

COMMAND OPERATIONS REPORT

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

1 JANUARY - 31 DECEMBER 2005

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Table of Contents

Pg. Subject

- 2. Table of Contents
- 3. Command Mission and Organization
- 4. Chronology of Events
- 5. Biography of Commanding Officer: Captain L. S. Rice
- 6. Biography of Executive Officer: Commander W. C. Hamilton
- 8. Biography of Executive Officer: Captain O. P. Honors
- 9. Biography of Command Master Chief: CMDCM(SS) R. C. Spelman

Narrative

- 10. Air Department
- 13. Aircraft Intermediate Maintenance Department
- 18. Combat Systems Department
- 23. Deck Department
- 24. Dental Department
- 26. Engineering Department
- 27. Executive Department
- 30. Legal Department
- 31. Media Department
- 33. Medical Department
- 36. Navigation Department
- 38. Operations Department
- 43. Reactor Department
- 45. Religious Ministries Department
- 46. Safety Department
- 48. Supply Department
- 49. Training Department
- 51. Weapons Department

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Name of Command:

USS Enterprise (CVN 65)

UIC:

03365

Name and Rank of Leadership:

| Last: | First: | M.I.: | Rank: | Title: | Inclusive Dates: |
|---------------|----------|-------|------------|--------|------------------|
| Rice | Lawrence | S. | Captain | C.O. | Jan 1 - Dec 31 |
| Hamilton, Jr. | William | C. | Commander | X.O. | Jan 1 - Aug 10 |
| Honors | Owen | P. | Captain | X.O. | Aug 10 - Dec 31 |
| Spelman | Robin | C. | MCPO (E-9) | C.M.C. | Jan 1 - Dec 31 |

Date Assumed Command:

2004 12 10

Mission:

To conduct prompt and sustained combat operations from the sea.

Permanent Location:

Norfolk, Virginia

Immediate Superior In Command:

Operational: Commander, Carrier Strike Group TWELVE
Administrative: Commander, Naval Air Force, U. S. Atlantic Fleet

Number of Personnel Assigned:

Officers: 185
Enlisted: 3337
Civilian: 3

Command Point of Contact:

Public Affairs Officer

Inport: 757-444-7686
Underway: 757-443-7792

Command Mailing Address:

Commanding Officer
USS ENTEPRIRISE (CVN 65)
FPO AE 09543-2810

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

CHRONOLOGY

| | | |
|---|---------------------|-----------------|
| ➤ Extended Ships Restricted Availability 2004 | Newport News, VA | 01 Jan - 09 Oct |
| ➤ Ship Movement to Norfolk Pier 12, ESRA 2004 | Norfolk, VA | 09 Oct - 13 Oct |
| ➤ Sea Trials | Atlantic Ocean | 13 Oct - 15 Oct |
| ➤ Flight Deck Certification/Carrier Qualifications (CQ) | VA Capes OpArea | 15 Oct - 25 Oct |
| ➤ RAS with USNS Big Horn | VA Capes OpArea | 18 Oct |
| ➤ Ammo On-load with USNS Arctic | VA Capes OpArea | 23 Oct - 24 Oct |
| ➤ Homeport, Pier 12 | Norfolk, VA | 25 Oct - 29 Oct |
| ➤ CQ/Tailored Ship's Training Availability (TSTA)/Fleet Evaluation Period (FEP) | Atlantic Ocean | 29 Oct - 21 Nov |
| ➤ Missile On-load with USS Harry S. Truman | VA Capes OpArea | 03 Nov |
| ➤ RAS with USNS Laramie | Cherry Point OpArea | 05 Nov |
| ➤ RAS with USNS Laramie | Cherry Point OpArea | 15 Nov |
| ➤ Homeport, Pier 14N | Norfolk, VA | 21 Nov |
| ➤ Pier Move from Pier 14 to Pier 12 | Norfolk, VA | 22 Nov |
| ➤ Restricted Availability | Norfolk, VA | 21 Nov - 31 Dec |

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

AIR DEPARTMENT

USS Enterprise spent most of CY2005 pier side at Northrop-Grumman Newport News Shipyard completing a rigorous Extended Selective Restrictive Availability (ESRA). The Air Department spent much of this time maintaining assigned spaces and equipment. The biggest challenge the department faced was transforming over 700 of its Sailors from virtual shipyard workers into a cohesive team - capable of ensuring the launch and recovery of combat aircraft in all conditions. Air Department was the first to initiate drills and training in preparation for sea trials, leading the way in making the Enterprise ready for sustained combat operations at sea.

V-1 Division - Flight Deck

V-1 demonstrated excellent performance throughout ESRA. Over half of the flight deck non-skid was replaced while general maintenance and upkeep of the flight deck and catwalks was conducted. While this maintenance was conducted the division experienced nearly a 60 percent personnel turnover rate. This turnover rate required an aggressive plan seeking valuable training opportunities on other ships. As a result, V-1 deployed over 60 Sailors for temporary duty aboard USS John F. Kennedy (CVN 67), Dwight D. Eisenhower (CVN 69) and George Washington (CVN 73).

A relentless drill schedule began in May 2005 resulted in the successful completion of Flight Deck Certification (FDC), Tailored Ships Training Availability (TSTA) I/II/III and Final Evaluation Problem (FEP). The division's ability to quickly and successfully integrate with Carrier Air Wing ONE (CVW-1) was demonstrated through an unmatched zero aircraft mishap rate throughout these initial training events in support of the Fleet Response Plan (FRP). As a result, V-1 safely and efficiently conducted over 350 aircraft elevator runs and 5,200 aircraft moves without incident. Also, the division qualified 17 yellow shirt aircraft directors, 11 tractor drivers and 26 blue shirts in preparation for Competitive Training Exercise (COMPTUEX), scheduled for March 2006, and the subsequent 2006 deployment.

An aggressive program successfully trained our Sailors in Aircraft Fire Fighting School, Helicopter Landing Signals Enlisted (LSE) School, Aviation Boatswain (AB) Mate Refresher, Aircraft Team Trainer, Non-Skid Quality Assurance School, Basic Welding School and ABH "C" school.

It proved to be a good year for the Crash and Salvage Team as they demonstrated continued promotion success, advancing seven of eight eligible members. Likewise, three of seven First Class Petty Officers were promoted to Chief Petty Officer. The Crash and Salvage crew also attended the Advanced Fire Fighting Team Trainer in Pensacola Fl. Their performance score was an outstanding 100 percent! Clearly, the yellow shirts of V-1 are on track for another successful Flight Deck Certification, INSURV inspection, COMPTUEX, and 2006 deployment.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

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

In CY2005, V-2 completed 565 repair jobs encompassing over 20,000 man-hours during a demanding ESRA. Always committed to training, 64 V-2 Sailors were able to obtain critical qualifications during this period by getting underway on the USS John F. Kennedy (CV 67), USS Dwight D. Eisenhower (CVN 69) and USS Theodore Roosevelt (CVN 71).

V-2 Sailors also attended Aircraft Fire Fighting School, ALRE Catapult Basic Course, Catapult Refresher, ALRE Arresting Gear Refresher and other professional courses as they prepared to launch and recover combat aircraft in all conditions. Extended, but efficient, working days for most of 2005 resulted in V-2 equipment and spaces enjoying superb material condition -- 100 percent ready for Flight Deck Certification and TSTA/FEP.

Since leaving Northrop-Grumman Newport News Shipyard, V-2 has safely and efficiently launched and recovered over 2000 aircraft with a 98 percent equipment availability rate.

V-3 Division - Hangar Deck

Like the rest of Enterprise, V-3 spent most of 2005 at the Northrop Grumman Newport News Shipyard completing a comprehensive ESRA work package. From January through December, the division successfully completed over 375 maintenance actions. This work included upgrading damage control equipment, rehabilitation of 30 divisional spaces, painting over 100,000 square feet of bulkhead and lagging over 8,000 square feet of the hangar deck overhead.

V-3 coordinated the location, hosting, onload and offload of over 30 Northrop-Grumman Newport News Shipyard temporary offices in the Hangar Deck throughout ESRA. Throughout this challenging shipyard period V-3 continued to aggressively pursue professional qualifications, deploying aboard USS John F. Kennedy (CV 67) and attending numerous schools, including Aviation Boatswain's Mate Handler refresher and Team Trainer in Pensacola, Florida.

During two COMNAVAIRLANT Flight Deck Certifications and an aggressive TSTA/FEP, V-3 completed 700 elevator runs and 625 aircraft moves without incident, achieving the divisional goal to safely and expeditiously move aircraft to and from the flight deck in all conditions. V-3 Sailors trained vigorously in preparation for prompt and sustained combat operations at sea, contributing to a combined TSTA/FEP overall grade of 95 percent.

V-4 Division - Aviation Fuels Division

As 2005 began with the Enterprise moored at Northrop-Grumman Newport News Shipyard, V-4 division continued to work with contractors to complete a comprehensive ship's-force/contractor work package totaling over 818 items.

In addition to the repair and overhaul of the most complicated carrier fuels system in the United States Navy, V-4 focused on space rehabilitation as well as equipment upkeep and maintenance, rehabbed over 80 divisional spaces. Divisional maintenance and repair teams completed over 24,560 total ship's-force man-hours in preparation for combat operations at

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

sea. V-4 eagerly anticipated the opportunity to operate the newly overhauled aircraft fueling equipment when Enterprise returned to sea. In preparation for sea trials, V-4 flawlessly unloaded 500,000 gallons of JP-5 during a challenging two day, pier side replenishment.

Throughout ESRA V-4 focused on continuing education and training, sending four Sailors to ABF "A" School, three Sailors to ABF "C" school, 12 Sailors to Shipboard Aviation Fuels Refresher (SAFR) and eight Sailors to Aircraft Firefighting School. In addition, 50 V-4 Sailors established a head start on their fuels qualifications by deploying with USS John F. Kennedy (CV 67), USS Theodore Roosevelt (CVN 71), USS George Washington (CVN 73) and USS Harry S. Truman (CVN-75).

By September 2005 Enterprise was ready to sail and V-4 faced its first major challenge - Aviation Fuels System Certification. While the rest of Big E focused on Sea Trials, V-4 spent 72 continuous hours successfully verifying the operational readiness of the entire aviation fuels system under the watchful eye of the Naval Air System Command and Naval Surface Warfare Center representatives.

With the fuels system certified from pump room to flight deck, the division was ready to operate and focus on the hurdles ahead - TSTA I/II/III, FEP, and Flight Deck Certification. Throughout these training and certification events, the purple shirts of V-4 conducted dozens of fuels casualty and pump room drills, carried stretchers for mass casualty drills, rigged countless barricades and fought innumerable simulated flight deck fires with their Air Department and CVW-1 brethren, all the while pursuing hundreds of in-rate qualifications.

While at sea during this period the division safely and efficiently issued 1.2 million gallons of JP-5, sustaining over 2000 CVW-1 sorties in support of the Fleet Readiness Plan. V-4 Sailors flawlessly received 2.6 million gallons of JP-5 during three Replenishments-at-Sea (RAS), and verified over 1,000 fuel samples, while maintaining the aviation fuel system at a 98 percent operational readiness state.

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

V-5's goal is to successfully contribute to Enterprise's mission of prompt and sustained combat operations at sea by fully preparing our Sailors for increased leadership and responsibility, and encouraging them to reach the next level of professional, personal, and technical development.

During the shipyard period, V-5 completed the rehabilitation of 17 assigned Divisional spaces, including the extensive rehab of Primary Flight Control. Upgrades to the tower communication system, as well as installation of the digital cross-check system, produced major improvements to the overall safety and readiness of Enterprise's flight deck.

In late October, during TSTA/FEP, V-5 exemplified the Big E's can-do attitude by successfully managing a 90 percent personnel turnover rate and training a full crew of LSO Platform Operators, Tower Operators and Supervisors.

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AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

During 2005 the Aircraft Intermediate Maintenance Department (AIMD) participated in Enterprise's Extended Selected Restricted Availability (ESRA) at Northrop Grumman Newport News (NGNN) shipyard. Commencing from September 2004 through October 2005, ESRA provided AIMD with an opportunity to modernize and repair test benches and equipment, as well as refurbish both living and maintenance spaces. Over the course of 13 months AIMD's four divisions performed seven major upgrades of key test benches, including the Jet Engine Test Installation and Consolidated Automated Support System. 30,000 man-hours were devoted to the repair and painting of 54,000 square feet of deck space and 115,000 square feet of bulk head surface.

AIMD's proactive approach to every aspect of shipboard maintenance ensured Enterprise was ready to participate in the Tailored Ships Training Availability (TSTA) exercise. During TSTA, AIMD's commitment to excellence was evident with 1,879 maintenance actions processed and 77 Expeditious Aircraft Repairs while simultaneously bringing 7 major work benches online in support of ESRA capability upgrades.

IM-1: Maintenance Administration, 3M/DC, Production Control, Quality Assurance

Maintenance Administration Division supported the administrative needs of 260 Sailors by meticulously processing and tracking over 5,000 items of correspondence, managing Personal Qualification Standards (PQS), coordinating 1,500 training classes and ensuring accurate information entries in the Relational Administrative Data Management (RADM) program. The division created a comprehensive manning and training database to efficiently manage and track department manning and training requirements.

Maintenance, Material Management/Damage Control (3M/DC) was responsible for the material condition of 206 shipboard spaces. This labor-intensive duty fell on nine maintenance professionals, led by a Senior Chief Petty Officer. During ESRA 3M/DC division skillfully managed the preventive maintenance and repair of over 4,043 items of Damage Control assets and habitability equipment with an impressive job accomplishment rate of 100 percent. Their superb efforts significantly contributed to AIMD receiving zero discrepancies during two COMNAVAIRLANT 3M assists visit. Also during ESRA this division served as the liaison between AIMD, COMNAVAIRLANT and various ship contractors regarding the creation of jobs in the ship's Consolidated Ship's Maintenance Projects (CSMP). By the end of ESRA, more than 780 jobs had been created for AIMD.

Production Control (PC) is responsible for the management and assignment of the day-to-day workload priorities for 80 production work centers within AIMD. Their team of highly motivated aviation administrative professionals meticulously processed over 12,000 Maintenance Action Forms in direct support of flight operations. These seasoned and talented Sailors are responsible for assigning and tracking inspection requirements for over 3,300 items of Aviation Support Equipment (SE) and over 50 Aeronautical Engine and component logbooks. Production Control's support of the air wing during their

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initial training phase during TSTA led to nearly a nearly 86 percent fully mission capable rating.

Quality Assurance (QA) division's primary goal is to prevent aviation maintenance defects. QA has oversight of 48 Naval Aviation Maintenance Programs (NAMP) encompassing all work centers in AIMD and the Armament Weapons Support Equipment (AWSE) program. QA is comprised of ten QA Representatives (QARs), two Central Technical Publication Librarians (CTPLs), a QA Officer and a QA Supervisor. This group of hand selected technical experts ensured maintenance actions were accomplished safely. This was accomplished by performing 57 semi-annual work center audits, 35 annual program audits and 93 CTPL quarterly audits. Additionally, an audit program was developed to provide an extra set of eyes on all programs to best prepare the department for the 2005 Aviation Maintenance Management Team (AMMT) Inspection. One of the biggest projects tackled was the elimination of 520 obsolete publications, including deletion of all F-14 reference materials and the department-wide initial outfitting and verification of 270 F/A-18E/F Super Hornet technical manuals. Despite heavy involvement with space rehabilitation during the shipyard availability, QA remained on track with its audit schedule and Aviation Maintenance Inspection (AMI) preparations.

IM2: General Maintenance Division

The General Maintenance (IM-2) division provided outstanding support during ESRA. While completing 90 divisional ESRA jobs the welding, fabricating and rigging skills of IM-2 Sailors were utilized throughout Enterprise. The Airframes and Parachute Rigger work centers completed 314 metal repairs, fabrication jobs and Naughyde projects for nearly every Department onboard Enterprise.

IM-2 Division also led the efforts at the Light Industrial Facility (LIFAC) with over 370 jobs completed. Included in these jobs were the repair and fabrication of 118 Non-tight/Fume-tight/Armored doors, 100 Copper funnels and 25 lifejacket lockers. Over 23,677 man-hours were spent on these projects, resulting in more than \$1.1 million savings in contractor costs.

After the shipyard period, IM-2 continued to provide superb intermediate level maintenance support for CVW-1 during Flight Deck Certification, Carrier Quals and TSTA/FEP. Maintenance support included aeronautical welding, non-destructive inspections, test cell operations, test and repair of hydraulic and pneumatic components, fabrication and repair of structural components, manufacture of hydraulic lines, repair and issue of aviation life support, survival equipment and oxygen system components.

The Airframes Work Center maintained a 98 percent Ready for Issue (RFI) rate while repairing and overhauling 130 aircraft components. The Hydraulics Work Center maintained a 98 percent RFI rate while troubleshooting and overhauling 30 hydraulic/pneumatic components, including manufacturing hose and tube assemblies and assisting squadrons in troubleshooting aircraft hydraulic systems. Additionally, the Aviation Life Support Equipment branch processed 112 items of survival equipment while maintaining a 100 percent RFI rate. The Non-Destructive Inspection Work Center recorded a 100 percent RFI rate while completing 152 inspections, including three hard landing inspections for squadrons from Carrier Air Wing ONE (CVW-1).

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

The Power Plants Branch recorded a 98 percent RFI rate during high tempo TSTA/FEP operations. During these high tempo operations, the division remained focused on the certification of the newly installed Jet Engine Test Instrumentation (JETI). An interim certification was granted to run both the F/A-18F Super Hornet's F414 engine and EA-6B Prowler J52 engine with two engine technicians earning their certification as test cell qualifiers.

IM3: Avionics, Armament Equipment and Calibration Division

AIMD's IM-3 Division consists of 15 separate work centers responsible for providing quality avionics, armament, and calibration services and support to Carrier Air Wing ONE (CVW-1) and the Enterprise Strike Group (ENTSG). The division's personnel performed troubleshooting, alignment, and repair of aircraft weapons systems, ship's electrical/electronic systems, armament equipment, bomb racks and missile launchers.

IM-3 technicians and support staff kept the entire strike group on the cutting edge of technology with refined skills and sophisticated bench support. In IM-3's specialized work centers avionics experts used electronic test sets and benches to diagnose electronic components through a series of diagnostic tests in a controlled environment. IM-3 ensured armament systems remain lethally accurate and operationally ready by repairing and maintaining 20MM aircraft rapid fire guns, complex Sidewinder and Maverick systems, AMRAAM missile launchers, and fire control radars. The Calibration Lab is another important part of the IM-3 Division, providing repair, adjustment, and precision measurement services to a variety of shipboard departments and other ships within the battle group. The calibration lab also supports Reactor and Engineering Departments in maintaining nuclear propulsion plants and engineering systems necessary to ensure Enterprise is poised for battle and ready upon arrival.

With four months already into our ESRA, IM-3 supported the entire ship during the shipyard availability period by sending 80 percent of its personnel to different rework and rehabilitation organizations for space and equipment upgrades. With well over 108,000 man-hours expended, the division saved the Navy over \$1.4 millions by performing ship rework repairs, directly contributing to the completion of 32 ship alterations and 148 Consolidated Ship's Maintenance Projects.

Upon completing the final leg of ERSR, IM-3 turned its focus to the task of preparing for aviation maintenance support. The first major undertaking was to identify test bench deficiencies and fill Broad Arrow/CASREP requirements. Prior to completion of the yard period, an extensive Division reestablishment POA&M was developed and executed to prioritize and provide time lines for managing work load. The plan covered a wide spectrum of tasks including bench grooming and verification of new support platforms, calibration of assets, and testing of the entire range and depth of AVCAL assets onboard.

The second major milestone was to prepare for and pass the Aviation Maintenance Inspection (AMI), formerly known as the Combined Aviation Maintenance and Supply Efficiency Evaluation (CAMSEE). Quality Assurance Division spearheaded departmental preparation efforts for the AMI with an aggressive internal review of 48 aviation maintenance programs. IM-3

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

leadership utilized the Aviation Maintenance Training Team's Computerized Self Evaluation Checklists to perform a detailed self-assessment of areas to focus on and correct. During the inspection IM-3 maintenance programs were evaluated very favorably.

The Avionics Division's final step in preparing for sustained combat operations at sea was to integrate 128 Sea Operational Detachment (SEAOPDET) personnel from throughout the Navy and Marine Corps so they could perform their duties during Tailored Ships Training Availability (TSTA). IM-3 implemented an aggressive training program to facilitate the completion of basic shipboard qualifications and training requirements to allow our SEAOPDET component to be prepared for the 2006 COMPTUEX.

During TSTA Phases I and II, IM-3 supported Carrier Air Wing ONE (CVW-1) in the upkeep and repair of highly advanced, state-of-the-art and complex aviation electronic weapon systems. IM-3 processed 484 multi-million dollar pieces of equipment with unparalleled success in support of combat readiness exercises.

IM-4: Support Equipment Division

Support Equipment Division (IM-4) started the year hard at work in the Extended Selected Restricted Availability (ESRA) period with the rework of 1,512 end items of support equipment at the Fleet Support Equipment Regional Repair Facility, Portsmouth, VA. Divisional Sailors gained access to industrial tools, ample work area and contract assistance from DYNACORP to accomplish the total overhaul of 490 items of support and materials handling equipment. With 32 talented technicians, the division processed over 43,000 man-hours and 9,500 rework maintenance/repair actions during the ESRA period. All items were overhauled 30 days ahead of schedule. During the ESRA period, the diligence and positive mindset of these Sailors saved the Navy over \$900,000 in related depot-level repairs. IM-4 was equally engaged in refurbishing its shipboard spaces - the division refurbished 28 divisional and squadron work spaces, comprising over 270 jobs with an estimated savings of \$200,000 in shipyard contracts.

In March 2005 the Flight Deck Crash Crane (CVCC), known as "Tilley," was inspection for its annual and weight test at the Crane Yard at Naval Station Norfolk. Upon completion of weight test "Tilley" was craned aboard ahead of schedule and was considered fully mission capable. Additionally, the division prepared fourteen 6,000 pound forklifts for weapons handling requirements inspections.

Upon completion of the ESRA period, IM-4 began the arduous task of transport and onload of 1,565 items of Support/Material Handling equipment from the Fleet Support Equipment Regional Repair Facility. This evolution was safely completed two days ahead of schedule.

During Flight Deck/Fuel Certification, at-sea carrier flight deck qualifications, ammunition onload, and TSTA/FEP, IM-4 Division provided uninterrupted handling equipment support for all evolutions. IM-4 Division's RFI rate was never below 95 percent - further demonstrating the quality of workmanship in the division. Their efforts ensured the successful onload of

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2.8 million pounds of ordnance valued in excess of \$220 million with 1,440 ordnance lifts conducted.

IM-4 Training and Licensing Petty Officer taught over 80 classes on Support/Material Handling Equipment to 400 shipboard and squadron Sailors to ensure proficiency and safety during equipment operations.

During the Aviation Maintenance Inspection (AMI), IM-4 Division Maintenance Programs were considered to be fully functional and with-in safe standards of aviation maintenance practices.

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COMBAT SYSTEMS DEPARTMENT

In 2005, Combat Systems Department completed a successful Extended Selected Restricted Availability (ESRA). Several of the current systems onboard were upgraded and many new installs were completed and tested. Unit level training requirements were also accomplished with great success. In tandem with crew training, Combat Systems and Operations Departments completed extensive missile qualification trials, culminating with six successful missile engagements. Notably, Enterprise was the first U.S. Navy warship to successfully fire a Block 1B missile from the RAM MK 46 Mod 3 launcher.

Enterprise exited ESRA and completed a series of assessments and training milestones. The major events included: Combat System Post Availability Trials (CSPAT), Combat System Ship Qualification Trial (CSSQT), Tailored Ships Testing Assessment (TSTA) and Final Evaluation Period (FEP).

The purpose of CSSQT was to demonstrate the safe and effective operation of the command's combat systems and to assist the ship in achieving a stable level of system operational readiness that the ship's force can maintain. CSSQT verified the ability of the ship's combat system to successfully complete a detect-to-engage sequence against threat representative targets. Missile Exercise (MISSLEX) was accomplished using RAM and NATO Sea Sparrow missiles, along with a Close In Weapon System (CIWS) towed-drone unit (TDU) shoot.

CSPAT Phases I and II were conducted in conjunction with CSSQT to perform a groom of most of the combat system suite. In total, the department spent \$1,371,718.69 on repair parts, corrected 829 discrepancies and gave 1,677 hours of on-the-job training. During TSTA, Combat Systems conducted 73 NCO drills scoring an average of 97 percent on the final phase of testing. The department also earned a 97 percent during On Communications (CCC) drills. During Final Evaluation Period (FEP), observers rated 10 drills for an average of 100 percent. 15 of 16 CCC drills were observed earning an average of 97 percent.

There were several personnel changes in the CSD leadership team during 2005. These included the arrival of the following: CDR [REDACTED] (Combat Systems Officer), FCCM [REDACTED] (Dept. LCPO), LT [REDACTED] (Fire Control Officer), LTJG [REDACTED] (System Test Officer), LTJG [REDACTED] (EKMS Officer). ET2 [REDACTED] received Junior Sailor of the Quarter for Enterprise and was command advanced to petty officer second class.

LT [REDACTED], ITC [REDACTED], FC1 [REDACTED], and IT1 [REDACTED] retired to the fleet reserve.

Combat Systems Department is composed of seven separate divisions. Each of these divisions achieved their own unique accomplishments during the past year.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

CS1

CS1 installed a GBS IP Backfit, EHF FOT, NAVMACS II SMS, JSIPS-N FC1, TIP TDMA interface processor, SMS 4.0 software UPG, BFEM (Battle Force Email) 19.2 modem, APS (afloat planning tool 3.4 TC2S), ADNS AN/US 144G(V)2 and NECC software upgrade version 3.2.4.

CS1 personnel had 23 advancements in rate, eight ESWS qualifications, and five EAWS qualifications.

CS2

CS2 personnel upgraded the AN/UYQ-96(V)1 computer network defense intrusion detection system. They also upgraded RealSecure 6.5 server sensors to version 7.0 on 16 servers, both NIPRNET and SIPRNET. The RealSecure workgroup managers were upgraded from version 6.5 to SiteProtector 2.0.

CS2 also processed 44 information assurance (IA) vulnerability alerts, 18 IA vulnerability bulletins and 12 computer tasking orders. They conducted annual IA training for over 3636 Enterprise classified and unclassified network users. CS2's efforts helped identify over 500 internal security threats and policy violations. They processed over 1,500 pounds of COMSEC.

On the personnel side, IT1 [REDACTED] replaced IT1 [REDACTED] as CS-2 LPO, and IT2 [REDACTED] reported aboard as a network security and vulnerability technician. IT1 [REDACTED] was frocked to IT1 in June 2005.

CS3

CS3 electronics data processing personnel maintained 20 servers and 400 workstations (NT & GCCS-M/GENSER & SCI) with a total downtime of only less than a week collectively over a year's period. They completed over 1500 SIPRNET trouble calls in support of 1,200 war fighters. Automated data processing maintained over 25 servers and over 1,200 workstations with minimal downtime. They repaired and completed more than 4,000 trouble calls, logging in over 6,000 man-hours.

During sea trials and group sail, CS3 conducted over 20 video teleconferences (VTC) for Enterprise, Enterprise Strike Group and Carrier Air Wing ONE (CVW-1). Every crew member had access to personal computers and an Enterprise unique e-mail account for personal use. During the year 2005, over 10,000,000 e-mails were sent and 10,000,000 received. CS3 also began the configuration and installation of an internet café for all crew members within the JFAC, for use during non-operational periods.

CS3 saw many upgrades and new equipment installations in 2005. CS3 installed COMPOSE 2.0.3 on about 1,000 workstations and 20 servers. Enterprise was the first East Coast carrier to receive this upgraded software install. Ship's force had to plan the reconfiguration of all ISNS servers and ensure proper execution of installation in less than one week. This installation provided valuable lessons learned to the fleet.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

To support the COMPOSE upgrade, divisional personnel installed and configured over 825 new workstations. The new Dell Optiplex workstations took two months of long days working with technicians and fleet support activities to install.

CS3 also worked with outside help in the troubleshooting and configuration of the ISNS backbone, providing key assistance to MARMC and SPAWAR systems engineers. These efforts resulted in minimal downtime and a scheduled upgrade of the entire backbone.

With Enterprise preparing to welcome back the air wing, CS3 installed the AN/USQ-153(2) pre-positioning server, a total NIPRNET server support package for the CVW-1 mission consisting of three Hewlett Packard Prolant G380R servers and one B2000 NAS controller and over four terabytes of total storage.

Other upgrades included installing an upgrade to CV-TSC, field change 1, restoring the USW module to 100 percent operational capability from a declining 75 percent. Over 1,200 hours were spent replacing equipment in eight racks, replacing 1,500 feet of cable and 16 data processing computers. With DESRON coming aboard, CS3 installed afloat planning system (APS) upgrade to an entirely new suite of five racks and multiple systems to support their Tomahawk mission. An ADSI upgrade from version 11 to version 12.2 included new software, new ADSI computer inside the previous rack, two remote Dell workstations, and five back-up hard drives. An additional link was added from the I-JSS workstation, and a SIPRNET drop was added for NAV Data from GCCS-M.

In addition, CS3 installed GCCS-M version 3.1.2.1.P1 on all servers and workstations, TBMCs version 1.1 UB.14 on all servers and workstations, and TAMPS version 6.2K on all servers and clients.

A total of 14 personnel from CS3 were advanced in rate, and one earned ESWS qualification.

CS5

CS5 successfully cleared over 120 discrepancies found during CSPAT, overhauled the ACDS cooling system, rehabbed 20 spaces, and supported three LINK quick looks and participated in two LINK-EXs.

They installed ACDS B10.26A.1, AUTO-ID 3.2.5, BEWT 3.2, BFFT 3.2 and C2P M4R4.12A06.

Four personnel from CS5 were advanced in rate, and one earned ESWS qualification.

CS6

CS6 installed an upgraded Voyage Management System (VMS). They installed entirely new CATCC equipment, removing TPX(V)13 and installing the TPX-42(V)14. They installed new digital bridge ARPAs. They upgraded the

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

SMQ-11 with FC3, and installed an IFF transponder UPX-118, SPN-41 FC 14/15, and SPN-43 FC 7. They performed a major groom to the main I.C. switchboard.

CS6 also certified the Precision Aircraft Landing System (PALS) and Tactical Air Navigation Systems (TACAN).

They refurbished the main mast, dedicating over 3,476 man-hours and 45 gallons of paint to the project. They installed new antennas on the SPS-49, SPS-67, SPS-64, SPS-48/IFF and SPS-43 reflector. They also painted the SPS-49 cooling loop, four fan rooms and four passageways.

CS6 saw eight advancements in rate, one ESWS qualification, and one EAWS qualification.

CS7

CS7 successfully fired the first Block 1B missile from a RAM Mod 3 launcher and successfully completed the stream-raid engagement with the BQM-74E target. Enterprise was the first U.S. warship to complete this difficult task. CS7 also loaded RAM and NATO missiles by use of the new loading procedures utilizing a GROVE crane while underway, another example of Enterprise leading the way by being the first to do so.

CS7 installed the new RAM weapons systems onboard the MK 46 MOD 3 launcher. Forward RAM was put in place of CIWS mount 22. Aft RAM was installed on the starboard sponson aft of the island.

Two CS7 personnel were advanced in rate, and one earned ESWS qualification.

CS9

CS9 upgraded the AN/WSC-6(V)4 to a WSC-6(V)7. They upgraded the EHF AN/USC-38(v)2 with newer antennas and RF control units to the newer EHF FOT system. They upgraded GBS from a AN/SSR-2 to a newer AN/USR-10 system, providing increased capability and better GBS video/data correlation into the ships LAN. The AN/SSC-12 SATCC system was expanded to include more user stations and TEDs in CATCC/ Air OPS. CS9 personnel completed a NAVMACS II SMS upgrade. Both LSO radio systems were overhauled and the LSO platform was updated.

CS9 performed a full system groom for the flight deck and HYDRA radio systems. They installed a brand new SITE controller and system manager to further enhance the capabilities of the system in the future.

They upgraded the phone multiplexers, providing expanded capability for a total of 3,500 extensions. The \$500,000 Sea-Tel system received an upgrade with new antenna, TAC-92 ACU and peripherals, improving capabilities and quality. They overhauled the SITE TV system, including 29 channels of DirecTV, five SITE channels, GBS, Illarts, three AFN channels and music channels to improve crew morale. They completed over 1,200 SITE TV, DSS, and Sea-Tel related trouble calls, and ran over 5,000 feet of cable.

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CS9 performed an HFRG system groom. They upgraded the battle force E-mail system to expand NATO force interoperability.

CS9 performed 67 repairs, screened 168 cards, saved \$461,138.38 and averted 14 CASREPs. They revamped the shore-to-ship telephone hook-up cable, which reduced the manpower necessary to activate shore phone lines. They completed over 1,500 phone related trouble calls, over 438 23-SSCTV related trouble calls and over 25 live-feed broadcasts.

CS9 had 15 reenlistments, 12 advancements in rate, 33 ESWS qualifications, and 11 EAWS qualifications.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

DECK DEPARTMENT

After a 14- month ESRA period, during which Deck Department preserved over 100,000 square feet of the ship's hull and weather decks, the department managed to provide several shining performances during key inspections and certifications despite having an approximate 80 percent personnel turnover within the department.

The Search and Rescue Swimmer program was placed under the inspection microscope. With only minor hits, the department set the standard by passing the first underway restrictive certification for Enterprise's upcoming deployment cycle.

During Command Assessment of Readiness and Training (CART), Phase I, Deck Department scored zero discrepancies. The inspection peered into every facet of the department's operational readiness and equipment maintenance. Despite having been non-operational for over a year, the department still passed with flying colors.

Another vital service provided by the department was given the green light when the Small Boat Crew Certification soared to another zero discrepancy score. The inspection tested Enterprise's Rigid Hull Inflatable Boat (RHIB), the ready life boat, capabilities to aid in search and rescue and navigational support. The department also had to demonstrate the ability to flawlessly raise and lower the RHIB.

During CART Phase II and Final Evaluation Problem inspections, Deck stepped up to the plate yet again to effectively demonstrate underway replenishment, man overboard recovery, and precision anchoring abilities.

One of Deck Department's major responsibilities while underway is replenishment at sea. During 2005, the department completed five replenishments and safely received over 3,500,000 gallons of jet fuel and 1,420 pallets of cargo, food and ammunition. There were no major injuries or cargo losses during any of these highly dangerous evolutions.

Along with the many inspections, the department also accomplished major maintenance on critical equipment. The ship's anchors were removed and overhauled. Faulty wires were replaced on both cargo receiving stations. The ship's accommodation ladders and stern dock were refurbished and corrected several discrepancies to allow the ship's crew safe passage while on liberty in overseas ports.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

DENTAL DEPARTMENT

Dental Department continued to provide the highest quality, customer service oriented, comprehensive care to all assigned and embarked Sailors.

Dental Department remained very busy clinically, breaking the 90 percent Operational Dental Readiness (ODR) mark for the first time since the last deployment. Enterprise seated more than 5,700 patients with 18,700 major dental procedures. Navy dental practices are measured by Dental Weighted Values (DWV), which serves as a common multiple to measure productivity. In 2005 Enterprise produced over 112,000 DWVs, which roughly translates into more than \$1,000,000 worth of dentistry.

Major preservation efforts for the department included the replacement of deck covering in the male berthing, head and the starboard passageway outside of the dental clinic. The deck in the clinic was resealed. Corrosion removal and painting was completed in the head, one fan room, one storage space, and the starboard passageway. One dental suction unit was replaced.

The dental technician rating was officially integrated into the hospital corpsmen rating. All DT's were redesignated HN or HM.

Personnel accomplishments for 2005 include:

- HM1 [REDACTED] was named Enterprise 2004 Senior Sailor of the Year.
- HMC [REDACTED] and HM3 [REDACTED] earned their ESWS qualifications.
- HM3 [REDACTED] earned his EAWS qualification.
- HN [REDACTED] transferred to Portsmouth Naval Hospital.
- LCDR [REDACTED] (Oral Surgeon) transferred to Naval Hospital Jacksonville and was awarded an EOT NCM.
- LT [REDACTED] transferred to Naval Dental Clinic Norfolk, Virginia and was awarded an EOT NAM.
- LT [REDACTED] transferred to Naval Healthcare Clinic Newport, Rhode Island and was awarded an EOT NAM.
- LCDR [REDACTED] (Oral Surgeon), LT [REDACTED], LT [REDACTED], and HM2 [REDACTED] (Registered Dental Hygienist) reported for duty.
- HN [REDACTED] frocked to HM3.
- HMC [REDACTED] transferred to Fleet Forces Command and was awarded an EOT NCM.
- HM3 [REDACTED] Selected to Surgical Technologist "C" School.
- HN [REDACTED] frocked to HM3.
- HM3 [REDACTED] frocked to HM2.
- HM2 [REDACTED] passed her SERB Dental Hygiene licensing boards.
- HM2 [REDACTED] selected to Advanced Lab "C" School.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Two important metrics for measuring dental health on Enterprise are Operational Dental Readiness (ODR), which is a percentage of the crew maintaining dental class one and two readiness. Dental Health Index (DHI) percentage reflects crew in the class one status, including annual cleanings.

- January - ODR = 86.28 percent
- February - ODR = 88.23 percent
- March - ODR = 89.44 percent; DHI = 30.1 percent
- April - ODR = 89.86 percent
- May - ODR = 90.17 percent
- June - ODR = 89.57 percent; DHI = 30.2 percent
- July - ODR = 89.25 percent
- August - ODR = 88.55 percent
- September - ODR = 88.29 percent; DHI = 29.3 percent
- October - ODR = 93.08 percent
- November - ODR = 92.75 percent
- December - ODR = 89.93 percent; DHI = 26.3 percent

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

ENGINEERING DEPARTMENT

Engineering Department is comprised of six divisions: Auxiliary, Electrical, Machinery, Damage Control, Repair and Maintenance. Each of these divisions is further broken into a total of 45 work centers. Engineering Department is comprised of both nuclear-trained and conventional Sailors and Officers.

Engineering Sailors support Big E's mission of prompt and sustained combat operations from the sea by being the blood and guts and muscle. They are the force behind the movement, converting and distributing the water, air, energy and waste, then fighting and repairing any damages. 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 45-year old ship, the 700 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 Selected 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 2005, including an extremely demanding ESRA at Northrop Grumman Newport News, a successful PORSE, Sea Trials, TSTA and FEP, and a pier-side repair availability in preparation for combat operations.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

EXECUTIVE

From January to October 2005, Enterprise was located in the Northrop Grumman Newport News Shipyard completing an extensive overhaul. From October to early December, Enterprise was underway for sea trials, ammunition onload and carrier qualifications. During this year, Executive Department Sailors earned seven enlisted warfare designations and 21 Sailors were advanced in rate.

X-1 Division - Personnel and Manpower Accounting

This Division processed over 20,615 pay and personnel transactions with a better than 99 percent acceptance rate. During 2005, this division's Sailors earned five warfare pins and had eight advancements.

Items processed:

| | |
|--|--------|
| Availabilities for Orders: | 29 |
| Receipts: | 1,065 |
| Separations: | 469 |
| Transfers: | 539 |
| Extensions of Enlistment: | 508 |
| Fleet Reserve/Retirements: | 48 |
| Identification cards issued: | 2,254 |
| Career Sea Pay Premium: | 714 |
| Good Conduct Awards issued: | 1,137 |
| Emergency Data/Dependent Application (Page Two): | 2,493 |
| Basic Allowance for Housing: | 1,243 |
| Leave Papers: | 10,116 |

E1 - E9

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|------|------|------|------|------|------|------|------|------|------|------|------|
| BA | 3152 | 3125 | 3152 | 3152 | 3152 | 3152 | 3152 | 3152 | 3152 | 3152 | 3152 | 3152 |
| NMP | 3344 | 3337 | 3324 | 3320 | 3333 | 3398 | 3332 | 3398 | 3532 | 3532 | 3532 | 3398 |
| COB | 3434 | 3452 | 3448 | 3451 | 3457 | 3395 | 3412 | 3395 | 3406 | 3258 | 3238 | 3395 |

E7 - E9

| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| BA | 211 | 211 | 211 | 211 | 211 | 211 | 211 | 211 | 211 | 211 | 211 | 211 |
| NMP | 211 | 197 | 196 | 195 | 200 | 201 | 199 | 201 | 206 | 206 | 206 | 206 |
| COB | 196 | 210 | 207 | 203 | 194 | 192 | 191 | 195 | 233 | 229 | 228 | 210 |

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 Drug and Alcohol Program Advisor (DAPA).

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

For Enterprise Officers, this division processed:

| | |
|----------------|----|
| PCS Transfers: | 74 |
| Retirements: | 1 |
| Separations: | 13 |
| Receipts: | 89 |
| Commissioning: | 1 |

For Enterprise crew members, this division processed:

| | |
|---|----------------|
| Legion of Merit: | None |
| Meritorious Service Medal: | 9 |
| Navy and Marine Corps Commendation Medal: | 186 |
| Navy and Marine Corps Achievement Medal: | 511 |
| Military Outstanding Volunteer Service Medal: | 1 |
| Flag Letter of Commendation: | 1 |
| Commanding Officer's Letter of Commendation: | 111 |
| Reenlistment: | 383 |
| STAR Program request: | 63 |
| Enlisted Retirement packages: | 48 |
| Selective Reenlistment Bonus: | \$4,297,258.87 |

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

In April, Enterprise MWR hosted an Easter Egg Hunt for 275 children at a cost of \$1,800. Later in the summer MWR sponsored a picnic at Paramount's King's Dominion amusement park in northern Virginia for 1,122 adults and 66 children at a cost of \$32,300. The last 2005 MWR sponsored gala was the annual holiday party, which took place at the Norfolk, Virginia Marriot hotel. Over 1,700 adults attended the party at a total cost of \$101,090. Likewise, the command's holiday party for children, which was held on board Enterprise, drew 385 children at a cost of \$12,700.

X-4 Division - Educational Services Office (ESO)

The Education Services Office is manned with Personnelmen and led by an experienced Chief Warrant Officer to provide personal and professional growth opportunities to the ship's 3,600 crew members. The job of the ESO is to help the Executive Officer administer educational programs for the command, including officer and enlisted training and on-duty educational programs.

The ESO works with the Navy College Program educational advisors to encourage Sailors to take part in voluntary education programs and directs examination administrations by providing material, space, and Sailors. The ESO prepares, conducts and grades examinations as required. Likewise, the ESO orders, safeguards and administers the Navy-wide advancement examinations and performance tests.

The ESO develops a list of those crew members eligible for advancement, verifies each member meets the requirements of the Advancement Manual and

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

then prepares an advancement worksheet for each member to sign. On the designated dates, the ESO administers the advancement to over 1,500 Sailors who compete for advancement each cycle. ESO Sailors prepare and route the frocking and advancement letters and make all the required service record entries.

The ESO also directs educational programs for the command by advising Sailors about voluntary education programs. One of the ESO's most important responsibilities is to encourage Sailors to participate in educational programs, especially vocational/technical certification, high school diplomas and college programs.

The Educational Services Officer is designated as the command's Testing Officer and routinely administers SAT, ACT, DLAB, CLEP and JPME exams.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

LEGAL DEPARTMENT

Enterprise's Legal Department provided significant military justice, administrative separation, administrative investigation, government ethics and legal assistance support to the chain of command and crew of Enterprise throughout 2005.

Assistance included management and completion of 423 non-judicial punishment (NJP) cases, 55 summary courts-martial, 26 special courts-martial and Uniform Code of Military Justice Article 32 investigations, 291 administrative separations, 28 Judge Advocate General Manual (JAGMAN) investigations and 831 general legal assistance services.

The department also saw significant personnel turnover in 2005. Lt. Cmdr. [REDACTED] relieved Lt. Cmdr. [REDACTED] as Command Judge Advocate in June 2005. Lt. j.g. [REDACTED] relieved Lt. j.g. [REDACTED] as Command Discipline Officer in July 2005. LNC [REDACTED] began job-hunting/terminal leave in December 2005 pending her retirement in February 2006. LNC [REDACTED] was promoted to her current rate and assumed duties as department LCPO in September 2005. LN1 [REDACTED] was appointed department LPO in November 2005. LN1 [REDACTED] reported for duty in February 2005.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

MEDIA DEPARTMENT

In March of 2005 the Public Affairs Office, originally in Executive Department, and the Photo Lab and Print Shop, originally in Operations Department, merged to form Media Department.

Enterprise was the first aircraft carrier to establish a Media Department. The department was led in 2005 by LCDR [REDACTED], Public Affairs Officer, and LCDR(S) [REDACTED], Photo Officer. Leading Chief Petty Officer of the department was split between JOCS [REDACTED] and PHC [REDACTED].

LIs, DMs, PHs and JOs will merge into one rating, Mass Communications Specialists, or MCs, as of 1 July 2006. In order to facilitate the merger, the three divisions conducted cross training for personnel, allowing PHs to work in the Public Affairs Office and the Print Lab and having JOs work in the Photo Lab. Regular Departmental training was conducted as well.

Enterprise Media Personnel received seven CHINFO Merit Awards, three more than last year.

During ESRA 2004 nearly \$400,000 was spent to modernize the Print Shop and Photo Lab. Specifically:

- The Print Shop replaced aging printing systems with new state-of-the-art machines capable of meeting all Strike Group's printing requirements for the next four years. The tile deck, which was labor intensive, was replaced with a low maintenance epoxy/resin substitute.
- New photo processing and printing capabilities were added to the Photo Lab, doubling their color printing capabilities. Aging camera gear was replaced with new high-end professional digital equipment. Shipboard approved furniture was installed throughout the lab. Additionally, more workstations were installed.

During ESRA, which began in 2004 and lasted until October 2005, a weekly newspaper was produced and distributed throughout the ship for command information distribution. The SITE TV system was used to conduct ship-wide training. During the year 18 live Capt.'s Call programs aired.

During the October and November Sea Trials, TSTA and FEP underway periods, a daily newspaper was produced and distributed. Movies were scheduled and broadcast around the clock on three SITE TV channels. During the nearly month-long November underway period more than 20 articles were distributed by Navy NewsStand and nearly 50 images were published by CHINFO.

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. A fourth channel broadcast an information scroll.

The Public Affairs Office purchased two Apple computers giving the office increased production capability. The new computers have the End Design software that provides better layout and design options for the

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

newspaper staff. The computers also have video editing capability, thus significantly increasing video production capabilities of the department.

More than 80 distinguished visitors embarked Enterprise in November, including prominent leaders from companies such as Constellation Energy, Lockheed Martin, United Parcel Service, Thales North America, and many others. Likewise, Enterprise hosted Department of the Navy and Department of Defense leaders from Naval Sea Systems Command and the Defense Criminal Investigative Service. Two Congressional Staff Delegations embarked Enterprise in November, including both House and Senate professional and personal staff members.

While in port 490 visitors toured the ship. Tours were set up by the Public Affairs Officer and approximately half the tours were conducted by Media Department personnel.

As a new Department, Media Department set up three 3M work centers. YP10 covers the Print Shop and Public Affairs Office. YP11 Covers the Photo Lab. YP40 includes all damage control equipment.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

MEDICAL DEPARTMENT

The Medical Department stayed quite busy in 2005, supporting medical care for the crew during nine months of ESRA maintenance at Northrup Grumman Newport News Shipyard. The geographic separation from the Naval Medical Center in Portsmouth, Va. and the Hampton Roads area branch clinics, as well as the ongoing disruption of maintenance activities, made provision of medical care that much more challenging.

There was a large turnover of personnel over the summer, including a new Senior Medical Officer, Division Officer, Surgeon, and General Medical Officer. This was followed by the challenge of preparing the department and crew for return to sea after an extended time in port. FAST cruise commenced eventfully in October with a shallow river bottom contributing to a shutdown of all eight reactors, something never before done, and the Enterprise going dead in the water. Medical Department responded in exemplary fashion to this incident, treating heat injuries and bringing water into the stifling hot machine spaces as crews worked without ventilation.

Once repairs were performed and FAST cruise was completed, Enterprise was ready for sea trials, flight deck certification and crew certification. In November, Medical received high scores during the TSTA/FEP evaluation, and completed a successful Birth Month Medical Surveillance Inspection (BMMSI) in December.

Sick Call

8,022 patient visits were logged in through Sick Call, 7,789 routine appointments, and 233 minor surgical procedures.

Pharmacy

Filled 6,533 prescriptions and issued 17,062 over the counter requests.

Laboratory

Performed 9,210 laboratory procedures during 2005.

Radiology

Performed 1,059 radiology exams and 2,825 exposures during 2005.

Aviation Medicine/Physical Examinations

AVR performed 1,893 screenings and physicals during the year. In addition, 2,505 audiograms were done in support of BMR and physical requirements.

In-patient Ward

There were 13 inpatients and 6 inpatient general surgery cases during 2005.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Substance Abuse Rehabilitation Program (SARP)

More than 143 Sailors were screened for alcohol and drug abuse/dependency by SARP. Subsequently, 85 personnel attended IMPACT classes, and 172 enrolled in continued care support groups.

Operating Room

92 Surgical Procedures were performed in the OR during 2005.

Psychology

In 2005, the Command Psychologist logged 776 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 Command Psychiatric Technician completed 214 weapons screenings, 340 initial psychiatric evaluations for treatment, and ran 4 Outpatient Cognitive Intervention Program (OCIP) groups, which run 30 hours per group with an average of 5 patients each. In total, the Enterprise psychology clinic had 1,861 direct patient contacts.

Preventive Medicine

Preventive medicine technicians performed 108 inspections of food service facilities and 308 habitability inspections of heads, berthings, barbershops, laundry facilities, brig, vending machines, and miscellaneous spaces. 4,380 water and ice samples were tested to ensure potable water sanitation for the crew.

Over 3,200 occupational health monitoring screenings were performed for personnel in asbestos, cholinesterase, CHT, explosive driver, forklift driver, hearing conservation and welding, in addition to 1,440 food service attendant/mess specialist screenings performed. They also performed 1,560 respirator screenings and treated 84 people for sexually transmitted diseases.

Preventive medicine performed 133 pest control surveys and treatments keeping rodent infestation to a minimum. There were 80 heat stress surveys performed to monitor spaces for excessive heat. They also performed over 2,200 general education classes on a variety of subjects from vaccinations to sexually transmitted diseases.

Physical Therapy

The Physical Therapy Department logged 943 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2005. A propulsion plant wide examination was performed in 2005 and the Rad Health portion scored an above average. 267 radiation health examinations were conducted during 2005.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Medical Administration

Medical administration logged and processed 880 consultations for specialty care. While underway, five Sailors were medically evacuated to a higher level of care, and one Sailor was medically evacuated to the Enterprise from another ship in the strike group for an appendectomy.

Training

Medical certified 791 people in Heart Saver Cardiopulmonary Resuscitation (CPR), 13 Heart Saver instructors, 36 health care providers, one Basic Life Support (BLS) instructor, and two BLS instructor trainers. In addition, Medical Department successfully ran 186 graded drills.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

NAVIGATION DEPARTMENT

January 2005 began with Big E in the Northrop Grumman Newport News (NGNN) shipyard, undergoing an Extended Selective Restricted Availability (ESRA).

Operationally, Enterprise returned to sea for only three months in 2005. Although scheduled to depart in June, the ship left NGNN on 09 October 2005, moving to Pier 12N, Naval Station Norfolk. After a few days in Norfolk, Enterprise returned to sea from 13 until 24 October 2005 for sea trials, followed by Flight Deck Certification and Carrier Qualifications (CQ). Enterprise returned to Norfolk Naval Station, Pier 12N, from 25 until 29 October, quickly returning to sea on 29 October 2005 for another CQ period and a combined Tailored Ship's Training Availability (TSTA)/Fleet Evaluation Period (FEP). Enterprise returned to Naval Station Norfolk, Pier 14N, on 21 November and repositioned to Pier 12N on 22 November 2005 to begin her Restricted Availability (RAV) period which ended the year.

The delay in departing the shipyard did not slow the navigation team down. Faced with executing a training plan to replace 75 percent of qualified Officers of the Deck (Underway) the Navigation Department stepped up to the challenge. Focused Officer of the Deck (OOD) training during ESRA, including weekly lectures and simulator training for watch teams, enabled Enterprise to qualify three new OODs.

Strong mentorship and motivated junior Sailors complimented the new watch teams as former Signalmen and newly rated Quartermasters worked hard to learn their new rate. Because of rigorous daily training, new Quartermasters, or those without any at-sea time, were able to assume their full duties the very first day the ship was underway. During TSTA/FEP, Navigation Department completed all training requirements and evaluations. The department was assessed as "ready to operate." Most remarkably, the department completed all required exercises successfully the first time they were attempted. This singular achievement granted Enterprise schedulers greater flexibility to use navigation drill time for other shipwide training evolutions.

The Navigation team pulled together to accomplish a vast amount of work in the shipyard during ESRA. The Quartermasters led the effort in the painting of the Enterprise island. All department spaces were preserved and heads and berthing were renovated. A full chart inventory was completed. Enterprise was one of the first ships on the waterfront to integrate signals duties with navigation duties in a smooth watch team.

In February, QMC [REDACTED] reported for duty from the Naval Leadership Training Command in Norfolk. Also reporting in February was the new departmental LCPO, QMCS [REDACTED], from the recently decommissioned USS DETROIT (AOE 4). QMCS [REDACTED] replaced QMCM [REDACTED] who retired on 01 April 2005. A retirement ceremony was held in the pilot house as QMCM [REDACTED] completed thirty years of distinguished naval service.

In May, the Navigator, CAPT Jeffery Bartowski, departed to command the USS BLUE RIDGE (LCC-19), home ported in Yokosuka, Japan. LCDR [REDACTED], the Assistant Navigator, fletted up and was assigned duties as Interim Navigator. The new Navigator, CDR [REDACTED], arrived onboard in

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

August and assumed duties as Navigator and Senior Watch Officer. LCDR [REDACTED] detached in late October to return to flight duty and transition training for the F-18 Super Hornet. His replacement, LT [REDACTED], reported in October from VF-101.

2005 was a banner year for the Navigation Department as nine new third class Quartermasters made rate from the March advancement examination. A strong sense of teamwork, pride and initiative lead to great strides in rating knowledge and the number of qualifications across the department. Additionally, several determined Sailors were advanced, including QM2 [REDACTED], QM3 [REDACTED] and QM3 [REDACTED], and, most significantly, our LCPO, QMCM [REDACTED].

Navigation Department leaders also held key collateral positions on board Enterprise. QMC [REDACTED] volunteered to serve as the Command Sexual Assault Victim Intervention (SAVI) coordinator and CPO Mess Treasurer. QM2 [REDACTED] served as a member of several Enlisted Surface Warfare (ESWS) qualification boards, as well as a leading member of the command's ESWS training team. QM3 [REDACTED] and QM2 [REDACTED] are proud members of the ship's drill team for ceremonial duties. QMCM [REDACTED] coordinated and QMC [REDACTED] hosted the 2005 chief petty officer pinning ceremony.

Overall, the Navigation Department ended the year in excellent shape. A strong OOD training program is in place to qualify additional bridge watch standers as Enterprise continues to prepare for deployment. Goals for our Sailors include warfare qualification for all Quartermasters and continued improvement in rate knowledge and training.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

OPERATIONS DEPARTMENT

Air Operations

This past year has been one of tremendous activity and accomplishment for the Air Operations function within Operations Department. Composed of three Branches: Carrier Air Traffic Control Center (CATCC), Air Operations (Air Ops), and Air Transfer Office (ATO), this function is manned by five officers, two chief petty officers, and 38 enlisted Sailors. The year brought us the completion of Extended Ship's Restricted Availability (ESRA) and returned Enterprise to a sea-going fighting machine!

The Air Operations function began the year in the midst of ESRA at the Northrup-Grumman Newport News shipyard located in Newport News, Va. Air Operations established and operated a substantial transportation team which transported nearly 775,000 sailors from the pier to satellite parking sites accumulating over 665,000 vehicle miles in a 13 month period. In early spring, the CATCC team traveled to Pensacola, Fla. for annual team training. During this intensive two week hands-on refresher training, the CATCC-65 team surpassed all established records for professionalism, safety and adherence to air traffic control doctrine and procedures. After the completion of practical refresher training, Air Operations' attention was focused on preparing for the upcoming Commander, Naval Air Forces, U.S. Atlantic Fleet Quality Assurance audit. After an exhaustive inspection encompassing training procedures and documentation, publications, manuals and records, as well as an assessment of CATCC-65 team culture, the inspection team unearthed zero discrepancies in Air Operations.

Enterprise set sail for sea trials in late summer. Following a successful shake-down of all systems and a brief in-port period, Enterprise was underway again for Flight Deck Certification and CATCC Certification. While underway, Air Operations was integral in Air Department's regaining Flight Deck Certification, along with CATCC regaining Case III flight operations certification. Furthermore, Air Operations' air traffic control equipment was re-certified, including the Precision Approach Landing System (PALS), TACAN, and Instrument Landing System (BULLSEYE). After another brief in-port period, Enterprise set sail for TSTA and FEP. Air Operations function again set records by controlling CVW-1 aircraft in over 2207 sorties, moving 82,600 pounds of mail, parts and cargo, and transporting 637 passengers in a three week period.

End of year awards saw CATCC 65 personnel recognized for their excellence with the selection of ACC Bradley Vassar as the Commander, Naval Air Forces, U. S. Atlantic Fleet Air Traffic Controller of the Year. Divisional personnel were also recognized for superior performance in the field of excellence by earning two Navy Commendation Medals, twelve Navy and Marine Corps Achievement Medals, five Flag Letter of Commendations, and numerous Sailor of the Quarter awards.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Combat Direction Center

The Combat Direction Center (CDC) began the year on station at Northrop Grumman Newport News shipyard in Newport News, Va. The Enterprise team continued to train and was able to maintain M-1 or M-2 ratings in all warfare areas up to entering the availability.

A 100 percent retention rate, 100 percent advancement rate to E-4 and 80 percent advancement rate to E-5, as well as completing over 2,500 hours of individual and group training in watch station proficiency and rating knowledge improvement highlighted the year for CV-TSC's OT Division.

There were two CDC critical jobs during the ESRA. A complete CDC berthing rehab was completed, which improved the quality of life for those Sailors tremendously. Additionally, the Rolling Airframe Missile (RAM) installation was completed on schedule. During the November at sea period the RAM tested satisfactory, providing a complete certification of this system.

Upon completion of the extended availability Enterprise was underway and all CDC systems tested satisfactory. Several Detect-To-Engage (DTE) exercises were conducted and the RAM system was operationally tested with a successful missile shoot. Much anticipated underway time provided a forum for extensive underway training. Three Ship's Weapons Coordinators (SWC) qualified, along with two interim Tactical Action Officers (TAO).

Intelligence

The Intelligence function's commitment and teamwork throughout 2005 contributed to the successful completion of Enterprise's Extended Selected Restricted Availability (ESRA), basic phase proficiency training and individual augmentations supporting Operations Enduring Freedom and Iraqi Freedom. The Intelligence function, also known as OS Division, and Team Enterprise completed ESRA in October with numerous technical upgrades of strike support systems, signal exploitation capabilities and habitability improvements. Additionally, OS Division completed the laborious removal of legacy signals intelligence receivers. This was accomplished by ship's force and saved the Navy over \$150,000.

Intelligence function personnel continued performing to a standard of excellence, ensuring Enterprise Strike Group's warfare commanders and supporting organizations received timely, accurate and proactive intelligence and cryptologic support.

Over 100 officers and crew assigned to the Intelligence function, to include elements of Carrier Strike Group TWELVE, Destroyer Squadron TWO, Carrier Air Wing ONE, and Enterprise. This group of intelligence professionals provided time-critical, focused and actionable intelligence support to the Commander, Enterprise Strike Group during BALTOPS-05, Warfare Commander's Conference, group sail and Maritime Group Inport Training (MGIT). They achieved M-1 intelligence and cryptologic readiness during a highly compressed basic phase training cycle. ENS ██████ and IS3 ██████ tested and operationally evaluated the new Carrier Air Wing-based tactical reconnaissance pod (SHARP) during a 3-month TAD to NAS China Lake, CA.

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Three Intelligence Specialists completed the 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.

CTR1 [REDACTED] and CTM2 [REDACTED] were selected as Enterprise Operations Department Senior and Junior Sailors of the Year, respectively.

Intelligence provided deployed intelligence and cryptologic support to Multi-National Force, Iraq (CTR1 [REDACTED], CTOC [REDACTED]), Commander, U.S. Fifth Fleet (IS3 [REDACTED]), Joint Task Force Horn-of-Africa (IS1 [REDACTED]) and USS Theodore Roosevelt (LTJG [REDACTED]).

The Sailors of the Intelligence function performed superbly throughout 2005 and demonstrated their ability to concurrently support USS Enterprise and global military operations with excellence. Whether in port or at sea, the Enterprise Intelligence function proved to be the fleet benchmark for intelligence readiness.

Meteorological & Oceanographic

OA Division completed 18 percent of its Extended Selected Restricted Availability (ESRA) jobs during the first four months of a 15-month yard period and completed all ESRA work before the first third of the availability elapsed.

In the first quarter of 2005, the division smoothly transitioned to the new Strike Group Oceanography Team (SGOT) detachment paradigm by completing an 81 percent reduction in manning.

OA division then quickly trained for and executed all aspects of carrier operations during ESRA sea trials, Flight Deck Certification, carrier qualifications, CART and group sail. The SGOT detachment integrated expertly into the division for these complex exercises. During the final evaluation Period, OA division produced 585 tailored briefs. This is over twice the normal number for this phase of training.

Naval Integrated Tactical Environmental System (NITES) 2005 was the primary tool used for environmental support by the meteorological function. It was an invaluable asset in providing near instantaneous data and model updates for the forecasters, allowing rapid processing of all TDA requests, and was necessary for timely, accurate air wing and strike group support.

The division focused countless hours towards training, 3-M, DC and safety, resulting in one of the most squared away divisions aboard Enterprise. Our small contingent of three AGs maintained a 100 percent 3-M, DC, and in-rate qualification rate. In addition, the division enjoyed a 33 percent advancement rate despite reductions in advancement and major changes to the rating structure.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Security

Enterprise Security Division began 2005 with a major reorganization in February. Due to COMNAVAIRFOR's restructuring of the security forces onboard aircraft carriers, Enterprise Security Division (formerly G-6) was re-designated OSF Division under the Operations Department. Divided into Inport Security Forces (ISF) and Navy Security Forces (NSF), OSF Division had 192 Sailors assigned, making OSF the fifth largest division onboard Enterprise.

During a hectic and challenging Extended Selected Restricted Availability (ESRA) period in Northrop Grumman Newport News Shipyard from January to October, OSF Division continued to maintain vigilant Anti-Terrorism/Force Protection (AT/FP) watches. During this time, OSF Division continuously patrolled 15 posts totaling over 129,000 hours of watch. To initially qualify and train incoming ISF/NSF Sailors, OSF Division conducted three Security Response Force (Basic) classes, otherwise known as Enterprise's "Force Protection Academy." During these three classes, 60 ISF/NSF Sailors received instruction and earned qualifications on various weaponry (9mm pistol, 12 gauge shotgun, M16 rifle and M60 machine gun), as well as pepper spray and expandable baton qualifications.

From April until December 2005, OSF Division was the subject of numerous inspections designed to test knowledge, application of correct procedures and pre-planned responses and adherence to applicable safety instructions. These inspections included COMNAVAIRLANT/Naval Criminal Investigative Service (NCIS) Security Training Advice and Assistance Team (STAAT) Phases II, III and IV as well as CARRIER STRIKE GROUP 12 and COMSECONDFLT force protection exercises. During each of these evolutions, OSF Division received grades ranging from good to outstanding.

Responsible for law enforcement onboard Enterprise, OSF Division investigated 81 incident reports, maintained security throughout the ship and pier, managed the ship's brig and collected 9,250 urine samples with 131 positive tests in support of the command urinalysis program.

Strike Operations

Until September 2005, Strike Operations coordinated with Northrop Grumman Newport News (NGNN) Shipyard, Supervisor of Ships (SUPSHIP) Newport News, COMNAVAIRLANT, and various other outside agencies to schedule meetings and track the progress of the ship's Extended Selected Restricted Availability (ESRA). Toward the end of the ESRA, Strike Operations became the focal point for coordinating fast cruise, sea trials, and Flight Deck Certification.

After the official end of the shipyard maintenance period, Enterprise commenced preparations for the next deployment by completing Tailored Ship's Training Assessment (TSTA), Final Evaluation Period (FEP), and ENTSTRKGRU group sail. During each event, Strike Operations coordinated all training evolutions, drill sets and flight operations. Besides being concerned with ship wide training, Strike Operations had to train and become proficient at the Air Tasking Order (ATO) production process and the Theater Battle Management Core System (TBMCS). Strike Operations was also responsible for

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

the timely preparation and transmission of the Logistics Request (LOGREQ), Replenishment at Sea Request (RASREQ) and OPREP-5 feeder report messages.

By the end of 2005, all personnel in Strike Operations achieved all required qualifications and experienced 100 percent advancement.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

RELIGIOUS MINISTRIES DEPARTMENT

Religious Ministries Department completed all 14 jobs assigned for the Extended Selected Restricted Availability (ESRA) period. Additionally, RMD added several spaces for usage and upkeep, including Joint Forces Air Control Center (JFACC), the second deck Chaplain office and fan room. Continuing renovations for the library/crew's lounge, computer space and JFAAC allowed an additional 60 new computers from Naval Education Command to be added for crew use. Approval for RMD renovations totaling \$87,714.50 was granted in October 05. The work is to be completed in 2006.

Rehabilitation of the Library Multimedia Resource Center (LMRC), including new computers and reconfiguration was accomplished in 2005. A new deck was installed in the first half of the year and furniture, book shelves, computer equipment installation and security were accomplished in the second half. The library and crew's lounge averaged 562 personnel per day during underway periods.

The Religious Ministries Department also managed 704 American Red Cross (AMCROSS) messages for the command in 2005. Likewise, RMD is responsible for all Navy-Marine Corps Relief Society funds requests from Enterprise crew. Out of 213 total NMCRS requests, they oversaw approval of 192 loans totaling \$150,872 and eight grants totaling \$1,999 - only 13 requests for assistance were declined.

They also take care of life skills training, suicide prevention, and Fleet and Family Service Center (FFSC) awareness during command indoctrination. During safety stand down training, RMD provides valuable stress awareness and coping skills training to all hands.

Underway, RMD offers Roman Catholic, Episcopal Holy Communion, Protestant Worship, and a Gospel service in the ships chapel, Officer's Wardroom and ship's fo'c'sle throughout the week.

RMD saw several personnel movements in 2005:

- RP1 [REDACTED] returned from Individual Augmentation (IA) duty in Afghanistan.
- Chaplain [REDACTED] reported 08 April 05.
- RP2 [REDACTED] detached in July.
- Chaplain [REDACTED] reported onboard in July.
- LCDR [REDACTED] detached in July.
- RP3 [REDACTED] detached in October.
- RP1 [REDACTED] detached in mid-October.
- RPSN [REDACTED] joined RMD from Deck Department.
- ET2 [REDACTED] was appointed as Jewish Lay Leader.
- EMCS [REDACTED] was appointed Latter Day Saints Lay Leader.

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SAFETY DEPARTMENT

In 2005, Enterprise endured an extended Extended Ship's Restrictive Availability (ESRA) at Northrop Grumman Newport News (NGNN) shipyard, CART II, crew and Flight Deck Certifications and Carrier Qualifications. The shipyard and flight deck are well known to be among the most dangerous work sites in the world. Through the strenuous year, Big E sustained no class alpha or bravo related mishaps. COMNAVVAIRLANT confirmed that Enterprise was 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 Enterprise Commanding Officer both putting safety first as the number one 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 - together, the team practiced the principles of operational risk management (ORM), NAVOSH compliance and inspections to create a culture of "safety first" aboard Enterprise.

The 72 members of the Enlisted Safety Committee, along with Safety Department, participated in a series of formal safety inspections. These inspections generated over 437 hazard reports - all of which were quickly corrected, ensuring a safe working and living environment for the crew.

Safety Department maintains a nationally recognized laboratory capable of identifying asbestos-containing material, as well as measuring airborne concentrations. This lab processed over 270 asbestos samples - reducing the cost of outside testing and decreasing the turn around time of results. The lab also processed 87 paint samples for lead. Serving as a centralized location, respirator issue fit-tested and trained 756 personnel on board for respirators.

Safety Department proactively addressed driving and motorcycle safety by establishing the Enterprise traffic safety instruction and aggressive traffic safety program. This program certified two ship's personnel as American Automobile Association (AAA) driving improvement course instructors. The driver improvement instructors held 12 eight-hour Driving improvement classes for over 300 ship's company.

Safety Department also sent two senior chief petty officers to become MSF-certified motorcycle safety course instructors. To date, they have conducted two motorcycle safety classes for more than 24 sailors on Big E, as well as classes on board USS George Washington and USS Dwight D. Eisenhower.

Due to significant changes to OPNAV 5102.1D (mishap investigations), Safety Department established, investigated and tracked 376 mishap reports, including 59 Web Enabled Safety System (WESS) entries that would not have been reported under previous requirements.

Three safety stand downs were held in 2005. Just prior to leaving NGNN a "back in the saddle" safety stand down was conducted. The stand down focused on weapons safety, electrical safety, flight deck safety and mental stress. Prior to the Thanksgiving holiday weekend, a second safety stand down focusing on traffic safety was executed. Prior to the winter holidays, a third safety stand down was organized. This stand down focused on traffic safety, especially accidents related to drinking alcohol and driving and

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featured a Virginia Beach Policeman. Additionally, Enterprise Safety Department hosted a brief on holiday event safety by BMT Designers and Planners.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

SUPPLY DEPARTMENT

Supply Department brought in 2005 in Northrop Grumman Newport News (NGNN) Shipyard, four months into our Extended Selected Restricted Availability (ESRA). Enterprise once again charted new territory by keeping the ship habitable throughout ESRA. All meals, berthings and services remained open as we overhauled sections of the ship forward of frame 92 for combat operations. Of note, the main ship's store was overhauled during this period, providing the crew with a newer, brighter retail outlet.

Throughout the ESRA, Enterprise crew continued to prepare for combat operations through drills and preparing for the Board of Inspection and Survey (INSURV). Supply Department took this time to groom our galleys, fine tune our parts allowances and on-shelf stock and make major improvements in material condition.

After several delays, extending the nine month ESRA period to nearly eleven months, Enterprise departed NGNN in October. After a successful Sea Trials (where Supply Department hosted 250 riders from Northrop Grumman and their contractors), the ship entered port briefly to load Carrier Air Wing ONE (CVW-1) for Tailored Ship's Training Availability and Final Evaluation Problem (TSTA/FEP). Supply Department provided CVW-1 the very best of aviation supply support, keeping aircraft in the air as the command re-certified the flight deck and carrier qualified the pilots of CVW-1. Enterprise also successfully demonstrated our ability to train through numerous General Quarters events. Our food service divisions flexed their muscles, serving 5,200 Sailors four times a day around drills - for nearly 21 hours a day.

A triumphant, although tired, crew returned to homeport just in time for Thanksgiving.

Enterprise once again entered a Restricted Availability (RAV) but this time at Pier 12. As Enterprise entered 2006, the excitement of coming out of the RAV will rise with the anticipation of returning this great ship to sea. Supply Department will be "Ready on Arrival," providing supreme customer service and logistics for Enterprise to succeed during its next deployment and beyond.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

TRAINING DEPARTMENT

The mission of the Training Department is to directly support overall combat readiness through formal and informal professional development. Training activities are designed and intended to improve the individual and team performance by giving our Sailors the knowledge, skills and qualifications needed for mission accomplishment. We intend to help Enterprise Sailors realize their personal and professional potential while providing the best customer service in the fleet.

INDOC Division: School of the Ship

The Indoc Division is a group of select Sailors who were responsible for indoctrinating and acclimating 57 Officers, 60 Chief Petty Officers and 1077 enlisted crew members to shipboard life on Enterprise during 2005. For the "Blue Jacket," an aggressive one-week course provides valuable contact time with area and program experts. New Sailors receive instruction in financial management, anti-terrorism force protection, Morale Welfare And Recreation, educational services, electrical safety, radiological control training, Navy Marine Corps Relief, driver safety, stress/suicide awareness, operational security, warfare qualifications, alcohol awareness, basic 3M, QA, Operational Risk Management, watch-standing principles, life skills, preventive health and Navy Rights And Responsibilities. The Commanding Officer, Executive Officer and Command Master Chief make it a priority to speak with each class and personally welcome them aboard. Upon completion of the "Blue Jacket" course, a formal graduation ceremony is held where each graduate receives a certificate of completion from the Training Officer and has an Enterprise ball cap placed on them by their division chief petty officer.

Due to the presumed experience of senior enlisted members and the officers newly assigned to Enterprise, a "Khaki Indoc" class is presented at a much faster pace - normally in two days. We include instruction on watch-standing principles, alcohol awareness, crime prevention, radiological control training, Operational Risk Management, Leadership Council, DC academy and Relational Administration (RADM) database training.

TAD Division

The TAD Division annually processes over 4,000 travel requests and is responsible for generating all cost, no-cost TAD, non-activity and NATO orders for the ship's crew. Orders are prepared for emergency leave, schools, beach detachments, force protection, Home Area Recruiting Program (HARP) duty, Blue Jacket HARP Duty, Navy Leadership Continuum Courses, fire fighting schools, TAP classes and all other official travel. Additionally, the TAD Office is responsible for processing and liquidating travel claims, administering the Navy's Travel Card Program and managing the ship's \$1.5 million dollar annual Temporary Assignment Duty, Training and Readiness (TADTAR) budget.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Training Division: Ship-Wide Training Program

Training Division organizes and integrates command wide drills, exercises and training events into the daily schedule. This attention ensures Enterprise remains proficient in all combat mission areas. To accomplish this vital and challenging task the Training Officer serves as the Integrated Training Team (ITT) Facilitator. The ITT Facilitator works closely with the Damage Control Training Team (DCTT), Combat Systems Training Team (CSTT), Air Department Training Team (ADTT), Seamanship and Navigation Training Team (SNTT), Propulsion Plant Training Team (PPTT), Force Protection Training Team (FPTT), Medical Training Team (MTT) and Weapons Training Team (WTT) to ensure all the training teams work together to the benefit of all. A proactive and integrated approach ensures the ship maintains the highest level of training readiness. This mission has become even more critical with the advent of new Fleet Response Training Plan (FRTTP) requirements. The division also maintains departmental inputs to the long range training plan. The Department and Division Training Officers (DTOs) and Training Petty Officers (TPOs) implement and monitor this all hands program.

Training Division helps the ship manage the myriad of school quotas. TPOs attend monthly classes on proper procedures for quota requests and classroom management. 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 ship-wide qualifications and training are up to date.

UNCLASSIFIED

Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

WEAPONS DEPARTMENT

Enterprise's Weapons Department stores, maintains and issues ordnance for the embarked air wing and ship's defense teams. The Weapons Officer (Gun Boss), with the assistance of the Ordnance Handling Officer (OHO), leads over 250 Sailors in the requisition, receipt, stowage, assembly and issue of all ordnance for ship defense and for embarked air wing aircraft and the maintenance of small arms to support Enterprise's law enforcement and Anti-Terrorism/Force Protection (AT/FP) watch teams. These tasks require the efforts of well trained, professional and highly motivated men and women of Enterprise's Weapons Department. In 2005, Weapons contributed significantly to Enterprise during the Extended Selected Restricted Availability (ESRA) by refurbishing 34 weapons magazines, 13 elevators, installing two universal decks and rehabilitating 85 work center spaces, all at an estimated cost savings of \$3.4 million. The ESRA effort saw Weapons Department personnel complete 591 Consolidated Ship Maintenance Plan (CSMP) jobs expending a total of over 55,000 man-hours.

After departing Northrop Grumman Newport News shipyard in October 2005, Weapons Department immediately commenced operational preparations to support prompt and sustained combat operations from the sea. Weapons Department conducted two major at sea ordnance onloads consisting of 3.4 million pounds of munitions during Tailored Ship's Training Availability/Final Evaluation Period (TSTA/FEP). Weapons Department also completed the Conventional Ordnance Safety Review (COSR) Phase I, 12-15 July 05; Phase II, 22-25 October 05; Magazine Sprinkler System Inspection (MSSI); and Torpedo Readiness Assessment (TRA) 5-8 Dec 05; receiving grades of outstanding in all areas. Following TSTA/FEP, Weapons Department conducted two additional pierside onloads adding an additional 21 tons of live and inert ordnance, increasing the total munitions received to 3.53 million pounds from 1632 lifts and maximizing the combat readiness of Enterprise as the ship earned emergency surge certification.

G-1 Division (Flight Deck/Hangar Deck)

From January to December 2005, the G-1 team surpassed all goals in preparation for the upcoming compressed IDTC and overseas deployment through vigorous ordnance reviews, surveys and assessments. Successful completion of the COSR Phase I and II, an Aviation Maintenance Management Team (AMMT) assist, and the Naval Safety Center Survey were testaments of the long hours spent training and preparing assets during two ship's availability periods. No major discrepancies were noted in any of the inspections.

During the ESRA, the flight deck work center completed 676 required maintenance actions and rehabilitated 43 divisional and embarked air wing spaces. They also repaired structural damage to three bomb jettison ramps, reinstalled eight newly-refurbished Para-flare jettison lockers, and one Cartridge Activated Device (CAD) locker. Major ship upgrades were also completed in two sonobuoy stowage spaces and the incorporation of a modernized F/A-18E/F Airborne Countermeasure (ACM) magazine complex, increasing Enterprise's combat readiness. The hangar deck work center completed the installation of an upgraded Nitrogen Purifying Unit (PFU), increasing Enterprise's capability to service the new F/A-18 E/F weapons system.

UNCLASSIFIED

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

The Armament Weapons Support Equipment (AWSE) work center completely reworked 2,640 pieces of IMRL gear. They also conducted a complete rebaseline of all AWSE following an item-by-item sight inventory resulting in a 99.2 percent accuracy rate with AIMD and COMNAVAIRLANT inventories. They also completed 285 technical directive driven upgrades on long draw bars, AERO 39 nitrogen carts and ADU 488 wing and fin boxes. Additionally, the team conducted preservation on over 400 items. The forklift work center renovated and weight tested 24 Raymond EE forklifts, repaired 15 pallet jacks, and completed 225 scheduled and unscheduled repairs. They also completed planned maintenance on over 60 items of ordnance handling equipment based off of the consolidated shipboard allowance lists. The damage control work center completed 191 required maintenance tasks and corrected over 100 discrepancies in preparation for INSURV.

During the underway periods following ESRA, G-1 Division personnel played a critical role in Enterprise successfully completing TSTA/FEP and gaining emergency surge certification. During two underway munitions onloads, which totaled 1258 lifts, the division safely and efficiently received, documented and stored 715 lifts of precision and non-precision munitions that arrived via vertical replenishment (VERTREP).

G-2 Division (Armory)

G-2 Division is a diverse group of Sailors comprised of Gunner's Mate (GM), Torpedoman (TM) and Aviation Ordnanceman (AO) 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 and qualifications of small arms weapons, torpedoes, and the upkeep of 41 magazine sprinkler systems.

The superior leadership, technical expertise and extraordinary effort of G2 Division led to the successful completion of the Magazine Sprinkler System Inspection (MSSI) conducted by Mid-Atlantic Region Maintenance Center (MARMC) yielding outstanding grades and certification of all magazine sprinkler systems onboard as ready to accept ordnance. These outstanding results were attributed to a sustained effort by G-2 division during ESRA, and included the complex repair of valves and transmission lines on several of the dry type weapons magazine sprinkler systems onboard Enterprise.

In 2005, G-2 displayed superior sustained performance and outstanding attention to detail during the COMNAVAIRLANT Torpedo Readiness Assessment (TRA). G-2 ensured department success by demonstrating the ability to proficiently band, de-band and conduct several other operations involved with Light Weight Torpedoes (LWT).

This assessment directly contributed to Weapons Department earning 4.6 out of a possible 5.0 points towards regaining the Weapons Black "W" for battle efficiency. The Small Arms Weapons & Magazine Sprinkler Systems work center completed 463 required maintenance checks and qualified 14 maintenance personnel. The Torpedo and Aircraft Launch Accessories work center completed over 43 torpedo maintenance checks, qualified five maintenance personnel and conducted training for nine weapons personnel in the proper operation of torpedo aircraft assembly, disassembly, launch presets and OTTO Fuel II

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casualty procedures. The Damage Control work center performed over 332 maintenance actions and qualified five personnel, improving the material readiness of ten .50 caliber gun mounts, 12 ready service lockers and 17 divisional and embarked air wing spaces.

G-2 is also responsible for Enterprise's small arms qualification program. During 2005, comprehensive classroom instruction and safe and efficient range management was provided for all AT/FP watch standers utilizing small arms and crew-served weapons such as the 9MM pistol, 12 gauge shotgun, M14 rifle, M16 and M60 machine guns. As a result, G-2 division safely expended over 67,000 rounds of small arms ammunition, qualifying 356 sailors for security and AT/FP watch stations. 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)

G-3 division is made up of AOs who work in the ship's magazines, they are known as the "Mag-Rats" of Enterprise. During the extensive ESRA of 2005, while preparing for prompt and sustained combat operations at sea, the G-3 "Mag-Rats" refurbished 35 magazine spaces and 20 divisional and embarked air wing work spaces. The "Mag-Rats" worked tirelessly - lagging, tiling and meticulously painting all assigned spaces. They were also tasked with reconditioning numerous damage control fittings in preparation for the Aviation Ordnance Readiness Review (AORR) and COSR Phases 1 and 2. During the three thorough inspections of the ammunition handling spaces, the inspectors were impressed with the outstanding material condition of the spaces and equipment, awarding the "Mag-Rats" with a combined score from COSR I and II of 97 percent. Through outstanding teamwork and coordination, the "Mag-Rats" returned Enterprise Weapons Department to a position of prominence as compared to other east and west coast aircraft carriers.

Not only did G-3 establish combat readiness materially in preparation for the anticipated critical inspections, they also emphasized training the old as well as the new "Mag-Rats" in preparation for the pre-deployment ordnance onload. Personnel were trained in weapons stowage, handling, sentencing and safety. G-3 had a chance to flex and demonstrate their proficiency during the first two major onloads immediately following the ESRA. Due to the unsurpassed training and dedication of G-3 an onload of 1656 tons of munitions and accessories, which was scheduled to take four days was completed in 49 hours. Completing this lengthy stressful evolution, which was comprised of 630 lifts via VERTREP and 543 lifts via CONREP so expeditiously and safely had never been done before in Weapons history.

In addition, to four flawless onloads, G-3 had the opportunity to conduct ordnance building evolutions involving the build up of 130 bombs, the break out of countless missiles, and the break out and build up of 20,000 rounds of 20mm ammunition during the successful completion of TSTA/FEP. G-3 also completed two highly successful weapons detachments to Fallon NV in support of unit and advanced level training for Carrier Air Wing ONE squadrons.

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

Throughout 2005, G-3 accomplished numerous major tasks that directly contributed to Enterprise Strike Group achieving the capability to conduct prompt and sustained combat operations from the sea.

G-4 Division (Weapons Elevators)

G-4 is the most unique of all Weapons divisions in that it is a mixture of mechanics, electricians, and Aviation Ordnanceman. The Weapons Elevators division plays a vital part in the movement of ordnance to and from weapons magazines and the flight deck.

In 2005, G-4 Division performed scheduled and unscheduled maintenance on 13 cargo weapons elevators, eight forklift battery chargers, and completed extensive rehabilitation in 20 divisional and embarked air wing spaces, including 13 elevator trunks ranging from three to seven decks in height. Throughout the first two thirds of the year, G-4 completed an extensive ESRA reducing the Consolidated Ship's Maintenance Program (CSMP) from over 650 jobs pending to less than 60, all while faced with the task of building its workforce from a paltry nine personnel to 28 highly qualified technicians.

G-4 is comprised of two work centers, WG04 and WG44 that completed 389 and 268 planned maintenance actions respectively. From July 2005 to Dec 2005, G-4 assisted the Elevator Support Unit (ESU) in the completion of required operational weight tests on ten of the thirteen weapons elevators. Each weight test required the participation of at least nine elevator operators and averaged 216 man-hours per elevator to complete recertification. The value of months of flawless scheduled maintenance and meticulous repairs by a division of dedicated, motivated sailors was evident during the highly successful pre-deployment ordnance onload. There were zero safety incidents and a minimal loss of production time due to a stellar year by the G-4 weapons elevator upkeep and repair team.

During COSR Phase I and II, G-4 received a perfect grade for its qualification/certification program and overall elevator condition, directly contributing to outstanding grades received by the Weapons Department.

G-5 Division (Aviation Ordnance Control Center)

In 2005, G-5 once again played a major part in ensuring Enterprise's Weapons Department remained ahead of schedule in all facets of weapons operations. Throughout the ESRA, AOCC monitored and tracked all work performed throughout the five divisions. Working with Commander Fleet Forces Command (CFFC), Enterprise's AOCC led the waterfront in weapons excellence by playing a major part in standardizing carrier combat weapons load out. AOCC was responsible for the operational control of all weapons divisions. They coordinated and directed four weapons onloads, ensuring Enterprise was ready on arrival upon successful completion of TSTA/FEP.

Aviation Ordnance Control personnel performed admirably during all phases of TSTA, fully supporting the Carrier Air Group. The highly trained Enterprise ammunition accountants and logisticians ensured all ammunition mission load, ship fill and EOD accounts, consisting of 557 line items with a dollar value in excess of \$215,000,000, were requisitioned, maintained and

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Subj: USS ENTERPRISE -- 2005 COMMAND OPERATIONS REPORT

accounted for to the highest degree of accuracy in support of Enterprise Strike Group's upcoming overseas deployment.

The quality assurance branch performed routine audits throughout the ESRA, ensuring Weapons Department's combat readiness training exceeded Enterprise expectations.