV and El Mundo covered the exercise.
- After Summer Pulse '04, the Public Affairs Office continued to show off the ship through DV visits. Enterprise hosted a visit of over 50 National Defense University International Fellows, followed a few days later by 75 past crewmembers, who came onboard for a reunion of Operation Sea Orbit, a 1964 exercise conducted to show off the capability of a nuclear powered aircraft carrier.

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Enterprise also entertained tourists while in foreign ports and during Fleet week at Fort Lauderdale, Florida.

- 150 guests were invited to attend a Sunset reception during a Port visit to Naples Italy.
- Approximately 80 visitors toured Enterprise during a port visit to Cartagena.
- At Fort Lauderdale Florida, approximately 4,000 people tours Enterprise.

While in the yards for ESRA, the Public Affairs Office continued to run training videos and produce a once-a week newspaper, to continue showcasing Enterprise personnel and to keep the crew up-to-date on up-coming events and command information.

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LEGAL DEPARTMENT

While finishing a successful deployment to the Persian Gulf, completed 2004 Summer Surge and 4 months of Extended docking Ship's Restricted Availability (EDSRA), the Legal Department continued quality of life services serving over 996 legal assistance clients while still maintaining the high military justice stats. The Legal Department held 445 NJPs, 44 SCMs, 4 SPCMs, 2 GCMs and 62 ADSEPS.

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MAINTENANCE DEPARTMENT

Maintenance Support Center (MSC)

In 2004 Maintenance Department MSC division has continued to provided outstanding service to over 10,000 customers, 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 400 AER's (Alteration Equipment Requests).

MSC personnel received 382 New Work Request, (NWR's) over 150 Service Order Request, (X36 SOR) and 45 Assist Ships Force, (ASF) request for NGNN work during the ESRA. Additionally over 1250 Problem Worksheets (PW), 1025 of the 851 PW's were closed out, to support new equipment and previously unsupported equipment, ensuring extremely accurate COSAL support. 840 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 146 new and replacement technical manuals and processed 989 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 67 drawings to the SDI index and system.

The Ships Coordinated Shipboard Allowance Listing (COSAL) was updated with the installation of 10 Automated Monthly COSAL Maintenance Action Reports (MCMAR). These MCMAR updates lead to 2328 additions, deletes and Allowance Index Pages (APP) to the COSAL. In addition, they processed over 1498 line items from Newport News Shipyard.

There were 33 Automated Shore Interfaces (ASI) processed resulting in the implementation and verification of approximately 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)

Throughout 2004 the Quality Assurance Division continued its program of continual process improvement in light of several critical program inspections. The program continues to be in good health with many improvements planned in the near future.

The main purpose of the QA program - In Process Work Controls - continues to be Enterprise's strong area. As noted by both the TYCOM and ORSE this year, our Controlled Work Packages (CWP) are better than ever with fewer admin deficiencies noted than any previous inspection cycle. During 2004, QA personnel reviewed and approved 316 CWP's. Scope of packages included the welding replacement and repairs of numerous steam and reactor plant valves, piping systems, catapult steam systems, and weight handling equipment.

Generated and tracked 68 Departure from Specifications (DFS). Continued to provide training on the Tag-out Users Manual and Shift Operations Management System to newly reported personnel.

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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 500 newly reported personnel. Performed the testing and training of 85 personnel in Advanced Quality Assurance qualifications, ensuring all inspecting personnel maintained their qualifications and knowledge.

Completed one FQAO Assist visit and an ORSE visit. Showed improvement in many areas with some weaknesses noted in the shipboard QA surveillance program.

Nondestructive Testing (NDT Lab)

The NDT lab provided visual, dye penetrant, and ultrasonic inspection and evaluation services to the Engineering and Reactor Departments in the repair and replacement of over 250 critical nuclear and non-nuclear valves.

During the period between July and December 2004 the NDT lab performed more than 500 visual, dye penetrant, and Ultrasonic inspections in direct support of the FY 04 EDSRA. Over 185 weld jobs were conducted by ship's force welders and properly administrated by Enterprise's NDT Lab.

HTCS (SW/AW) [REDACTED] was relieved by HT1 (SW) [REDACTED] as the USS Enterprise Command NDT Examiner. HT1 (SW) [REDACTED] brought his considerable SIMA experience to bear in the generation of a new welder continued training program.

Maintenance and Material Management (3M)

The 3M Office has upgraded the ship to SKED 3.1, 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.

The 3M Coordinators performed 100% audits of all 162 maintenance work centers. In addition they performed re-audits on 40% of the work centers enabling USS ENTERPRISE to continue to improve the maintenance process while maintaining a high level of readiness in preperation for workups. 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.

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 varies 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 50,000 jobs have been screened through OMMS-NG.

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

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updated Joint Fleet Maintenance Manual (JFMM), 3MA meeting minutes, PMS Feedback responses, and Equipment Validations.

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MEDICAL DEPARTMENT

The Medical Department stayed quite busy in 2004 due to having to maintain a continual state of readiness during cruise and Summer Pulse '04. The departmental performance was remarkable as they faced multiple challenges onboard and in foreign ports. During Summer Pulse and agreement was hammered out with Glasgow University Hospital to handle all of our urgent MEDEVAC's while we operated off the coast of Scotland. The unique challenge was convincing the hospital that we were a U.S. Navy Warship and not Star Trek ENTERPRISE. Once this hurdle was removed, our shipmates received excellent care. During 2004, our Sailors received care in five different foreign countries as we operated in the 5th and 6th Fleet's respective AOR's. On the return leg from cruise all Sailors and Marines took part in the Post Deployment Health Assessment (PDHA). The PDHA represented one of the largest challenges we could ever envision; yet the staff and crew pulled together to make the evolution run smooth. At the conclusion of the underway time, we entered Northrup Grumman Newport News Shipyard to begin our ESRA. While it was nice to celebrate New Years Eve with family and friends, many of our crew misses being at sea.

Sick Call

9,507 patient visits were logged in through sick call, 1,296 routine appointments and 174 minor surgical procedures.

Pharmacy

Filled 12,871 prescriptions and issued 31,079 over the counter requests.

Laboratory

Performed 13,453 laboratory procedures during 2004.

Radiology

Performed 549 radiology exams and 1,247 exposures during 2004.

Aviation Medicine/ Physical Examinations

AVR performed 2,412 screenings/physicals during the year. In addition, 3,324 audiograms were done in support of BMR and physical requirements.

In-patient Ward

There were 42 inpatients and 146 outpatient and inpatient general surgery cases held on the inpatient ward during 2004.

Counseling and Assistance Center (CAAC)

Screened more than 192 shipmates for alcohol and drug abuse/dependency by CAAC. Subsequently, 98 personnel attended IMPACT classes, and 117 enrolled in continued care support groups.

Operating Room

146 Surgical Procedures were performed in the OR during 2004.

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Psychology

The Clinical Psychologist logged 673 hours in direct patient care focused on a wide array of issues, ranging from stress management to severe mental health difficulties. As an integral part of the health care team, the psych techs also performed between 20 and 40 weapons screenings each month.

Preventive Medicine

First two months of 2004, USS Enterprise was still underway, returning home from a 6 month Persian Gulf deployment. Starting in January over 5,000 Post Deployment Health Assessments were conducted on crew and Air wing personnel to include blood draws numbering 5218 personnel.

Preventive Medicine Technicians performed 90 inspections of Food Service Facilities and 125 habitability inspections of heads, berthing, barbershops, laundry facilities, brig, vending machines and miscellaneous spaces. 2,500 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 955 Food Service Attendants/Mess Specialists. Performed 1,758 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 865 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2004. A propulsion plant wide examination was performed in 2004 and the Rad Health portion scored an above average. 334 radiation health examinations were conducted during 2004. HM2 [REDACTED], HM3 [REDACTED] and HM3 [REDACTED] reviewed over 1200 medical records for strict adherence to NAVMED P-5055 guidance for radiation worker physical examinations.

Medical Administration

Medical Administration logged and processed 412 consultations for specialty care, and processed 14 non-naval health care claims. During Deployment and PULSE '04, 16 Sailors were MEDEVAC'ed to higher level of care.

Training

Medical certified 1,421 people in Heart saver CPR, 12 in the use of AED's, 20 Heart saver Instructors, 30 Health Care Provider, 7 BLS Instructors, and 4 BLS Instructor Trainers. In addition the department successfully ran 162 graded FSO-M drills.

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Navigation Department

January 2004 started off, just as 2003 had ended, with the Big "E", on station in the Arabian Gulf, conducting operations in support of Enduring Freedom/Iraqi Freedom. After completing two weeks of flight operations, Enterprise (ENT) navigated into Jebel Ali, UAE, one more time, for a port visit, 14 -18 January 2004. Afterwards, flight operations continued in the Northern Arabian Gulf, from 19-26 January. In late January, the ship commenced the transit home, via eastbound passage through the Straits of Hormuz. Proceeding southeast through the Northern Arabian Sea, along the coasts of Oman and Yemen, ENT entered the Gulf of Aden and made a north transit through the Straits of Bab El Mandeb, 31 Jan 04. Continuing north through the Red Sea, ENT made a northbound transit of the Suez Canal, 05 Feb 04. ENT traveled westbound through the Mediterranean Sea, transited the Straits of Messina, anchoring in the enchanting Gulf of Naples for a port visit to Bella Napoli, 08 - 11 Feb. Enterprise next anchored in the Spanish port of Cartagena, 14 -16 Feb. ENT then sailed west, saying good-bye to the Mediterranean, as she made her westbound transit through the Straits of Gibraltar, 18 Feb. ENT continued on a westbound transit of the Atlantic, arriving in Mayport, Florida. Underway 27 February 04, ENT traveled northbound along the eastern seaboard, while conducting a Tiger Cruise, and arrived in her Homeport of Norfolk, VA, 29 Feb 04.

March allowed for some well-deserved leave, and much needed upkeep. From 18-25 April, Enterprise conducted Carrier Quals in the VACAPES, Cherry Point and Jacksonville Operating Areas, while en route to Ft Lauderdale, Fl, for Fleet Week, 26-29 April 2004. Fleet Week ended with a Parade of Ships, as ENT departed Port Everglades to arrive home again, 3 May. Carrier Quals continued 18 - 25 May 04, off the Virginia/North Carolina coast.

Enterprise commenced Summer Pulse '04 as a demonstration of the Fleet Response Plan, with an eastbound transit of the Atlantic, 3-11 June 2004. ENT conducted Neo Tapon NATO exercise in the Western European/Eastern Atlantic Theater 12-14 Jun 04, before transiting north of the UK for Joint Maritime Course (JMC), 21-30 June. During JMC, ENT transited the scenic Minches, west of Scotland, and enjoyed a port visit at Portsmouth, England, 3-6 July 2004. Enterprise wrapped up Summer Pulse off the west coast of Morocco, with Med Shark (MS)/Majestic Eagle (ME), 11-15 July 2004. After the conclusion of MS/ME, ENT proceeded westbound across the Atlantic, returning to homeport, 23 July 2004, completing another busy year at sea, which included 10 Replenishment at Sea evolutions, several Sea & Anchor details and over 50,000 nautical miles of steaming.

Enterprise remained pierside at Norfolk, Virginia Naval Station, with an early start of the Extended Selective Restricted Availability (ESRA), 14 Aug 2004. On 02 Sep, ENT moved to Pier 6, Naval Station Norfolk, to check alignment alongside the newly constructed pier, and then, proceeded to Outfitting Berth Number 1 at Northrop Grumman Newport News Shipyard. The ESRA commenced 07 Sep 04, which continued throughout the remainder of 2004.

Throughout the 2003-2004 Deployment, and subsequent Summer Pulse '04, the Navigation Department developed into an experienced team of expert mariners. The Voyage Management System, along with the recently acquired Furuno ARPA, and CAPN Mosaic DNC program were tested and determined to be valuable situational awareness assets.

Underway operations provided excellent opportunities for everyone to refine navigation and shiphandling skills. Open ocean transits allowed each member of the team to conduct a full day's work in navigation and improve their celestial navigation skills. Quartermasters began the process of

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bringing their visual communications skills into full blossom, while operating with various NATO Naval forces during Summer Pulse '04. Numerous Mobility exercise drills imposed by Seamanship Navigation Training Team provided 100% combat readiness. Drills included Harbor Piloting by Gyro, Low Visibility Piloting, Loss of Gyro, Piloting through a Swept Channel in a Minefield, Loss of Steering Control, Navigation in an EW Environment, Precision Anchoring, Man Overboard Recovery, and several Visual Communication exercises.

The Navigation Department excelled during the 2004 Battle E COMPLEX cycle, which was observed, and graded, by the ISIC, scoring 94 - 100%. NAV Department received the AIRLANTFLT Navigation and Seamanship Excellence Award for 2003.

Many changes in manning and watchstanding procedures evolved as a result of the disestablishment of the Signalmans rating. The Navigation Department was reduced from 39 enlisted personnel in 2003 to 17 Sailors. Intrusive leadership and a very proactive mentorship program provided guidance and training during the reorganization.

LT [REDACTED] reported for duty, as Assistant Navigator, 10 May 2004, relieving LCDR [REDACTED], who departed 01 Jun 04. In late August 2004, CDR [REDACTED], Enterprise's Navigator, was directed to report to USS John F. Kennedy in the Arabian Gulf as the acting Navigator. He completed the remainder of the JFK deployment while LT [REDACTED] assumed duties as acting Navigator in CDR [REDACTED]'s absence. CDR [REDACTED], Combat Systems Officer, assumed the role as Senior Watch Officer. CDR [REDACTED], AIMD Officer, relieved CDR [REDACTED] as ESRA Manager.

The Prospective Navigator, CDR [REDACTED], is scheduled to report August 2005. The new Departmental LCPO, QMCS [REDACTED], and QMC [REDACTED] will check onboard February 2005. QMCM (SW/AW) [REDACTED], Department LCPO, will retire from the Navy, 01 April 2005, after completing 30 years of service. QM2 [REDACTED] reported for duty Nov 04, QM2 [REDACTED] reported in Dec 04. Navigation Department had 100% advancement during the Sep 2004 cycle, which is indicative of a well running, aggressive training program. Five QM3s were advanced to QM2, two QMSNs and one Seaman were advanced to QM3. One QMSN was advanced to QM3, via the Command Advancement Program, earlier in the year.

The Quartermaster rating has reopened, and has gained interest from several prospective strikers onboard, which are being screened by the Command Development Board.

Four Navigation Department Sailors were assigned TAD onboard to the ESRA Lagging Team. Renovation of 31 indoor/outdoor Navigation Department spaces is well in progress, and on track, by department personnel, with the assistance of the ENT's Repair Division, LIFAC, and the ESRA paint, lagging, and tiling teams. Integrated Bridge System upgrades are scheduled for 2005, with replacement of the Raytheon M-34 ARPAS, updated VMS and NAVSSI software installation and overhaul of the SPS-64 radar. With the upgrades the ECDIS-N Certification will commence in 2005.

Inport training has been ongoing, including the following topics: Drinking and Driving, Underage Drinking/ID Fraud, Driving Safety, Sexual Assault/Harassment, Hazing, Motorcycle Safety, Radiation Control, Peer Pressure, Being in wrong place at wrong time, Taking Responsibility, Safety/Electrical, Watch Officers Underway, Inport & FPDO, and Master Helmsman Program. Rating specific professional topics, including navigation, visual communications, along with 3M, Damage Control, CBR, and OPSEC, are ongoing as per the annual training plan.

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Bridge Resource Management, ARPA and Advanced Shiphandling training was conducted at the Norfolk, VA, Marine Safety International simulator, and more time is scheduled in 2005. Underway time onboard sister ships is planned for 2005, to conduct on-the-job training for OODs and Quartermasters. A sufficient number of qualified U/W OODs and 5 Master Helmsmen are expected upon leaving the shipyard with many more in training for the qualifications.

The Departmental 3M program has been assessed as being Overall Satisfactory, with numerous spot checks conducted by departmental leadership. ENT's navigational optical equipment was shipped to King's Bay, GA, Trident Repair Facility to be overhauled.

Overall, the Department performed very well during Fall 04 PRT. Only one person failed, and is making significant improvement, while participating in the Ship's Fitness Enhancement Program (FEP). Sailors within the Department continue to maintain a high level of discipline and behavior, with only one CO's NJP case and zero drug or DUI issues. Morale is high.

All personnel have completed ORM training, which contributed to zero Motor Vehicle and zero on-the-job mishaps for 2004. The overall health of the Navigation Department is very high, as the department anticipates a return to underway operations in 2005.

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Operations Department

Air Operations Command History

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 return from forward deployed combat operations in support of Operations Enduring and Iraqi Freedom and then participate in a Summer Pulse Surge Deployment, before finally concluding with a shipyard maintenance availability period.

Air Operations Function began the year while forward deployed to the North Arabian Gulf, conducting combat flight operations into Iraq. These operations were conducted in repetitive line periods that included challenging winter weather conditions that included icing, thunderstorms and sandstorms. Air Operations Function safely executed a daily flight schedule that averaged over 100 day and night sorties flown in a 12-14 hour day. Transit to Norfolk brought the excitement of conducting flight operations in a new location daily as we transited the Red Sea, Mediterranean Sea, and Atlantic Ocean westward.

Mid-year saw ENTERPRISE conduct a Summer Pulse Surge Deployment to the Atlantic Ocean operating areas surrounding England, Spain, and Morocco. Flight operations were conducted in support of Joint Maritime Course and Exercise Majestic Eagle, which included multiple aircraft carriers conducting flight operations in close proximity. With the conclusion of this deployment, ENTERPRISE for the year has flown 3,671 sorties, 9,398 flight hours, logged 4,356 traps, moved 728,468 pounds of mail and cargo, and transported 2,939 passengers.

The year ended with Air Operations working ahead of schedule to complete their ESRA 04 maintenance jobs. Significant shipyard work projects include a complete overhaul of OC assigned berthing spaces and installation of new and improved Air Traffic Control radar consoles in CATCC-65.

End of Year awards saw CATCC 65 personnel recognized for their excellence with the selection of AC1(AW/SW) [REDACTED] as the USS ENTERPRISE Air Traffic Controller of the Year and AC3(AW/SW) [REDACTED] as the Operations Department 2004 Blue Jacket of the Year.

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

Combat Direction Center

The Combat Direction Center began the year on station in the Central Command (CENTCOM) Area of Responsibility (AOR). The ENTERPRISE team continued to launch aircraft missions in support of Operations Enduring Freedom 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.

In February ENTERPRISE departed CENTCOM AOR and started her transit home. ENTERPRISE had two port visits while transiting the Mediterranean, Naples,

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Italy and Cartagena, Spain. After these two port visits ENTERPRISE continued her transit for a 29 February Home Coming.

Following a much deserved stand down period, ENTERPRISE got underway in April for a Fleet Replacement Squadron (FRS) Carrier Qualification period and Fort Lauderdale's Fleet Week 04. ENTERPRISE got underway again in May to support a Fleet and Training Command CQ period.

In June as part Summer Surge 04, ENTERPRISE got underway along with seven other Carrier Strike Groups to validate the new Fleet Response Plan. The first exercise of Summer Surge for ENTERPRISE was NEO TAPON 04. Neo Tapon 04 was a combined exercise involving North Atlantic Treaty Organization (NATO) members hosted by Spain. ENTERPRISE then transited north and participated in the Joint Maritime Course 042 (JMC 042) in the North Atlantic off Scotland. ENTERPRISE enjoyed a port visit in Portsmouth, UK at the conclusion of JMC 042. The final exercise of Summer Pulse 04 was MAJESTIC EAGLE 04. Majestic Eagle 04 was a large-scale multi-national exercise directed by Strike Force NATO and hosted by Morocco. ENTERPRISE was able to maintain M-1 or M-2 ratings in all warfare areas up to entering the availability. A 100% retention rate, 100% advancement rate to E-4 and 80% 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.

ENTERPRISE arrived at NGNN 03 September 2004 to begin the ESRA period. The Rolling Airframe Missile (RAM) installation will be the biggest event for this yard period. CDC berthing rehab fills the biggest habitability project for the ESRA.

Intelligence

Intelligence Function's commitment and teamwork throughout 2004 contributed to the successful completion of ENTERPRISE's Arabian Gulf/Mediterranean deployment supporting Operations ENDURING FREEDOM and IRAQI FREEDOM, and demonstration of the Fleet Response Plan (FRP) during SUMMER PULSE 2004. The Intelligence Function and Team ENTERPRISE began an Extended Selected Restricted Availability (ESRA) in September comprising technical upgrades of strike support systems and signal exploitation capabilities, and habitability improvements.

Intelligence Function personnel continued performing to a standard of excellence, ensuring that the ENTERPRISE STRIKE GROUP's Warfare Commanders and supporting organizations received timely, accurate and proactive 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).
- Provided time-critical, focused and actionable intelligence support to over 15 different commands and Task Forces during operational deployments to the 5th and 6th Fleet AORs, and during Exercises MAJESTIC EAGLE, NEO TAPON and the JOINT MARITIME COURSE (JMC).
- Successfully tested and operationally evaluated new innovations such as SEAWITCH, HITS and the DARPA Phraselator.
- Transitioned from a chemical-base film processing system to a completely digital imagery acquisition system. By the end of 2004, the photo lab produced nearly half of all photographs with a chemical-free process.

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- Earned CNO's praise for production of high-quality visual displays advancing the FRP and SUMMER PULSE 2004. Products were used by Public Affairs Officers worldwide, and were displayed on the U.S. Navy website homepage.
- Selected three Intelligence Specialists for initial pilot training program in U-2 and Predator Unmanned Aerial Vehicle (UAV) mission video analysis from Distributed Ground Station - One (DGS-1), Langley Air Force Base. ENTERPRISE sailors supported hundreds of reconnaissance missions during Operations IRAQI FREEDOM and ENDURING FREEDOM, and the Global War on Terrorism (GWOT) with real-time analysis, targeting data and bomb damage assessment.
- CTT1(SW/AW) [REDACTED] and IS2(SW/AW) [REDACTED] were selected as USS ENTERPRISE Operations Department Senior and Junior Sailors of the Year, respectively.
- Provided deployed Intelligence support to Joint Task Force, Guantanamo (LTJG [REDACTED] IS1 [REDACTED]) and Multi-National Force, Iraq (CTR1 [REDACTED]).

The Sailors of the Intelligence Function performed superbly throughout ENTERPRISE's six-month deployment to the Mediterranean Sea, Arabian Sea, and Arabian Gulf, and demonstrated their ability to rapidly redeploy during SUMMER PULSE. Whether in port or at sea, the ENTERPRISE Intelligence Function again proved itself the Fleet standard for intelligence excellence.

Meteorologic & Oceanographic

The division provided over 3,500 briefings and products in support of OPERATIONS ENDURING FREEDOM and IRAQI FREEDOM during the final two months of cruise and SUMMER PULSE 2004. 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 high visibility multi-national exercises and evolutions.

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.

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 34 watchstations and maintained a 100% 3-M, DC, and in-rate qualification rate. In addition, the division enjoyed an 82% retention rate and 58% advancement rate despite reductions in advancement and major changes to the rating structure.

OA Division completed 82% of its ESRA jobs during the first 3 months of a scheduled 9-month yard period. This was necessitated by the 81% reduction in manning expected during the first quarter of 2005.

Strike Operations

In 2003, along with their daily duties of scheduling shipboard meetings and de-conflicting the shipboard training schedule, Strike Ops coordinated with ENTSTRKGRU staffs and fellow strike group Operations officers on numerous scheduling changes through deployment and into Summer Pulse. Strike Ops also lead the way in coordinating all major players in the Air Tasking Order (ATO)

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generation process for OIF and Summer Pulse. For Pulse, Strike Ops generated the entire Blue Forces ATO, which included inputs from several different Nations.

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.

During the summer of 2003, there was a complete personnel turnover of the department. Additionally, our office had an E-5 and an E-4 earn their ESWS qualification.

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REACTOR DEPARTMENT

ENTERPRISE's Reactor Department, comprised of over 550 highly trained personnel, is charged with the maintenance, testing, and operation of the ship's nuclear propulsion plant. Made up of six talented divisions, Reactor Department's staffing comprises nuclear-trained Machinist's Mates, Electrician's Mates, Electronics Technicians, and Yeoman staff. The department's officers include nuclear trained limited duty officers and surface warfare line officers. Throughout the ship's 43rd year of existence, Reactor Department once again met the challenge of safely operating the world's most complex nuclear facility in support of ENTERPRISE's combat mission.

Reactor Department's year can be characterized by one word - busy. The early months of 2004 brought to an end the ship's 18th deployment in support of Operations IRAQI FREEDOM and ENDURING FREEDOM. With little rest, Reactor Department once again launched into an intensive training and complex inport maintenance period completing three Mobile Training Team visits. In June, ENTERPRISE again deployed in support of SUMMER PULSE '04, the first ever demonstration of the Fleet Response Plan. Reactor Department successfully balanced a heavy operating schedule with a demanding training plan and demonstrated the highest standards during the 2004 Operational Reactor Safeguards Examination.

The final four months of 2004 and the first two months of 2005 have seen Reactor Department excel in an Extended Selected Restricted Availability (ESRA). Closely working with shipyard, every member of the ENTERPRISE/Northrop Grumman team is committed to delivering four significantly improved propulsion plants on time and returning ENTERPRISE to the front lines. This level of dedication and teamwork has resulted in completing extensive plant evolutions safely and ahead of schedule.

During a year with a very demanding and dynamic operational schedule, Reactor Department personnel continued to prove their dedication and commitment to making ENTERPRISE the model of Nuclear Aircraft Carriers. The crew has adapted and overcome all challenges and continues to strive for perfection. Despite the extreme demands placed on each member of the department, the crew had 99 personnel continue their careers with a combined Selected Reenlistment Bonus payment of over \$2,250,000.

The department continued to make training one of the primary focuses regardless of the type of required operational commitments. Reactor Training Division has developed a training program that raised the operational level of knowledge and abilities for all personnel. They successfully executed the performance of over 500 propulsion plant drills and the coordinated the completion of over 20,000 training hours.

Reactor Mechanical, Reactor Controls, Reactor Electrical, and Reactor Laboratories Division's are the "heart and soul" of the department and have successfully made the transition from an at-sea operational platform to a maintenance intensive environment. Their combined talents have resulted in numerous shipboard repairs to some of the most highly complex components in the nuclear power program. Their direct efforts have ensured that ENTERPRISE has been ready and capable to meet any assignment and will be ready to answer the call again when the time comes.

Reactor Admin Division, with a mix of technical and administrative experts, managed the department's administration, damage control, and preventive maintenance programs.

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ENTERPRISE and Reactor Department has expertly exceeded all expectations and met all operational requirements. The department is working hard to ensure the continued success of the ESRA and that the ship will be ready retake its position at the tip of the spear.

The qualification summary for 2004 is as follows:

SUPERVISORY WATCH STATIONS

EOOW	4
PPWO	20
PPWS	24
EWS	3

TOTAL SUPERVISORY WATCHSTATIONS - 51

SENIOR IN RATE WATCHSTATIONS

CRAO	56
RO	23
SRO	32
ELT	17

TOTAL SENIOR IN RATE - 128

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RELIGIOUS MINISTRIES DEPARTMENT

January - March 2004

- Offered 11 worship services every weekend, utilizing the chapel, foc'sle, Wardroom II and on occasion, the Hangar Bay. Services offered: Protestant (Communion, General, Gospel and Contemporary); Roman Catholic (Sat evening, Sun morning and evening); Orthodox; Lay-Led (Jewish, Church of Christ and Latter Day Saints).
Typical weekend attendance averaged 300.
- Offered a variety of Bible studies during the week. There were normally 3-4 opportunities each day and included Protestant, Roman Catholic and Latter Day Saints; chaplain and lay led.
- Protestant chapel community developed three choirs/praise teams, which provided music for worship services. New Years and end of deployment, all 3 groups joined together for several services of music. The Gospel Choir sang for several command events, including a Memorial Service, M L King Program, 2 receptions and the Tiger Cruise.
- Ran the Uniting Through Reading (UTR) Program, using one RP and 4 volunteers from other departments. Offered UTR tapings 6 mornings a week and used the chapel for tapings, supported 750 personnel.
- COMREL/PORT VISITS - Naples: 95 personnel volunteered in Youth Outreach and Soup Kitchen projects; 3 pallets of Project Handclasp Material Distributed in Youth Outreach at Carmelite Sisters; coordinated the tour in Rome for a Papal Audience, 150 Sailors/Marines attended.
- Offered 3 series of workshops on Saturday nights: Marriage Enrichment, Parenting, and Marriage Preparation.
- Coordinated visit from Mobile CREDO as a pilot program for CSG's. Workshops were well received. Originally designed for four-hours, we offered them in 2-3 hours slot to accomodate the watch schedule.
- Hosted and scheduled the Return and Reunion team. 3 FFSC personnel from Norfolk boarded in Cartagena, Spain and led workshops throughout the workshops. The team made 62 presentations and estimated total turnout of 2,500.
- During 3M assessment the department received 94.5% overall average.
- RP3 [REDACTED] separated from the Navy early Feb, relief expected May 04.

April - June 2004

- COMREL elementary school visit in Fort Lauderdale, FL.
 - SN [REDACTED] detached.
 - RP3 [REDACTED] reported onboard (RP3 [REDACTED] relief).
 - Held pre-deployment briefs for Summer Surge.
 - Command Chaplain, CDR [REDACTED], CHC, USN, reported onboard 18 June, previous Command Chaplain, CDR [REDACTED], CHC, USN, detached 25 Jun.

July - September 2004

- Active Command Religious Program during SUMMER PULSE 2004, including 4 week-day Bible Studies, 6 worship services, 2 choir practices, numerous prayer meetings.
- COMREL with ENTERPRISE Gospel Choir and Jazz Band concert in conjunction with Portsmouth, UK City Cathedral's Annual City Installation Service and joint venture with GETTYSBURG at the Infants School in Portsmouth.
- RP3 [REDACTED] reported onboard late August, RPSN detached mid Sep.
- Started locating and passing on to the crew info re COMREL projects for the yard period. Organizing ongoing COMREL offerings for the crew on a

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regular basis to assist work centers when they can afford to take a lead on a project.

- Celebrated 8 Baptisms on the ship's foc'scle using the ship's bell.

October - December 2004

- 2 RPs attended mobile RP "F" Advanced school.
- Chaplains and RPs participated in various COMREL activities.
- Moved and offered services such as Roman Catholic, Episcopal Holy Communion, Protestant Worship in the ships library due to rehab of the chapel p'way.
- Conducted Weekly Brig, hospital, and home visitation.
- Completed 3 of 14 jobs scheduled during ESRA 2004.

Items of Note:

- AMCROSS Messages - 784
- NAVY-MARINE CORPS RELIEF SOCIETY Assistance for ENTERPRISE Sailor's & Families: total # of clients = 213---total amount assisted = 152,871.00
total # of loans = 192 ---total loan amount = \$150,872.00
total # of grants = 008 ---total grant amount = \$ 1,999.00
total # of denials= 013
- Life Skills Training, Suicide Prevention, FFSC, and NMCRS during INDOC.
- Library and Crews' Lounge averaged 800 personnel / day during deployment.
- Library and Crew's Lounge used for Mass Casualty Drills.

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SAFETY DEPARTMENT

In 2004, ENTERPRISE and Air Wing ONE were exposed to considerable operational risk while conducting missions in support of Iraq and Enduring Freedom, carrier qualifications, Fleet Week, Summer Surge 04, and entering an extremely dangerous Extended Ship's Restrictive Availability (ESRA) environment. The shipyards and flight deck are well known to be the most dangerous work sites in the world. Though the ship operated in multiple war theaters and met every arduous mission assigned, ENTERPRISE had ZERO Class Alpha or Bravo related mishaps for the entire year. COMNAVAIRLANT confirmed that we were the only Strike group with this impeccable safety record on the east coast.

This tremendous success was a direct result of our ENTERPRISE STRIKE GROUP COMMANDER and Commanding Officer both putting safety first as the number priority for the ship and crew. Another contributing factor was the cohesive teamwork forged between elements of all ship's departments and Air Wing ONE. Specifically, practicing the principles of operational risk management, (ORM.)

The 67 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, ensuring a safe work and living environment for the crew.

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 480 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 1045 personnel were fit tested and issued respirators.

Significant events: Safety Stand Downs were conducted prior to deployment, mid-cruise, prior to Homecoming, pre-Surge and Shipyard ESRA periods. A Safety and Health Promotion Fair took place in February along with hosting the Virginia Highway Department and local Virginia Beach Police to emphasis driving safety throughout the summer and fall time frames.

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SUPPLY DEPARTMENT

The Supply department brought in 2004 at sea as we headed toward the end of our combat deployment in support of Operations Enduring and Iraqi Freedom. We provided Carrier Air Wing One the very best of aviation supply support, keeping aircraft in the air supporting national objectives. We were also preparing for our upcoming Tiger Cruise and subsequent return to our homeport in Norfolk, VA.

In February, the ship pulled into Mayport, FL to pick up 1500 tigers for our Tiger Cruise from Mayport to Norfolk. Supply department was a major player in this huge undertaking, providing nonstop food service to not only the crew but to their families as well. The Edward F. Ney award winning Food Service division provided superb meals in excess of 20,000 a day.

Our return to homeport on 29 Feb 2004 was a joyous occasion for everyone in Supply department. Six months of sustained customer service to the ship and airwing had finally come to a victorious end. Families were reunited with loved ones as USS ENTERPRISE pulled into pier 12 Naval Station Norfolk.

In March, CAPT Bob Bronson was relieved by CDR [REDACTED] as Supply Officer. CDR [REDACTED] hit the deck plates running submerging himself immediately into the department. The ship got underway once again in April to support Fleet Week in Fort Lauderdale, FL. Supply department was pivotal in several highly visible events, including a VIP dinner hosted by Commander, ENTERPRISE Carrier Strike Group, RADM Jim Stavridis.

After several at-sea periods for carrier qualifications, ENTERPRISE was underway to the Atlantic Ocean in support of Summer Pulse 04. This exercise was the first ever taken on under the Navy's new Fleet Response Plan (FRP). Supply department ramped up quickly to maintain an optimum logistical chain for the ship and airwing. The department played a major role in the successful execution of several extremely important and highly visible public affairs events, including the embarkation of distinguished guests from the Joint Civilian Orientation Course (JCOC).

During this underway period the department was also preparing for the upcoming Extended Selected Restricted Availability (ESRA) in Newport News, VA. Summer Pulse concluded at the end of July and Supply department receives rave accolades for the superior service that was provided in support of this new concept in naval warfare.

USS ENTERPRISE entered the Northrup Grumman Newport News Naval Shipyard on 3 September 2004 to begin a 9 month maintenance period. Readiness divisions were working a variety of issues, including transportation, storage and offloading requirements that were unique to the shipyard. The quality of customer service was not diminished due to the challenges encountered by being in the yards. Aviation Support Division began coordinating with their counterparts at Commander, Naval Air Force, U.S. Atlantic Fleet and the Navy Inventory Control Point, Philadelphia, PA on their upcoming AVCAL conference to ensure the correct quantity and type of aircraft parts were brought onboard for the next deployment.

Although in the yards, the Services divisions continued to provide the crew with the best support in the fleet. This was vital since it is a known fact that the yard period for a ship is normally detrimental to crew morale. Holiday meals for Thanksgiving and Christmas were wonderful events due to the attention to detail of Food Service personnel. Families were able to come onboard and share a 5-star meal with their Sailors who had the duty of protecting ENTERPRISE on these holidays.

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As ENTERPRISE enters 2005, the excitement of coming out of the shipyard will rise and the anticipation of returning this great ship to sea will be in the forefront. Supply department will be "**Ready on Arrival**" providing supreme customer service and logistics for ENTERPRISE to succeed during her next deployment and beyond.

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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.

Training Division: Ship-Wide Training Program

The Training Division organizes and integrates command wide drills and exercises ensuring that ENTERPRISE becomes and remains proficient in all combat areas. To accomplish this vital and challenging task the Training Officer works closely with the Damage Control Training Team (DCTT), Combat System's 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. The Training Division ensures the ship maintains the highest level of training readiness by identifying and resolving integration issues between the different training groups. This mission has become even more important with the new FRTP requirements. The division also develops and periodically reviews the long-range training plan for the ship using departmental and divisional Training Petty Officers to implement and monitor the program at the deck plate level.

The Training Division controls all school quotas for the ship. Overseeing all quota requests, scheduling and requirements. This division also oversees the ship's Performance Qualification standards (PQS) and General Military Training (GMT) Programs. Through monthly audits this division identifies program shortfalls and implements corrective actions, ensuring that both ship-wide qualifications and training are up to date.

Educational Services Office (ESO)

The Education Services Office is manned with Personnelman and 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. The ESO develops a list of those crewmembers eligible for advancement, verifies each member meets the requirements of the Advancement Manual and then prepares an advancement worksheet for each member to sign. On the designated dates, the ESO administers the advancement to the nearly 1500 personnel who typically compete for advancement each cycle. ESO personnel prepare and route the Frocking and Advancement Letters and make all the required service record entries. The ESO also is the command's primary point of contact for submitting officer accession packages for the various programs including STA-21, LDO, and CWO. The ESO arranges the interview boards, reviews packages to ensure accuracy and completeness, smoothes the interview sheets and forwards the Captain's endorsement letters for signature. The Educational Services Officer is designated as the command's Testing Officer and routinely administers SAT, ACT, DLAB, CLEP and JPME exams. The ESO also provides a wide range of educational services such as Basic Skills classes and other off-duty college courses including NCPACE and distance learning via a VTC system while deployed.

TAD Division

The TAD Division is responsible for generating all Cost, No-Cost TAD, Non-activity and NATO orders for the ship, processing and liquidating travel

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claims, administering the Navy's Travel Card Program, and managing the ship's 1.5 million dollar annual TADTAR fund. The TAD Office writes orders for Emergency Leave, schools, beach detachments, force protection, HARP Duty, Blue Jacket HARP Duty, Navy Leadership Continuum Courses, Fire Fighting Schools, TAP Classes and all official travel. They also serve as the quota control for all Navy Leadership Continuum classes to help ensure ENTERPRISE Sailors meet this important advancement requirement.

INDOC Division

The Indoc Division is a group of select Sailors who are responsible for indoctrinating and acclimating 1500 new crewmembers to shipboard life on ENTERPRISE each year. For the "Blue Jacket" there is an aggressive one-week course that provides valuable contact time with area and program experts. Our new Sailors receive instruction Basic 3M, QA, Operational Risk Management, Watchstanding Principles, Life Skills, Preventive Health, Navy Rights and Responsibilities, and many more to numerous to list. The Commanding Officer, Executive Officer and Command Master Chief make time out of their busy schedules to speak with each class and welcome them aboard. Upon completing the course of instruction there is a formal graduation ceremony in which each member of the class is presented with a certificate of completion and has an ENTERPRISE ball cap placed on them by their Chief Petty Officer.

Due to the presumed experience of senior enlisted members and the officers assigned to ENTERPRISE, the Khaki Indoc is much faster paced and is normally complete in 2 days. We include instruction on Watchstanding Principles, Operational Risk Management, Leadership Council, DC Academy and R-ADM training.

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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 of the ENTERPRISE Weapons Department. In 2004, Weapons passed the COMNAVAIRLANT 3M Inspection with a 96%, contributing to an overall score of 94%, the first carrier to pass. During a compressed training cycle and Mediterranean Sea/Arabian Gulf Deployment, Weapons Department safely handled over 2500 tons of ordnance. The department was also instrumental in executing a highly successful combat deployment in support of Operations IRAQI FREEDOM, ENDURING FREEDOM and Summer Pulse 04.

G-1 Division (Flight Deck Air Gunners)

From October 2003 through September 2004, the G-1 Team has set the bar in conventional ordnance handling excellence. During ENTERPRISE's Arduous Arabian Gulf/Mediterranean Sea Deployment, they performed flawlessly in support of Operations IRAQI FREEDOM, ENDURING FREEDOM and Summer Pulse 04. The G-1 Division 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 Air Wing 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 COMNAVAIRLANT 3M Assessment ensured the division an overall score of 90%. The Flight Deck Ordnance workcenter completed 450 required maintenance checks and qualified 12 Sailors as 3M (301) Maintenceman. The Forklift workcenter completed over 600 maintenance checks and qualified six personnel to perform forklift maintenance. The Damage Control workcenter performed over 90 maintenance actions, immensely improving the material readiness and condition of 43 divisional spaces. Armament Weapons Support Equipment (AWSE) workcenter performed over 850 maintenance checks and configured over 600 pieces of AWSE for utilization by the embarked air wing and G-3 division. Additionally, they qualified eight personnel as HAZMAT Petty Officers and three Collateral Duty Inspectors. While presently going through ESRA04 Shipyard period, the G-1 Team continues to excel even with a limited crew by preparing the division space and equipment for the next at sea period.

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 tactical coordination of ENTERPRISE's surface defense crew-served weapons, the maintenance of small arms weapons, torpedo assemblies, and the upkeep of 40-year old magazine sprinkler systems.

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 outstanding performance of G-2 during the complex overhaul of every wet-dry weapons magazine sprinkler control valve onboard ENTERPRISE was unprecedented aboard

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nuclear carriers fleet-wide. Completion of 246,000 critical steps and 38 10-year maintenance checks led to an 11 day, 100% highly successful Magazine Sprinkler Safety Inspection Certification. The proper operation of these systems was vital to the safety of the ship and directly contributed to critical at-sea operations requiring the storage of ordnance within magazine spaces.

In 2004, G-2 displayed superior sustained performance and outstanding attention to detail during a demanding COMNAVAIRLANT 3M Assessment! G-2 ensured division 100% division success by passing 15/15 spot checks, directly contributing to Weapons Department earning 40% of its overall 96% grade, and increasing ENTERPRISE's overall grade to 94%, a "Naval First" in carrier history! The Small Arms Weapons & Magazine Sprinkler Systems workcenter completed 325 required maintenance checks and qualified 17 maintenance personnel. The Torpedo & Aircraft Launch Accessories workcenter completed over 32 torpedo maintenance checks, qualified nine maintenance personnel and conducted training for 11 weapons personnel in the proper operation of torpedo aircraft assembly, disassembly, launch presets and OTTO Fuel II casualty procedures. The Damage Control workcenter performed over 438 maintenance actions and qualified four personnel, improving the material readiness of 10 .50 caliber gun mounts, 13 ready service lockers and nine division compartments. G-2's "Can Do" attitude believes that there isn't a job that can't be done!

The highly skilled gunners of G-2 supported over 150 demanding shipboard evolutions such as Surface Defense Force Protection details, Replenishment-At-Sea (RAS) and Burials at Sea details during Suez Canal and various straits transits in support of Operations ENDURING FREEDOM, IRAQI FREEDOM and Summer Pulse 04.

G-2 organized, revised and took over ENTERPRISE's Small Arms Qualification Program from the Security Division. Aggressive classroom instruction and safe range management was provided for all ATPF watchstanders utilizing small arms and crew-served weapons such as the 9MM pistol, 12 gauge shotgun, M14 rifle, M16 and M60 machine guns, M203 grenade launcher, concussion grenades and flares. As a result, G-2 division flawlessly expended over 78,127 rounds of small arms ammunition, yielding successful qualifications for 1540 sailors, and directly enhancing Big "E"s force protection arming requirements by 40%. Around the clock, G-2 represents the "GUNS OF ENTERPRISE." They make up the ship's primary tactical surface defense force during all at-sea operations and provide a "formidable force standing ready to take the fight to the enemy!"

G-3 Division (Magazines/Assembly)

Upon the completion of a highly successful deployment to the Mediterranean Sea/Arabian Gulf in support of Operations IRAQI FREEDOM, ENDURING FREEDOM and Summer Pulse 04, G-3 "Mag Rats" were once again ready to flex and demonstrate their awesome capabilities.

During this intense training cycle the "Mag-Rats" in unison with G-1 Division completed over 300 weapons elevator evolutions transferring ordnance from the weapons magazines to the hangar deck and flight deck. They also performed break-outs, assemblies and inspections on a myriad of ordnance components to include eight cluster bombs, 30 Laser Guided Training Rounds (LGTR), 180 MK-80 series bombs and full build up of 25 Linkless Ammunition Loading System (LALS) 20MM transports. Through outstanding coordination and teamwork, these ordnance-handling evolutions were safely and expeditiously conducted enabling a 100% ordnance sortie rate for over 2,000 training sorties. These sorties were flown by Carrier Air Wing One (CVW-1) in conjunction with other national units such as Germany, Europe, Italy and Spain, in an effort to demonstrate the mighty power, flexibility and effectiveness of coalition forces and operations.

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Upon completion of SUMMER PULSE-04 the "Mag Rats" had one daunting task left before them, major offload of all ordnance and related items. Over 5,000 line items of assets were fleet sentenced in accordance with applicable publications ensuring zero defects or discrepancies in preparation for shipment. Over 1,600 tons of ordnance and related components were transferred to USS DETROIT and other commands in preparation of the upcoming ESRA. In true "Mag Rat" fashion this was a highly successful and safe evolution.

G-4 Division (Weapons Elevators)

In 2004, G-4 Sailors flawlessly performed scheduled and unscheduled maintenance and operated 13 sophisticated weapons elevators with 100% elevator availability. In over 12,000 lifts, G-4 personnel ensured that every 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 completed over 2000 scheduled and unscheduled maintenance actions and repair of over 155 trouble calls.

G-5 Division (Aviation Ordnance Control Center)

In FY 04, G-5 was responsible for the on/off load of over 2500 lifts of ordnance with zero incidents to personnel or equipment.

Aviation Ordnance Control personnel performed admirably during the Mediterranean Sea/Arabian Gulf deployment. Through direct liaison with 5th Fleet Commanders, highly trained ENTERPRISE ammunition accountants and logisticians ensured all ammunition mission load, ship fill, EOD and SPECWAR accounts, consisting of 456 line items with a dollar value in excess of \$3,000,000, were requisitioned, maintained and accounted for to the highest degree of accuracy in support of ENTERPRISE Strike Group (ENTSTRKGRU) combat operations.

Due to their expertise and professionalism in providing Carrier Air Wing One with the best-built precision-guided weapons on time, the air wing was able to maintain a 100% mission completion rate throughout Operations IRAQI FREEDOM and ENDURING FREEDOM. During Summer Pulse 04, G-5 division led the way with the coordination, planning and execution of onloading required ammunition assets in order to make this highly visible exercise a success.

The quality assurance branch performed routine audits throughout the arduous schedule ensuring Weapons Department's combat readiness exceeded ENTERPRISE expectations.

G-6 Division (Security)

In 2004, G-6 expanded from 87 to 148 personnel and controlled all of ENTERPRISE's ATPF watches. G-6 has also qualified over 1,100 Sailors on a variety of weapons required for ATPF 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. Additionally, G-6 has completed over 481 JQR/PQS qualifications covering numerous ATPF/Law Enforcement topics. In charge of ENTERPRISE's law enforcement, G-6 also generated over 212 Incident Complaint Reports; maintained security throughout the ship and pier, managed the Ship's Brig, processed over 700 items of correspondence and processed over 7740 urine samples in support of the Command Urinalysis Program.

All these evolutions were performed flawlessly and professionally by combined rated Masters-At-Arms, TAD and Inport Security Force (ISF) personnel.