

COMMAND OPERATIONS REPORT

UNITED STATES SHIP ENTERPRISE
(CVN 65)

1 JANUARY - 31 DECEMBER 2009

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Name of Command:
USS Enterprise (CVN-65)

UIC:
03365

Name and Rank of Leadership:

Last:	First:	M.I.:	Rank:	Title:	Inclusive Dates:
Horton	Ron		Captain	CO	Jan 1 - Dec 31
Dixon	John	R.	Captain	XO	Jan 1 - Jun 1
Scholl	Ryan	B.	Captain	XO	Jun 1 - Dec 31
Musso	Dom		MCPO (E-9)	CMC	Jan 1 - Dec 31

Date Assumed Command:
2007 17 05

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, Atlantic

Number of Personnel Assigned:

Officers: 186
Enlisted: 3,109
Civilian: 2

Command Point of Contact:

LCDR [REDACTED]
Public Affairs Officer

Inport: 757-443-7752

NIPR: [REDACTED]@cvn65.navy.mil
SIPR: [REDACTED]@cvn65.navy.smil.mil

Command Mailing Address:

Commanding Officer
USS ENTEPRIRISE (CVN-65)
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Captain Ron Horton
United States Navy
Commanding Officer
USS Enterprise (CVN 65)



Captain Ron Horton was raised in New Suffolk, NY and graduated from Southold High School in 1978. He received his bachelor's degree in 1982 from the United States Naval Academy.

Upon graduation from the Academy, he served as a seamanship and navigation instructor and then began flight training in October 1982. He was designated a naval aviator in September 1984 and in March 1985, Captain Horton reported to VA-128, in Whidbey Island, WA to train in the A-6E Intruder.

In November 1985, he reported to the "Eagles" of VA-115 aboard USS MIDWAY (CV 41), forward deployed to Yokosuka, Japan. During his Far East tour, he completed two deployments including a deployment to the Indian Ocean where he participated in Operation EARNEST WILL, escorting Kuwaiti flagged tankers through the Strait of Hormuz. During his tour he served in a variety operational, safety, maintenance, and administrative billets. In 1988, Captain Horton was selected as VA-115 Pilot of the Year.

In May 1989, Captain Horton returned to VA-128 as an instructor pilot and LSO. During his tour he served as the Carrier Qualification Phase head and was selected as the Commander, Medium Attack Electronic Wing, Pacific Instructor Pilot of the Year. In October 1991, Captain Horton moved to San Diego, Calif., and reported to the staff of Commander, Carrier Air Wing FOURTEEN attached to USS CARL VINSON (CVN 70) and served as staff LSO, safety officer, and assistant operations officer.

In April 1993, Captain Horton was selected to transition to the F/A-18 Hornet and completed initial training in the Hornet at VFA-125 in Lemoore, Calif. He then reported to the "Blue Diamonds" of VFA-146 for his department head tour. During this tour he served as operations officer, maintenance officer, and administrative officer. While serving with VFA-146, he completed a deployment on board USS NIMITZ (CVN 68) to the Arabian Gulf and participated in Operation SOUTHERN WATCH as well as contingency operations in support of Taiwan's first democratic elections. In August 1996, Captain Horton received orders to U.S. Space Command in Colorado Springs, Colo., where he served as the aide-de-camp to Commander, U.S. Space Command/NORAD/Air Force Space Command until July 1998.

In December 1998, Captain Horton returned to the Far East and reported to the "World Famous Golden Dragons" of VFA-192 as its executive officer. Captain Horton took command of the "World Famous Golden Dragons" in December 1999 and commanded the squadron until February 2001. During his command tour, VFA-192 was awarded the 2000 Michael J. Estocin Award, 2000 COMNAVAIRPAC Battle "E" and Safety "S," and the COMPACFLT "Retention Excellence" Award.

In September 2000, Captain Horton was selected for major command at sea and began nuclear power training in May 2001. Upon completion of nuclear power training he reported to USS ABRAHAM LINCOLN (CVN 72) as its executive officer from January 2003 to September 2004. During this tour he participated in Operation IRAQI FREEDOM and hosted the President of the United States.

In December 2004, Captain Horton returned to the Far East and took command of USS Juneau (LPD 10) as a part of Amphibious Forces Seventh Fleet homeported in Sasebo, Japan. During his tour, he participated in Operation Iraqi Freedom, Enduring Freedom, and Enduring Freedom-Philippines.

Captain Horton has accumulated more than 3,700 flight hours including more than 3,400 in tactical jet aircraft and over 750 carrier arrested landings. His awards include two Legions of Merit, the Defense Meritorious Service Medal, two Meritorious Service Medals, two Strike/Flight Air Medals, four Navy Commendation Medals, two Navy Achievement Medals and various unit and service awards.

Captain Ryan B. Scholl
United States Navy
Executive Officer
USS Enterprise (CVN 65)



Captain Ryan B. Scholl, a native of Beltsville, Maryland, attended Princeton University where he played varsity football and majored in Electronic Materials and Devices. He graduated in 1987 with a Bachelor of Science Degree in Electrical Engineering and Computer Science. He received his commission as an Ensign from Aviation Officer Candidate School earning the Distinguished Naval Graduate. After he was designated a Naval Aviator in February 1990, Captain Scholl reported to VA-122 in NAS Lemoore, California for A-7E replacement pilot training.

In September 1990, Captain Scholl was assigned to the "Gunslingers" of VA-105 at Cecil Field, Fla. and soon thereafter transitioned to the F/A-18. Captain Scholl made one Mediterranean deployment in VFA-105 aboard USS KENNEDY (CV 67). Captain Scholl was awarded the 1993 Carrier Air Wing Three Pilot of the Year and won the 1993 M. Scott Speicher Award for ordnance delivery precision. In July of 1994, he was selected to the Navy Flight Demonstration Squadron to serve as a demonstration pilot. Captain Scholl was the Narrator, Opposing Solo Pilot, and Lead Solo Pilot in his three seasons with the Blue Angels.

Following this assignment, Captain Scholl reported to the "Rampagers" of VFA-83 in March 1998 for his department head tour and made two Mediterranean/Arabian Gulf deployments aboard USS EISENHOWER (CVN 69) and USS WASHINGTON (CVN 73). Captain Scholl was awarded the 2000 CSFWL Mike Longhardt Leadership Award. In March 2001, he reported to the Navy War College in Newport, Rhode Island, and graduated "with distinction" earning a Master of Arts Degree in Strategic Studies one year later. Captain Scholl subsequently attended the Joint Forces Staff College in Norfolk, Va.

Captain Scholl reported to VFA-81 as Executive Officer in April 2003, and assumed command of the "Sunliners" on 2 September 2004. During his tenure in command of VFA-81, the squadron earned the Secretary of Defense Phoenix Award for Maintenance Excellence (Small Command), the Captain, Naval Air Forces, Atlantic Fleet Battle "E" Award for the top Fighter/Attack squadron on the East Coast, the McClusky Award for the top Attack squadron in the US Navy, and the Estocin Award as the top Fighter/Attack squadron in the U. S. Navy. Captain Scholl's change of command ceremony was on 16 December 2005.

In November 2005, Captain Scholl was selected for Nuclear Aircraft Carrier pipeline and was subsequently selected for command of the Joint Provincial Reconstruction Team (PRT), Asadabad, Afghanistan. After standing up and organizing this new unit, these 35 Sailors and 70 Soldiers completed training and deployed in April 2006. His PRT conducted hundreds of construction, governance and humanitarian assistance missions in Kunar and Nuristan provinces. Captain Scholl's transfer of command ceremony of this ground combat unit in Kunar Province Afghanistan was conducted on 19 April 2007. Following his IA tour he completed the Nuclear Power Training pipeline and reported as Executive Officer of USS ENTERPRISE in June 2009.

Captain Scholl's personal decorations include the Bronze Star, three Meritorious Service Medals, two Strike/Flight Air Medals, three Navy and Marine Corps Commendation Medals, three Navy and Marine Corps Achievement Medals and various unit, campaign and service ribbons. He has accumulated over 4200 tactical jet flight hours and 734 carrier landings.

Command Master Chief (Aviation Warfare/Surface Warfare)
Dominic A. Musso
USS ENTERPRISE (CVN-65)



Command Master Chief Musso is a native of Baton Rouge, La. He graduated from Robert E. Lee Senior High School in May 1978 and joined the Navy in August 1982. After completing basic training at Recruit Training Command Great Lakes, Ill., he reported to Groton, Connecticut for basic enlisted submarine school. After submarine school, his first assignment was aboard the ballistic missile submarine USS GEORGE C. MARSHALL (SSBN 654). While onboard, he participated in the striker program and became an Interior Communications Electrician. He served onboard USS GEORGE C. MARSHALL until January 1985.

Master Chief Musso's next assignment was at the Naval Submarine Support Facility (NSSF) in Groton, Conn. He completed his shore tour there in 1986 and selected orders to the Pre-commissioning Unit Mobile Bay in Pascagoula, Miss. He commissioned the Aegis Guided Missile Cruiser USS MOBILE BAY (CG 53) in February 1987 and was stationed in Mayport, Fla. After a short time in Florida, USS MOBILE BAY shifted homeports to Yokosuka, Japan. Master Chief Musso deployed in support of Operations Desert Shield and Desert Storm. While onboard, he earned his designation as an Enlisted Surface Warfare Specialist (ESWS) and was selected as USS MOBILE BAY's Sailor of the Year in 1991. He completed a 5 ½ year tour onboard MOBILE BAY in June 1992 and selected orders to Navy Recruiting District (NRD) New Orleans.

In August 1992, he reported to Navy Recruiting District (NRD) New Orleans for his shore tour. While there, he was selected as NRD New Orleans' Sailor of the Year in 1993 and was selected for promotion to Chief Petty Officer in 1994. He completed his tour in August 1996 and selected orders to USS BLUE RIDGE (LCC 19) in Yokosuka, Japan. He

served aboard BLUE RIDGE from 1996 to 1998. While onboard, he earned his Engineering Officer of the Watch (EOOW) qualification.

In November 1998, he selected orders to Service School Command (SSC) Great Lakes, Illinois for instructor duty. In April of 1999, he was selected for promotion to Senior Chief Petty Officer. While at Service School Command, he earned his Master Training Specialist designation and served as Electrician's Mate/Interior Communications Electrician "A" School Branch Head.

Following his tour at SSC Great Lakes, Master Chief Musso attended the Navy Senior Enlisted Academy, (Class 102 Khaki), in Newport, R.I. He graduated with honors and earned the Peter Tomich Distinguished Graduate Award. From there, he reported to the multipurpose amphibious assault ship USS WASP (LHD 1) in August 2002. In April 2003, he was selected for promotion to master chief petty officer. In June 2004, while deployed in support of the Global War on Terrorism, he became the acting command master chief onboard USS WASP. He served as acting CMC until November 2004 and earned his designation as an Enlisted Aviation Warfare Specialist (EAWS).

In February of 2005, Master Chief Musso was accepted into the Command Master Chief Program and in May 2005, he volunteered to fill a gapped command master chief billet onboard USS OAK HILL (LSD 51). He served as CMC onboard OAK HILL until September 2005. In November 2005, he graduated from the CMC/COB course in Newport, R.I. and reported to USS PORTER (DDG 78) for his initial tour as a command master chief.

Master Chief Musso served onboard USS PORTER from November 2005 to September 2008. While onboard, he completed two deployments, one to the Black Sea region in support of Theater Security Operation and the other in support of Anti Piracy Operations in the Indian Ocean. In July 2008, Master Chief Musso was selected as the next command master chief of USS ENTERPRISE (CVN 65).

Command Master Chief Musso's personal awards include the Navy and Marine Corps Commendation Medal (three awards), Navy and Marine Corps Achievement Medal (three awards), Good Conduct Medal (six awards) and various individual and unit commendations.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

During 2009, Enterprise's Aircraft Intermediate Maintenance Department (AIMD) successfully supported USS ENTERPRISE during an Extended Dry-Docking Selective Restricted Availability (EDSRA). Throughout the year AIMD's four division's efforts to bring aviation Maintenance back to life in preparation of sustaining Carrier Air Wing operations has been exemplary. AIMD's proactive approach ensured Enterprise was ready and met all requirements and deadlines for the post EDSRA.

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

Maintenance Administration Division supported the administrative needs of 198 Sailors by meticulously processing and tracking more than 3,783 items of correspondence, 102 awards, managing Personal Qualification Standards (PQS), coordinating 928 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 Chief Petty Officer.

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 more than 4,400 items and 20,246 hours of aviation support equipment during EDSRA.

Quality Assurance (QA) Division's primary goal is to prevent the occurrence of aviation maintenance defects. QA has oversight of 47 Naval Aviation Maintenance Programs (NAMP) encompassing all work centers in AIMD and the Armament Weapons Support Equipment (AWSE) program. QA is comprised of six QA Representatives (QARs), two Collateral Duty Quality Assurance Representatives (CDQARs), two Central Technical Publication Librarians (CTPLs), one Chief, a QA Supervisor and a QA Officer. This group of hand-selected technical experts ensured work center's maintenance actions were accomplished safely. QA performed 56 semi-annual work center audits, 47 annual program audits, 26 CDI monitors and 6 Hydraulic Contamination monitors. Additionally, QA processed 21 CDI packages, 2 CDQAR packages and 4 QAR packages. Throughout the calendar year, QA administered 337 Support Equipment (SE) tests, a total of 288 QAR, CDQAR and CDI tests and process 130 broken tool reports (BTR).

A khaki inspection team within the department conducted 47 program audits along with a follow-up audit performed by the QAR's in preparation for the Aviation Maintenance Inspection (AMI). Although being tasked with supporting other departments on board, and despite heavy involvement with the EDSRA, QA remained on track with its audit schedule and AMI preparations.

IM2: General Aviation Maintenance Division (Airframes, Jet Shop and Aviation Life Support Systems)

In 2009, the Power Plants accomplished a major IMRL wall-to-wall inventory coming out of EDSRA. They accounted for more than 700 items with no items lost or requiring a survey. Power Plants also stood up the jet engine shop, the Oil Lab and the Test Cell. Power Plants was responsible for the rehabilitation of more than ten spaces, including berthings, heads and squadron work centers.

The Airframes work center flawlessly pressed through EDSRA. All programs were suspended, IMRL gear and benches preserved. "500 Division" embodied team spirit by working together rehabilitating more than 30 division spaces, to include the manufacture and installation of 25 television mounts throughout AIMD and the ship. Airframes division ended 2009 by conducting a complete wall-to-wall inventory and de-preservation of more than 500 pieces of IMRL gear, an accurate inventory of all 17 tool boxes, the reinstating and updating of all divisional programs. With a consistent surge of new personnel checking aboard, Airframes Division continues to train and qualify 33% of their personnel as multi-work center collateral duty inspectors along with maintaining 100% of all basic DC and 3M qualifications.

The Enterprise Paraloft manufactured a vast array of special fabric as well as leather products that were used throughout the ship. Products included: more than 700 nametags, 60 curtains, 250 flight deck uniforms, 36 bench/couch covers, 150 ready room and bridge chairs in support of Light Industrial Facility's (LIFAC) efforts.

IM-3 Avionics/Armament/Calibration Division

Aviation Ordnance Branch performed preservation and de-preservation inspections on 287 items of Aircraft Armament Equipment (AAE) while maintaining a 98.6 Ready-For-Issue (RFI) rate. Aviation Ordnance technicians performed 901 maintenance actions to include acceptance, transfer, integrity, preservation, and de-preservation inspections on a combined 832 items of IMRL, Single Hoisting Ordnance Loading System (SHOLS) and AAE. In addition, a total of 16 Ordnance spaces were completely rehabilitated during EDSRA including new LON seal and non-skid.

The RADAR Branch de-preserved, incorporated 14 Technical Directives and brought back on line five High Power and two Electro-Optical CASS test benches. The RADAR Branch also accounted for more than 1,100 pieces of IMRL equipment, while completing transfer documentation for 250 items. They re-incorporated work center operability within NAMP program guidelines by conducting audits and training on IMRL, Tools, ICRL, and Publications programs within the work center. They brought 250 precision support equipment modules governed by the METCAL program up to speed and back into their proper operating cycles resulting in 100% program compliance and asset availability.

The Electronics Branch de-preserved the Aircraft Engine Component Test Stand (AECTS) and Radar Test Bench Set (RTBS), incorporated 5 tool containers into two shops, completed wall-to-wall IMRL inventory across eight work centers, verified and incorporated 48 technical publications for the AE Branch.

The CASS Branch inventoried 570 IMRL items, 170 Calibration assets and 1,733 Maintenance Assist Modules (MAM's). It completed ships force rehabilitation and restoration work on three work centers and four squadron spaces and took custody and inventoried 168 pubs and set up 12 tool boxes across three work centers. They also de-preserved, tested, and troubleshot 11 avionics test benches and aided with the groom and tune of two brand new CASS stations.

The Automated Test Equipment Branch de-preserved, inventoried and incorporated 11 tool boxes complying with NAMP Tool program guidelines. The Branch completed IMRL inventories covering 400 individual support equipment items while completing Maintenance Assist Modules (MAMs) inventory. It completed ship's force work and work center setup for three shops and six squadron spaces and led the installation LON seal team installing new flooring in 13 shops throughout the division.

AIMD's Field Calibration Facility (FCA) processed 4,308 items achieving a 9.28 percent RFI rate. In total, 4,161 items were calibrated or repaired on board, with only 326 items sent off-station. Calibration laboratory personnel managed A, E, and S inventories (AIMD, Ship's Electronic, Physical/Mechanical) totaling 8,924 items with an average 94% readiness rate. Additionally, the Calibration Lab achieved the lowest calibration readiness overdue rate of all Atlantic Fleet carriers in the management of 8,924 end items. In order to provide better customer service, the Calibration Lab provided invaluable training to 91 calibration petty officers ship-wide on induction and workload procedures, teaching customer calibration partnering and streamlining induction procedures. The division effectively eliminated deficiencies while reducing backlog by 28% and increasing the calibration readiness from 84% to 92%.

IM-4: Support Equipment Division

Support Equipment (SE) Division (IM-4) is comprised of five work centers and is responsible for providing scheduled and unscheduled maintenance on 1,559 items of support equipment, supporting squadron and ship maintenance. The division began 2009 hard at work preparing for upcoming sea trials and the 2010 deployment. The division completed NDI and weight certification requirements for all Aircraft Lifting Slings and Flight Deck Crash and Salvage SE, to include the finger boom, crash basket, forklifts, and Grove Crane. Also in June 2009, the Flight Deck Crash Crane (CVCC), also known as the Tilley, was prepared and inspected for its annual weight test at the Crane Yard at Naval Station Norfolk. Upon completion of the weight test, the Tilley was craned on board on 22 July 2009 and was fully mission capable.

From January to July 2009, IM-4 finished the rework of 52 items of SE, allowing for a smooth transition from Bldg 236 at Portsmouth Naval Shipyard to ENTERPRISE. The 88 items of SE required to complete

Crew and Flight Deck Certifications were moved on board during the latter half of September.

IM-4 Training and Licensing Petty Officer taught 77 classes on Support/Material Handling Equipment to 633 shipboard Sailors and issued 283 Yellow and White licenses, ensuring proficient and safe equipment operations for Crew and Flight Deck Certifications.

The division, utilizing the efforts of 28 superb technicians, spent hundreds of man hours in the rehabilitation of 24 AIMD spaces in preparation CVW-1 move aboard.

AIR DEPARTMENT

V-0 Division - Primary Flight Control and Air Department Administration

As a result of the establishment of a new V-5 Division, the Primary Flight Control and Administrative Division was renamed V-0. This year was a demanding but successful year for V-0. We were able to manage the tasks of providing direct support to Enterprise Strike Group during a challenging Extended Ships Restricted Availability period while continuing with an arduous Extended Dry dock Selected Restricted Availability (EDSRA) period. During this availability period, the division completed the rehabilitation of 17 assigned divisional spaces, including the extensive rehab of Primary Flight Control. Upgrades to Primary included advanced tower communication, overhaul of the control panel and replacement of the exterior windows and heaters.

Additionally, V-0 effectively managed a 90% personnel turnover rate by sending personnel TAD to train and qualifying on various ships. This dedication resulted in the ability to maintain a knowledgeable, experienced crew of Tower Operators and Supervisors and LSO Platform Operators. As the departmental administrative representatives, our experts in the Division were responsible for processing more than 5,000 pieces of correspondence in a timely and accurate manner.

The professionalism of V-0 Division Sailors resulted in three personnel being advanced, one under the Command Advancement Program, and one receiving a Fleet Letter of Commendation. Our sailors have been continually studying and training, preparing themselves for increased leadership and responsibility. This dedication to professional, personal, and technical development directly led to the V-0 division's successful preparation for the upcoming Flight Deck Certification and ultimately adds their contribution to the USS ENTERPRISE mission of Prompt and Sustained Combat Operations At Sea.

V-1 Division - Flight Deck

2009 was a very challenging year for the flight deck crew. With the Big "E" in Northrop Grumman Shipyard, Newport News, Va. the entire year, the flight deck crew overcame all the hurdles of shipyard life in an exceptional manner.

Focusing on flight deck and catwalk rehabilitation and preservation, the flight deck crew was fully engaged all year long. With the Big "E" in dry dock for the first part of the year, the main task was catwalk repair. After Big "E" moved from dry dock to pier side, non-skid went into full swing and so did the V-1 Quality Assurance Team. Approximately 33,000 square feet of catwalk, combing, and VLA paint on the flight deck and island was restored to outstanding material condition of readiness. Maintenance inspections were also conducted on 6,600 pad eyes in order to identify critical shipyard repairs.

Below decks, the flight deck crew was also engaged in the rehabilitation of 56 divisional spaces, including two crew berthing

spaces and several Air Wing spaces. Their effort was instrumental in helping Big "E" meet the crew move aboard date on time.

The training did not stop while in the shipyards. V-1 managed to send Sailors to other aircraft carriers for underway experience. Two deployments and six detachments, as well as Aircraft Crash, Fire, and Rescue Team Trainer, allowed the V-1 Division, Air Department, and USS ENTERPRISE maintain maximum readiness for the impending flight deck certification and work ups for deployment.

V-2 Division - Aircraft Launch and Recovery Equipment

Maintenance and training were the focus of 2009 for Air Department's V-2 Division. After an extended dry dock period, the Sailors were finally able to begin piecing back together the equipment that will ultimately launch and recover aircraft for combat missions overseas. Endless days of grease-covered wrench turning were seamlessly integrated with flight deck drills to ensure these Sailors and their ship would be ready for the challenge to come.

Aviation Boatswain's Mates worked alongside shipyard workers and engineers to begin preparing the catapults and arresting gear equipment for future operations. More than 42,000 man hours combined to accomplish the completion of more than 3,500 planned and corrective maintenance actions. The "Gear Dawgz" re-reeved all five arresting gear engines and overhauled the constant run-out valves, ensuring the function of all five wires to begin November. This was the first step in ensuring operational capability for the equipment of the USS Enterprise's flight deck.

The repairs to catapults three and four were complete in November. After coordinating with the ship's Engineering department for the needed steam, the Shooters and catapult crews were able to practice their skills by completing no-loads. With the waist catapults complete and ready, attention was now focused on the two in the bow. With the assistance of engineers from NAES Lakehurst, the launch valves for cats one and two were removed and replaced. Northrop Grumman finished their work on the catapult tracks and they were once again ready for operation. Testing was scheduled to resume in early 2010.

Along with tremendous efforts on the maintenance schedule, training the sailors how to safely and efficiently operate the equipment continued as well. Numerous flight deck drills kept our Sailors sharp while others deployed on the carriers USS DWIGHT D EISENHOWER, USS THEODORE ROOSEVELT, and USS HARRY S. TRUMAN to gain valuable experience they could bring back to the Enterprise. All of these efforts paid off as V-2 received a score of 'Outstanding' from the AIRLANT Handling Team on their semi-annual inspection.

V-3 Division - Hangar Deck

2009 was a busy year for V-3. The division continued to focus on rehabilitation of the Hangar Bay and all associated spaces in support of an arduous EDSRA period. With more than 10,000 maintenance hours performed in support of EDSRA tasks, more than 65,000 sq ft of Hangar Bay painted, and 54 divisional spaces rehabbed, V-3 supported the mission of the Enterprise by safely and efficiently preparing her and her crew to go back to sea.

A relentless schedule of hangar bay fire drills was enacted to ensure that V-3 division is "ready on arrival" when the Air Wing reports aboard. More importantly, the drills provided the insight, knowledge, and experience for the newest Sailors who have never been to sea. The drills also helped to further their understanding of their rate as ABHs who specialize in moving aircraft and fighting fires.

Additionally, the division took advantage of the numerous at sea periods of other carriers to ramp up qualifications and training. More than 30 in-rate PQS qualifications were achieved by Sailors on detachment to other ships, helping the division achieve manning and readiness levels. More than 50 sailors also received their 3M, basic DC, and other shipboard qualifications.

As Northrop Grumman Shipbuilding wraps up their work on the Big E, the hangar bay deck will have new non-skid in place and rehabilitated aircraft elevators. The division looks forward to 2010 and expects to be quite busy preparing for flight deck certification and the return of Carrier Air Wing One's aircraft to participate in the Global War on Terror.

V-4 Division - Aviation Fuels Division

The year began with V-4 continuing work on an extensive EDSRA work package. The division ensured all identified tank work was completed prior to floating the ship from dry-dock at Northrop Grumman Newport News Shipbuilding and completed the TYCOM QA Assessment with no major discrepancies.

Crew Move Aboard presented significant hurdles for V-4. Required work for plenums and lead abatement were assigned to NGSB for completion. Upon shipyard tasking conclusion, the division put in numerous hours cleaning, tiling and painting the spaces. Following XO inspections in May, the crew moved out of the barracks and into the berthing complex.

After much work and preparation, V-4 began planning for fuel on load. Additional tank work was identified; seawater was found being introduced to the distribution system. Despite the additional work to be completed, we loaded 635,000 gallons of JP-5 in October. This was the first on load of any type in over 2 years for the division. The evolution gave us the opportunity to continue testing JP-5 system integrity, our QA Lab, and our personnel. Many divisional personnel had never participated in an evolution of this type or size. The on load was flawlessly executed with minimal disruption to NGSB operations.

In November, V-4 made additional steps to operational certification. The division began purifying to service tanks forward and aft. After successful testing, we began providing JP-5 to the Emergency Diesel Generators to support Engineering and Reactor Departments.

Despite the ABF rating being designated CREO 3 for all zones, the Aviation Fuels Division had a great year with six personnel advancing

in rate through the Navy Wide Advancement Exam and Command Advancement Program. Despite the 52 percent turnover in personnel, we provided 24 "Grapes" to supplement USS THEODORE ROOSEVELT and USS DWIGHT D. EISENHOWER deployments. We sent personnel underway with USS HARRY S. TRUMAN and USS CARL VINSON to complete in rate qualifications. V-4 additionally provided one ABFC and one ABF2 to Individual Augmentee billets in support of the GWOT. Assisting in these additional roles, divisional personnel completed 474 qualifications ensuring V-4 would be "ready on arrival" for 2010.

V-5 Division - Damage Control

2009 witnessed the establishment of V-5 Division, consolidating the five Air Department damage control workcenters. The division stood up in October of 2009 with the goal of increasing efficiency and enabling the sharing of knowledge, experience, and best practices in damage control maintenance.

The Sailors assigned to V-5 division executed the transition flawlessly and the results immediately validated the decision to create the division. Maintenance performance improved significantly and 426 preventative and corrective maintenance actions were completed by the end of the year. Additionally, the tireless efforts of the twenty-six men and women of V-5 resulted in eight maintenance people, four repair parts petty officers, eleven damage control petty officers and nine craftsmen qualifications in only three months as a division. These qualifications were critical to meeting the persistent requirements of damage control maintenance during the arduous Extended Dry-docking Selected Restricted Availability that ENTERPRISE saw in 2009. The division looks forward to going to sea in 2010 and its first full year as a division.

COMBAT SYSTEMS DEPARTMENT

In 2009 Combat Systems Department continued to execute EDSRA tasking to facilitate an anticipated August delivery. Delays and casualties to various shipboard systems pushed that delivery date into CY 2010, but Combat Systems still executed an aggressive schedule. Completing Combat Systems Light-off and subsequent C5RA they brought systems out of an Inactive Equipment Maintenance (IEM) status and brought the strike capability of this legendary warship back to life.

Identifying more than 450 casualties and discrepancies during a C5RA assessment and grooming period that covered more than 60 different pieces of equipment and systems; Field Service Engineers provided thousands of hours of maintenance and training to S/F technicians resulting in hundreds of corrected discrepancies and hundreds of thousands of dollars in repair parts.

There were several personnel changes in the CSD leadership team during 2009, including the arrival of CDR [REDACTED] [REDACTED] (Combat Systems Officer), LCDR [REDACTED] [REDACTED] (Combat Systems Maintenance Officer), LT [REDACTED] [REDACTED] (Fire Control Officer), LT [REDACTED] [REDACTED] (CS-6 Division Officer), LTJG [REDACTED] [REDACTED] (System Test Officer), LTJG [REDACTED] [REDACTED] (EKMS Manager), ENS [REDACTED] [REDACTED] (CS-5 Division Officer), ENS [REDACTED] [REDACTED] (Communications Officer), CWO2 [REDACTED] [REDACTED] (Radio Officer), and CWO2 [REDACTED] [REDACTED] (CS-9 Division Officer).

Departures included CDR [REDACTED] [REDACTED], LCDR [REDACTED] [REDACTED], LT [REDACTED] [REDACTED], LT [REDACTED] [REDACTED], LT [REDACTED] [REDACTED], LT [REDACTED] [REDACTED], and LTJG [REDACTED] [REDACTED]. CW04 [REDACTED] [REDACTED] and ETC [REDACTED] [REDACTED] transferred to the Fleet Reserve. CWO2 Steve Cornish passed away.

A list of completed installs during the EDSRA include:

- NAVMACS II Software Upgrade to Version 2.3.4 Engineering Change 03 (Ship Change Document 75686)
- NAVSSI SSN-6 GVRC Upgrade Field Change 5 (Ship Change Document 76239)
- JSIPS-N SLEP HW/SW UPGRADE to Version 6.0 (Ship Alteration CVN65 77093K)
- Digital Flux Gate Magnetic Compass Upgrade (Ship Change Document 9377 D)
- SHF AN/WSC-6 Field Change 8 (Ship Change Document 77746)
- ARRS/DS Install (Ship Alteration CVN65 75076D)
- NAVSSI Software Upgrade DCS/RTS (Ship Change Document 72412)
- AN/SPN-46 (Field Change 10, 11, 12) (Ship Change Document 70237, 74002, 74983)
- WSC-8(V) 1 SHF EBEM Modem Install (Ship Alteration CVN65 75500K)
- WSC-6(V) 7 SHF EBEM Modem Install (Ship Alteration CVN65 09459K)

Communication Data Link System Install (Ship Alteration CVN65 09465K)

Video Interface Group (VIG) Install (Ship Alteration CVN65 09470K)

HYDRA System Repair AIRLANT Funding Groom/Install

SCI Networks AN/USQ-148D (V) 2 Hardware Install (Ship Alteration CVN65 73453K)

SCI Networks USQ-148D Software Version 3.1.2.0 Install (Ship Change Document 71121)

CSEL JSRC Workstation Install (Ship Alteration CVN65 73871K)

COMSEC KIV-7M/KIV-19M Install (Ship Alteration CVN65 71728K)

AN/USQ-145(V) Software Upgrade 12.29/10.11/VTC 300 V2.7 (Ship Change Document 71124)

USQ-172(V) Engineering Change 16 CFN WEB SRVR Install (Ship Change Document 75295)

CMP SW VER 4.7.6.0 Upgrade (Ship Change Document 76421)

SMQ-11 Software Upgrade to Version 4.0.5 Engineering Change 03 Increment 3 (Ship Change Document 75825)

AN/USQ-144(V)2 J ADNS LQOSMAN 5.0 Install (Ship Change Document 73832)

AN/USQ-172 GCCS-M GENSER Hardware (Ship Alteration CVN65 09309K)\Software Version 4.0.2 (Ship Change Document 72130) Install.

AN/USQ-172 GCCS-M SCI 4.X Hardware (Ship Alteration CVN65 093109K)\Software Version 4.0 (Ship Change Document 72131) Install.

AN/UMQ-12A RS92 Compatibility Field Change 1 (Field Change 78596)

IESS Software Upgrade to Version 5.3.2.0.06 Engineering Change 2 (Ship Change Document 77640)

Deployable RAPIDS Workstation Refresh (Ship Change Document 77122)

NTCSS, OOMA Upgrade to Version 831-01.05.10 (Ship Change Document 74047)

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

CS-1

Communications Division (CS-1) maintained a 24/7 OPTEMPO throughout an extremely challenging Extended Dry-docking Selective Restricted Availability (EDSRA) that lasted throughout the 2009 calendar year. During this time, CS-1 was responsible for all off-ship connectivity and communications paths, both clear and encrypted, as

well as maintaining proper watchstanding procedures and processing of all NIPR/SIPR Message Traffic and its proper distribution, all in an environment that presented constant challenges to every aspect of communications operations.

CS-1 Communicators trained daily and consistently utilized all opportunities afforded in an arduous shipyard environment. Training consisted of CCC and MITE exercises, utilization of SESEF facilities for verification and training regarding equipment alignment and configuration, emergency communications drills conducted in conjunction with Ship-wide General Quarters Drills, as well as in-house training necessary to keep our Sailors' skills sharp and ready for our next underway.

CS-1 personnel were the primary players in 11 separate installations and/or Ship Alterations, and provided assistance and support for 20 others, while operating at a 50% reduced manning level due to TAD, IA, and Fleet priority fills. Some of the installs and upgrades completed by the Communications division were 02 EBEM, KIV-7 M, VTC-300 software upgrade version 2.7, and DSP version 10.11 within the MD-1324 modems, as well as a complete overhaul of ADNS-H to ADNS-J. Additionally, we transitioned from Gateguard Message Traffic processing, seamlessly decommissioning this antiquated system.

Key personnel changes in Communication division this year were as follows:

- Ensign [REDACTED] relieved LT [REDACTED] as the communications officer.
- CW02 [REDACTED] reported aboard and assumed duty as radio officer.
- IT1 [REDACTED] relieved IT1 [REDACTED] as CS-1 division leading petty officer.
- LT [REDACTED] received his Surface Warfare Officer Qualification.
- 7 CS-1 Personnel supported IA billets in various locations world-wide.
- 3 personnel received their Enlisted Surface Warfare Qualification.
- 16 CS-1 Division personnel advanced to their current rate.

CS-2

Information Assurance division (CS-2) accomplishments included the processing of more than 200 information assurance (IA) vulnerability alerts, 100 IA vulnerability bulletins and 25 computer tasking orders across four separate enclaves, ensuring ENTERPRISE Networks maintained the highest possible state of readiness. The IA staff conducted annual IA training for more than 4,000 Enterprise classified and unclassified network users three months ahead of schedule and took a proactive stance for 2010, achieving initial milestones on 2010 training requirements a full month ahead of the reporting deadline. Most notably, however, Enterprise was the first carrier on the East Coast to acquire an Authorization to Operate (ATO) on both NIPR and SIPR networks, and one of only two Fleet-wide to achieve this accomplishment, due to the hard work of IT1(SW) [REDACTED].

USS ENTERPRISE remains on the cutting edge of IA Work Force initiatives, having achieved 70% security and qualifications for all applicable personnel well ahead of COMNAVAIRLANT's requirements, and maintaining the second highest completion in the claimancy. Due to progressive training programs developed and implemented by CS-2, USS ENTERPRISE has already reached the next milestone of 80%, more than 1.5 months early, and continues to press on towards 100% compliance.

In December 2009, COMCARSTKGRU 12 assessed ENTERPRISE during their biannual EKMS inspection, awarding the highest grade possible, even after an extended EDSRA in which constant EKMS transactions were required to support testing and operation of various systems throughout the ship. The EKMS Vault issued more than 500 pieces of crypto to three local elements and more than 3,000 pieces of keying material was destroyed. Additionally, they conducted training for 600 CMS users for all local elements.

Key personnel changes in Information Assurance division this year were as follows:

- LTJG ██████████ replaced LTJG ██████████ as the division officer.
- ITC(SW) ██████████ replaced ITC ██████████ as the LCPO.
- IT1 ██████████ relieved IT1(SW/AW) ██████████ in EKMS Vault.
- IT1(SW/AW) ██████████, IT1(SW) ██████████, IT1(SW) ██████████, and IT2(SW) ██████████ reenlisted for an additional four years commitment.
- IT2(SW) ██████████ and IT2(SW) ██████████ achieved advancements in rate to Information Systems Technician Second Class.
- IT2(SW) ██████████ earned his Enlisted Surface Warfare Specialist qualification.

CS-3

Like Communications Division above, Network Division (CS-3) maintained 24/7 operations on board USS ENTERPRISE during an arduous EDSRA, keeping all equipment and systems in place aboard ship, a feat few Carriers attempt in an extended ship-yard environment. During this time they provided outstanding service, maintaining 22 servers and nearly 1200 workstations (NIPR & GCCS-M/GENSER & SCI) with a total unexpected downtime of less than two hours collectively over a year's period. Additionally, they completed more than 5,000 trouble calls, logging over 6,500 man hours.

Network Division made large strides in configuration management and baselining LAN equipment and systems through a variety of resources ranging from Program of Record installations and Ship Alterations to in-house expertise in implementing a complete switch groom. This groom was a result of several self-assessed single points of failure in a LAN that includes some components more than 20 years old. With minimal help for SPAWAR, Ship's force was able to correct 7 redundancy issues, restoring baseline operations, and providing 99.8% system availability, simultaneously streamlining Help Desk procedures reducing trouble call turnaround ten-fold.

CS-3 was an integral player in 15 installations and/or alterations and supported almost every other computer-based upgrade or installation that took place on board throughout the entire EDSRA period. This included re-engineering the ISNS/COMPOSE 3.0 upgrade to cover a two-week period with only 3 days of downtime versus the eight week schedule presented by SPAWAR. The upgrade included 22 servers and 1,200 workstations across two separate enclaves. Every crew member had access to personal computers and an Enterprise-unique e-mail account for personal use. During the year more than 6,000,000 e-mails were sent and more than 6,000,000 were received.

Key personnel changes in Communication Division this year were as follows:

- CWO4 [REDACTED] relieved LT [REDACTED] as ADPO.
- ITC [REDACTED] was moved to CSIO Functional LCPO.
- ITC [REDACTED] relieved ITC [REDACTED] as CS-3 LCPO.
- CS-3 had 20 new personnel report aboard; four first class petty officers and 16 E-4 and below.
- 4 CS-3 Personnel supported IA billets in various locations world-wide.
- A total of 11 personnel were advanced in rate.
- One person earned ESWS.

CS-5

Data Systems Division's accomplishments this year consisted of Combat System light-off to include the start-up maintenance for the ACDS Computer/Peripheral and Display suite, BFTT, CV-TSC, ADSI, AIS, ADNS, JSIPS-N, TC2S, GCCS-M, and electronic cooling water systems. They also supported the Combat Systems Readiness Assessment; working side-by-side with technical representatives to identify and troubleshoot all systems. The division also supported grooms to the CV-TSC, BFTT, and ADCS Display Suite systems, assisted with the \$766,000 Xerox contract to upgrade all copiers ship-wide, developed a user-friendly database to track trouble calls and performed maintenance on 87 Xerox copier machines. Finally, they provided necessary personnel and operational equipment to support 14 Overall Combat Systems Operability Tests (OCSOT) and 26 MITE's, and they completed the rehabilitation of the departmental male berthing and heads and the preservation of two air wing spaces and three divisional spaces.

The personnel changes in Data Systems division this year were as follows:

- Ensign [REDACTED] relieved LT [REDACTED]
- FFC [REDACTED] replaced ETC [REDACTED]
- Five personnel from CS-5 were advanced in-rate
- Six personnel enrolled in NCPACE courses
- Two personnel re-enlisted
- CS-5 had eight personnel report to the division; one first class petty officer and six E-4 and below

Radar and Navigation Divisions completed numerous ICAV events including Combat Systems Light-Off, Combat Systems Alignment, C5RA, SNAIAS, TMDE Assessment, AIRLANT 3M Assist Visit, Precision Aircraft Landing System (PALS)CAT I, and Crew Cert Phase III.

They also resolved 168 casualties to USS ENTERPRISE's radar and navigation systems and completed 943 EDSRA taskings.

A detailed list of the Division's maintenance accomplishments include:

- Installed AN/SPN-41 Elevation and Azimuth Radomes
- Installed AN/SPN-41 Elevation and Azimuth Antennas and Pedestals.
- AN/SPN-46(V)3 FC10.
- NAVSSI upgrade.
- Overhauled AN/SPS-49 Cooling Pumps.
- Installed SABDS and VMS.
- Replaced AN/SPS-49 Antenna Array and Elevation Drive Assembly.
- Installed 7 AS-177 IFF antennas.
- Replaced AN/SPN-43, AN/SPS-49 and AN/SPS-48 IFF antennas.
- Replaced AN/SPS-64 Magnetron and Electron tube.
- Replaced main IF converter for the AN/SPS-49.
- Replaced 4 AN/SPA-25Gs.
- Installed 3 AN/UPX-37 Power Supply.
- Replaced and rewired Lee helm monitor.
- Replaced AN/SPN-43 Pinion Gear O-ring.
- Replaced Fault Isolator card for the AN/SPN-43.
- Replaced Pre-trigger circuit card for An/SPN-41 twice
- Replaced Power Supply in Unit 17 for AN/SPN-46.
- Replaced Unit 15 Touch Panel for AN/SPN-46.
- Replaced Vertical Deflection Amp in Operator Console for AN/SPN-46.
- Replaced AN/SPN-41 Elevation Drive Gear Box.
- Replaced AN/SPN-41 Elevation Antenna Drive Amp.
- Replaced The VME board, Digital to Synchro Converter and Serial Comms Channel card in Unit 8 for the An/SPN-46.
- Replaced two WSN-7 IMUs (NAV 1 and NAV 2)
- Replaced Meridian Gyro for the MK-19.
- Replace 10 Alignment Outlet Boxes.
- Replace two Fuse Junction Boxes.
- Refurbished 28 Alignment Outlet Boxes (AOB).
- Removed and Installed 30 AOB pigtails.
- Repaired the AN/SRC-40 Remote.
- Refurbished Ship's Main Mast.
- AN/SMQ-11 upgrade.
- Mini Rawin system upgrade.
- Replaced 8 UPS for NITES 2000 System.
- Repaired and rewired 12 separate Gyrocompass repeaters.

- Replaced packing for Sea Vale.
- Repaired the Gear Box used to raise and lower the Pitsword.
- Repaired three Sync Amps.

In 2010 CS-6 had one person selected for the STA-21 program, one person selected for CPO, five were advanced to PO2 and three advanced to PO3. Additionally, we had one person pass his board and qualify for Combat System Officer of the Watch, and 10 personnel continued to advance their personal development through participation in college courses.

CS-7

Weapon Systems division this year completed the overhaul of two NATO Sea Sparrow Guided Missile Launching Systems to include four directors and two launchers and they overhauled two SPS-48E coolant pumps and two Close-In Weapon Systems coolant systems. They also replaced two Close-In Weapon System gun mounts to include all electronics and four RADARs.

Additionally, they repaired 37 major system casualties subsequent to bringing six weapon systems and two RADARs out of Inactive Equipment Maintenance, conducted 399 man hours of qualification/certification training in preparation for safe uploading and downloading of 42 MK 116 Rolling Airframe Missiles and 16 NATO Sea Sparrow Missiles and facilitated the 2M Repair of 12 electronic components producing a savings to the Navy of \$179,000.

This year Weapons Systems division re-enlisted five Sailors on active duty, retaining the corporate knowledge base and building the future Navy. Also notable was the advancement of five of nine eligible personnel, 47% above the Navy's average. This year they also qualified six personnel in ESWS and one person in EAWS.

CS-9

Communications Maintenance Division's accomplishments this year included the completion of 100 Micro-Miniature (2M) jobs. Dedicating more than 520 man hours they averted/corrected 10 potential CASREPs with a cost avoidance of \$160,092.20. The HYDRA system was scrupulously maintained with an up time of 100%, delivering more than 3,000,000 calls resulting in more than 9,000 hours of system use by end users.

They completed the installation and SOVT of CDLS and VIG (replacing CHBDL); removed, refurbished, and installed 24 communications antennas; preserved and painted six ATG sponsons, both EHF platforms, WSC-8 and SEATEL sponsons; accomplished an HFRG system groom identifying and replacing 40 CCAs and repairing 22 units; and replaced all six Antenna Tilt Group units.

Additionally, they completed the upgrade and groom of the HYDRA system, improving 35 base stations and replacing RTLs throughout the ship; more than 500 trouble calls to support sustained communications in support of EDSRA; the upgrade and replacement of 48 23TV monitors and associated RCPs; the installation of AN/WSC-6 and AN/WSC-8 EBEMs; and the repair and groom of the SEATEL, TV-DTS and Stenophone systems.

Lastly, they installed more than 4,000 feet of new phone cable, completed 5,000 telephone and cable trouble calls, and ran more than 3,000 feet of new SITE TV cable.

DECK DEPARTMENT

Enterprise's Deck Department has a longstanding tradition of excellence. Throughout 2009, the department continued that tradition.

During Enterprise's 2008 Extended EDSRA, Deck Department continued the preservation of freeboard and internal spaces.

First Division refurbished both port and starboard anchors to include a successful weight test. Additionally, as the ship prepared for future underway operations they prepared and conducted PMS on more than 4,000 abandon ship life preservers.

Second and Third divisions contributed to the success of readiness as Second Division re-assembled all Underway Replenishment stations. Third Division continued their contributions as they took receipt of two new RHIB boats and shortly after that conducted a Search and Rescue Certification which was infraction-free and provided Enterprise with two years of certification.

Deck Department established ship-wide prominence through its renowned EDSRA paint team. The team enhanced the appearance of Enterprise by painting out more than 445 spaces.

The accomplishments of the department are a direct result of the hard work and dedication of the best Sailors in the fleet. The department re-enlisted 7 Sailors and received the Gold Anchor for exceeding retention goals.

The most significant departmental accomplishment of 2009 was six deck Seamen became third class petty officers of the most storied rate in our Navy -- Boatswain Mate.

DENTAL DEPARTMENT

The Dental Department continued to ensure dental readiness while optimizing dental health during the current EDSRA. Operational Dental Readiness (ODR) attained and surpassed 95%, treating more than 9,000 ship's company patients at Norfolk Naval Ship Yard (NNSY) clinic, on board APL-61 in Northrop Grumman Shipbuilding (NGSB), at Naval Medical Center, Portsmouth (NMCP), and aboard USS ENTERPRISE.

JANUARY 2009:

Hospital Corpsman Chief [REDACTED] [REDACTED] reported on board for duty. Additional gains included advanced dental laboratory technician HM2 [REDACTED] [REDACTED] and basic dental laboratory technician HM3 [REDACTED] [REDACTED]. 3M Force Revision 1-09 was instituted. Command ODR was 95.58%.

FEBRUARY 2009:

Hospital Corpsman 3rd Class [REDACTED] [REDACTED] and LCDR [REDACTED] [REDACTED] transferred to NMCP. Command ODR was 96.02%.

MARCH 2009:

NGSB completed dental fan room (2-99-3-Q) reconfiguration drawings and began scope of work determination. Digital Dental Imaging (DDI) was approved for installation. Command ODR was 96.14%.

APRIL 2009:

Installation of PRC decking completed in the Dental Department spaces aboard USS ENTERPRISE. Hospital Corpsman [REDACTED] [REDACTED] transferred to Naval Health Clinic, Great Lakes. Hospitalman [REDACTED] [REDACTED] transferred to Naval Hospital, Jacksonville, FL. 3M Force Revision 2-09 was instituted. Command ODR was 95.94%.

MAY 2009:

Replacement Dental Delivery System units were delivered and planning for subsequent removal of outdated units began. Hospital Corpsman 2nd Class [REDACTED] [REDACTED] reported aboard for duty as the department dental hygienist. Command ODR attained the highest level in more than three years, 97.45%.

JUNE 2009:

March 2009 advancement results were released with Hospital Corpsman 2nd Class [REDACTED] [REDACTED] selected for advancement to Hospital Corpsman First Class; Hospital Corpsman 3rd Class [REDACTED] [REDACTED] was advanced to Hospital Corpsman 2nd Class; and Hospitalman [REDACTED] [REDACTED] and [REDACTED] [REDACTED] were advanced to Hospital Corpsman 3rd Class. Hospital Corpsman Chief [REDACTED] [REDACTED] attended Command Career Counselor School in Norfolk, VA and assumed duties as the Medical and Dental Departmental career counselor. Command ODR was 97.39%.

JULY 2009:

CAPT Richard D. Rupperecht reported aboard and relieved LCDR [REDACTED] [REDACTED] as Dental Department Oral and Maxillofacial Surgeon. LCDR [REDACTED] [REDACTED] was awarded the Navy & Marine Corps Commendation Medal for exceptional performance and transferred to Naval Medical Center, Portsmouth. LT [REDACTED] [REDACTED] reported aboard for duty as the Dental Department Comprehensive Dentist. Chief Hospital Corpsman (SW/AW) [REDACTED] [REDACTED] was awarded the Navy & Marine Corps Achievement Medal for superior

performance and transferred to Naval Medical Clinic, Patuxent River, Maryland. Installation of Digital Dental Imaging was completed by QED Systems, Inc. Initial operator training for Dental Department staff was provided by software manufacturer representatives, Apteryx, Practiceworks, and hardware manufacturer, Kodak Imaging. The Dental Department completed transfer of equipment and supplies from APL-61 to USS ENTERPRISE and began limited dental care aboard the ship. 3M Force Revision 3-09 was instituted. Command ODR was 95.14%.

AUGUST 2009:

Installation of upgraded Dental Delivery Systems in the Dental Department was completed by command Biomedical Equipment Technicians and ship's force. Hospitalman (SW) [REDACTED] [REDACTED] transferred to Naval Medical Center, Portsmouth (NMCP).

SEPTEMBER 2009:

Installation of overboard venting of the VACUSTAR hydromizer unit vapor from compartment 2-99-3-Q was completed by Northrop Grumman Shipbuilding (NNSB). Operations ashore at Norfolk Naval Shipyard were ended and routine clinical operations were re-established aboard USS ENTERPRISE. Command ODR was 95.60%.

OCTOBER 2009:

Hospital Corpsman 1st Class (SW/AW) [REDACTED] [REDACTED] reported for duty as the Oral and Maxillofacial Surgery technician and Department Leading Petty Officer. Hospital Corpsman 3rd Class (SW) [REDACTED] [REDACTED] represented the Dental Department for 4th QTR FY 2009 Junior Sailor of the Quarter. 3M Force Revision 4-09 was instituted. Command ODR was 97.43%.

NOVEMBER 2009:

The Dental Department successfully completed the Dental Assist Visit (DAV) evaluation by AIRLANT representatives, achieving a grade of 96%/C-1 (Fully Ready). The Dental Department completed the Command 3M assessment, attaining a score of 98%. Command ODR was 97.30%.

DECEMBER 2009:

Hospital Corpsman 2nd Class (SW/AW) [REDACTED] [REDACTED] was selected for advancement to Hospital Corpsman 1st Class under the Command Advancement Program. Chief Hospital Corpsman [REDACTED] [REDACTED] successfully completed all requirements and was awarded the Enlisted Surface Warfare Specialist qualification. Hospital Corpsman (SW) [REDACTED] [REDACTED] transferred to Naval Health Clinic, Sigonella, Italy. Command ODR was 97.45%.

ENGINEERING DEPARTMENT

Auxiliaries (A) Division

Throughout 2009, Auxiliaries Division has maintained its growing reputation as one of the most productive and professional divisions on board. While meeting the deadlines for PTBA, Crew Move Aboard, PORSE, Reactor Light-Off, Crew Certification 1 and 2, A-Division Sailors achieved the department's: SOY, JSOY, BJOY, 2 SOQ, 2 JSOQ, 3 BJOQ, 3 FLOC's, 2 Enterprise Stennis Leadership Award nominees, a 98% PRT passing rate, a 100% retention rate and more than 120 undergraduate hours earned.

The Hydraulic Shop has supported the completion of more than 200 ship's force/depot-level maintenance actions on 4 Aircraft Elevators, 4 Deck Edge Doors, the Hangar Bay Divisional Door, 4 Steering Units, 2 Anchor Windlass, 6 Cargo Elevators, 6 Capstans, 2 Sliding Pad-Eyes and a RAS Winch. By the end of the year all the Aircraft Elevators, Deck Edge Doors, the Divisional Door and Capstan were certified for operation.

Steam and Heat various accomplishments were extremely instrumental to the success of the department. They spent countless hours restoring steam and potable water on board allowing PTBA and crew move aboard to occur without delay. Furthermore, they overhauled the port and aft sculleries, replaced 3 VIP hot water heaters, 72 steam valves, 45 potable water valves and 12 re-heaters.

The Air Conditioning and Refrigeration Shop remained diligent, repairing mission-essential equipment while improving the crew's habitability and morale. Throughout the year, they overhauled and certified six Ship's Service Refrigeration Compressors, 4 Air Conditioning chill water pumps, 3 A/C units and 3 Self-Contained A/C units while maintaining all refrigerated galley equipment to 98% operational. Additionally, they completed 232 ship-wide trouble calls.

The Boat Shop accomplished 4 Diesel Inspections correcting 62 Repair Before Operating discrepancies allowing the diesel generators to be 100% operational to support Reactor Light-Off and Steam Plant Testing. They replaced the attached salt water pump on Nr. 3 EDG and the attached fuel pump on Nr. 4 EDG. Additionally, they overhauled Nr. 4, 5 AND 13 motor-driven fire pumps and replaced 12 fire pump suction and discharge valves.

O2N2 overhauled two O2N2 producers, eight high pressure air compressors and two reefers. They also set and replaced 35 relief and reducing valves.

The Catapult Shop has made significant progress towards its goal of being 100% operational ready. This year they successfully tested Nr. 2, 3 and 4 Catapults piping and accumulators to include the fwd/aft cross connect piping. Furthermore, they removed more than 50 steam valves, satisfactory tested 200 steam valves, 18 feed water valves and 30 orifices.

Damage Control (DC) Division

Damage Control Division contains the ship's professional firefighters and some of the most relied upon Sailors. Responding almost daily to significant shipboard casualties, the in-port fire party warriors were able to keep damage to an absolute minimum in each case. Their intense training and decisive actions resulted in zero mission-affecting casualties.

Ship-wide damage control maintenance on equipment and fittings was a major focus during the EDSRA. Performing more than 39,000 preventive and corrective repairs, DC Division brought ALL fire fighting equipment out of lay-up and ensured 100% readiness to fight any shipboard casualties. Their hard work can be seen in saving the Navy more than \$200,000 in tools, valve parts, and placards that were manufactured here on board by our ship's own machine shop. Additionally, Damage Control Division overhauled nearly 15 AFFF stations, a maintenance action that is normally completed at the depot level.

Damage Control Division has been faced with many challenges and one of the biggest ongoing challenge has been the large turnover rate in the division. Despite all divisional khaki being aboard less than eight months, they continue to perform well above standards. They are faced with an uphill battle with the age of the ship, but they are motivated and are ready to bring the battle back out to sea.

Electrical (E) Division

Electrical Distribution and Hotel Services had a productive availability which saved more than 1.35 million dollars in support of the Extended Dry-docking Selective Restricted Availability during the year of 2009. The Power Shop was responsible for the rewind and the refurbishment of 30 electrical motors. This capability was directly responsible for saving more than \$600,000. Hotel services technicians completed more than 150 topside WAFS for the preventive, corrective maintenance on 45 washer and dryers. They also refurbished the three enlisted and three officer's galleys, saving USS Enterprise more than \$750,000.

Other major accomplishments included a rewind process of refueling station #3, the emergent repairs of the Forward and Aft JP5 halon ventilation system which assist in the successful on load of more than 2 million gallons of fuel, #1, #3 A/C unit chill water motor, six AFF stations, five firefighting motor, four firefighting ABTs and the overhaul of eight topside load centers.

Electrical Safety to date has completed more than 500 shipboard safety checks and 210 personnel safety checks, repaired 150 electrical safety issue, inspected more than 300 power panels, 234 fuse panels and motor controls, completed more than 100 DCPO hits throughout the ship. They have also trained more than 280 personnel on electrical safety in command INDOC class.

Support has completed more than 480 electrical trouble calls for lights, receptacles, battle lanterns, darken door switch and washer and dryers. They rehabilitated five crew berthings electrically by

replacing rack lights, receptacles, and battle lanterns. Through inspected and overhaul of 2 load centers the shop found more than 15 errors.

A&O has tested 56 AESS in support of flight deck qualification saving the Navy thousands on repair cost. On ACE #1, 2, 3 and 4 repaired where made to the motor operated valves, limiter switches, warning lights and the motor controls. On the hanger bay deck edge doors repairs where made to the limit torque switches, and the shop ran new cables to connection boxes. In addition, they made repairs to JP5 transfer pumps, purifiers, 2 HPAC's, 2 reefer unit Detroit Switches, replaced 20 440v outlets throughout the ship, assisted with repairs to the CO's elevator, pilot elevator, and overhauled eight load centers.

Machinery (M) Division

Containing 175 of the hardest-working Machinist's Mates in the Navy, M Division has repaired, replaced, and tested the Navy's oldest nuclear propulsion plants. M Division Sailors are not only the most ingenious and industrious mechanics in the fleet, they are hands down the most dedicated. Working and standing watch in port-and-starboard duty rotation and, at times, three-section duty, they have answered the call to put the breath of life into Enterprise's complex propulsion plants.

The four main machinery rooms and two auxiliary machinery rooms contain all the power generation, water producing and propulsion driving equipment on the ship. Fighting the battles of age and corrosion, the mechanics worked endless hours to proudly restore Big E's readiness through over 60% growth work during the EDSRA.

No challenge was too much for M Division. M Division warriors found, administered and cleared more than 10,000 Material Condition Assessment Program deficiencies, completed more than 500 CSMP items, and maintained the oldest propulsion plants in pristine condition. The efforts resulted in numerous flag-level remarks on how the plants look and work better than ever.

Repair (R) Division

Repair Division contains Machinery Repairmen (MRs) and Hull Technicians (HT), they are the ship's true craftsmen, and set the standard for the other ships in the fleet to emulate. Repair Division was responsible for more than 4,375 ship-wide repairs which consisted of major weld jobs, detailed piping replacement, complex CHT repairs and machining of now obsolete parts. The 2008 and 2009 EDSRA success rested on the backs of the craftsmen in Repair Division.

Proud and motivated, the HTs took every challenge presented to them by a 48 year old ship head on and completed all the tasks in a timely manner. Their success was glamorized by more than 150 expert depot level repairs to the main steam system supplying steam to all six main spaces as well as four catapults. Their expertise enabled the ship to complete the availability in a timely manner and kept with main steam plant testing requirements. Though at times ageing equipment failures appeared to have future detrimental effects, Repair Division enjoyed 100% success in overcoming some extreme challenges.

The ship's MRs excelled in manufacturing critical repair parts, restoring equipment to full operating peak efficiency. They completed more than 1,000 machining jobs in the machine shop to exceed all expectations and ensured complete readiness to conduct sea trials.

Dedicated craftsmanship enabled the Engraving Shop to complete over 6,420 engravings jobs and the completion of over 22,000 valve labels. This enabled the ship to be ready for all training evolutions, and conduct proper plant alignment.

With Repair Division's outstanding locksmith services and customer support they led the restored accessibility to 253 spaces and over 45 safes.

Maintenance Division

The smallest division in Engineering, Maintenance Division packs the mightiest punch. Lead by the Maintenance and Material Management Officer (3MO) as well as the Maintenance Officer, the division spearheaded a massive readiness and training campaign resulting in taking our Maintenance and Material Management (3M) assessment grade of being ineffective to being effective; a tremendous achievement for any ship going through a dry-docking availability.

The 3M organization processed, tracked, and implemented more than 11,700 spot checks performed by the 3MTT. The 3M office was also responsible for coordinating six force revisions, conducting more than 100 zone inspections and tracking 104,000 maintenance requirements.

Enterprise's Maintenance Support Center (MSC), designed to provide personnel with the logistics support elements needed to effectively plan, manage, and perform maintenance, is one of the largest in the fleet - a combination of ship's age and the EDSRA. During this time, they assisted more than 1,700 customers which included 236 integrated shipboard logistics, 235 technical manuals, 122 validation corrections, and 815 problem worksheets to name a few. Also responsible for ship-wide equipment validations, Coordinated Onboard Ship Allowance List (COSAL) management and maintenance support, each area assessed received the highest grades by the Commander, Naval Air Forces Atlantic (Enterprise's TYCOM).

The maintenance planning and Quality Assurance (QA) branches were responsible for planning and executing a demanding repair availability that started with more than 160 departures from specifications (DFS). The results were absolutely amazing. Success is being enjoyed by the multi-level, integrated repair team, preparing to bring the 'Big E' back to sea razor sharp. The ship's QA team made it a top priority to ensure top craftsmanship, and as expected, was assessed as above average when compared to the fleet. This was a simply amazing feat for a ship nearly 50 years old.

EXECUTIVE DEPARTMENT

During 2009, Executive Department Sailors earned 20 enlisted warfare designations and 13 Sailors were advanced in rate.

X-1 Division - Personnel and Manpower Accounting

This division provides pay and personnel support to more than 3,000 personnel processing more than 30,000 transactions per year with better than 95 percent accuracy rate. This accuracy helped Executive Department's Personnel team achieve a grade of 86% during the November 2009 Field Examination Group (FEG) Audit, the highest grade given to an East Coast CVN in 2009.

Availabilities for Orders:	65
Receipts:	1,012
Separations:	481
Transfers:	658
Extensions of Enlistment:	330
Fleet Reserve/Retirements:	56
Identification cards issued:	185
Career Sea Pay Premium:	406
Good Conduct Awards issued:	453
Emergency Data/Dependent Application (Page Two):	4,500
Basic Allowance for Housing:	470
Leave Papers:	6,921

E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
DEC											
BA 3098	3117	3117	3117	3117	3117	3117	2983	2983	3117	3105	3101
NMP 2850	3040	3048	3048	3007	3006	3005	2979	2937	2900	2898	2894
COB 2958	2932	2944	2951	2948	2935	3018	2984	2872	2988	3032	2994

E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV
DEC											
BA 222	204	204	204	204	207	205	205	167	219	221	222
NMP 196	194	203	203	193	195	195	195	200	199	199	198
COB 188	204	196	192	185	180	179	161	136	196	198	193

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).

For Enterprise Officers, this division processed:

PCS Transfers:	87
Retirements:	5
Separations:	15
Receipts:	96
Commissioning:	2

For Enterprise crew members, this division processed:

Legion of Merit:	1
Meritorious Service Medal:	18
Navy and Marine Corps Commendation Medal:	117
Navy and Marine Corps Achievement Medal:	179
Military Outstanding Volunteer Service Medal:	0
Flag Letter of Commendation:	147
Commanding Officer's Letter of Commendation:	53
Reenlistments	424
STAR's	43
Enlisted retirements	45
SRB/ESRP	\$6,979,000.83

X-4 Division - Educational Services Office (ESO)

In 2009 the Educational Services Office continued to support the educational needs of Enterprise Sailors, through various educational programs and opportunities.

During calendar year 2009, the Educational Services Office administered a number of college level entrance exams. Enterprise's NCPACE program was in full swing. A near record number of Sailors were enrolled. During two complete Instructor led terms, more than 57 Sailors completed PACE courses in 37 different classes around the clock. In addition, another 231 students completed Distance learning courses through various Colleges and Universities. Twenty-six Sailors took the ASVAB exam, allowing them to select a rate or change rates to continue their naval career.

In January, ESO administered the chief petty officer exam to more than 236 candidates, 28 were later selected for promotion to chief petty officer. The advancement cycle for all E4, E5 and E6 candidates was held in March, with more than 1,200 Sailors participating. Of those, 184 Sailors were later selected for advancement to the next higher pay-grade. The September exam was administered to more than 1,250 candidates. The September exam cycle lead a sharp increase in Sailors being promoted with an increase of over 50 being advanced than in March. Enterprise's average was as high as seven percent above the Navy's average.

2009 was a good year for Sailors being selected for commissioning programs. More than 41 packages were submitted for

enlisted to officer programs, including the STA-21, MECP, LDO/CWO and OCS. Seven Sailors were selected.

LEGAL DEPARTMENT

Led by LCDR [REDACTED], Judge Advocate General Corps, Enterprise Legal Department provided military justice, administrative separation, investigation, government ethics counsel, and legal assistance support to the command and thousands of Enterprise Sailors throughout an extremely arduous EDSRA period in 2009.

Over the course of 2009, the Legal Department provided support for more than 2,100 requests for general legal assistance. They covered anything from notarizing documents, to powers of attorney, to advice on landlord/tenant relationships, to advice on marriage, divorce, separation, and child support, to immigration services. Enterprise Legal Department has provided one-stop shopping for the crew of approximately 3,000 Sailors.

While general legal assistance is important to the daily lives of Sailors, good order and discipline is critical to any military organization, especially a command which has remained in the Newport News Shipyards over an extended period of time. Legal Department spearheaded hundreds of military justice efforts, including more than 285 nonjudicial punishments (NJP) and Executive Officer inquiry (XOI) cases, 30 summary courts-martial cases, and five special courts-martial cases. As a result of these proceedings, more than 116 administrative separations were completed in 2009.

Nineteen command investigations were completed in 2009. These investigations covered all aspects of life aboard Enterprise, including those incidents potentially impacting mission-critical items to include loss of equipment, mission readiness regarding whether injuries sustained by our Sailors were incurred in the line of duty or due to their own misconduct, and numerous other incidents of heightened importance to the command.

Legal Department witnessed important turnover in 2009, including the departure of LT [REDACTED], JAGC, USN and the arrival of LT [REDACTED], JAGC, USN as Disciplinary Officer. Additional members of the Legal Department during this time period included LNC [REDACTED], USN, LN1 [REDACTED], USN, LN1 [REDACTED], USN, LN2 [REDACTED], USN, LN2 [REDACTED], USN, and Seaman [REDACTED], USN. Additionally, LN2 [REDACTED] volunteered for and completed a seven-month individual augmentee (IA) assignment in support of the military effort in Afghanistan.

MEDIA DEPARTMENT

The nuclear-powered aircraft carrier USS Enterprise (CVN 65) spent the entirety of 2009 in the Northrop-Grumman shipyard in Newport News, Va. Enterprise came out of dry dock in April.

At the beginning of 2009 the Media Department was led by LTJG [REDACTED], Public Affairs Officer, LTJG [REDACTED], Division Officer, and Senior Chief (SW/AW) [REDACTED], Department Leading Chief Petty Officer.

LTJG [REDACTED] was replaced in June by LCDR [REDACTED], Public Affairs Officer. LTJG [REDACTED] was replaced in April by Ensign [REDACTED], Photo Officer, who took over as Division Officer.

Production:

Media Department stayed busy despite the fact that the entire year was spent in the shipyard. In the Photo Lab, 685 photo assignments were completed including studio portraits, command photos, capturing of historical events, continuing training and practice of intelligence functions, the command's Snoopy team, and other training geared to prepare the department for operational tasking. During 2009 Media Department released 67 news stories in 48 editions of *The Big E Shuttle* newspaper, which was done on a weekly basis and also wrote an historical article about Enterprise for *All Hands* magazine. The Print Shop produced 802 unclassified job assignments, and 289 classified assignments for every department on the ship, including engineering logs, laundry forms, menu cards, and PQS books. The SITE TV studio began producing daily news updates near the end of the year, and eight were aired off-ship. The SITE TV work center also captured and edited video of command ceremonies and historical events.

Several noteworthy campaigns were conducted throughout the year including an anti-underage drinking campaign and a "don't drink and drive" campaign which reduced alcohol related incidences more than 43% and drunken driving incidents more than 59%.

The SITE TV studio is also responsible for controlling television output and producing the bi-weekly ship's booster which provides training and alcohol and drug awareness education for all Enterprise Sailors.

A complete overhaul of 90% of the department's equipment during 2009 allowed the Mass Communication Specialists assigned to the department to better train and execute operational tasking.

USS Enterprise hosted 32 distinguished visitors in 2009. Many of these included Flag Officers in the chain of command specifically interested in the ship's progress in the shipyard. Media department also helped coordinate a mural which was painted on the hangar bay's divisional doors during the latter part of 2009. The mural commemorates the ships throughout Navy history that have been named Enterprise.

(Representative samples of electronic media are forwarded with this report)

MEDICAL DEPARTMENT

2009 was a year of exceptional challenges, progress, and success for the Medical Department during the Extended Dry-docking Ship's Restricted Availability (EDSRA). After a great performance during the Crew Certification Phase I evaluation, team Medical proved it was "Ready on Arrival" as it transitioned from the Auxiliary Platform Living (APL) spaces back to the Medical Spaces on board the ship. Shortly after moving back aboard, the department began filling the days with Contaminated/Injured Sailor drills and Radiation Health performed several internal audits resulting in a successful Preoperational Reactor Safeguards Examination.

In preparations for the upcoming Fleet Readiness Training Program the Medical Training Team (MTT) attended the Shipboard Training Team program at ATG Norfolk. Shortly afterward, the department began ramping up and inserting casualties during Medical Response, Otto II Fuel, Flight Deck, Hangar Bay, and General Quarters drills.

Team Medical's hard work was evident as the Health Promotions Council became active and was awarded the Navy's Bronze Star Award for Excellence in Health Promotions.

During the late summer and fall, the Medical Department remained busy with sick call, birth month recall, food service inspections, training, supply inventories, inspections, and preparations toward independent operations at sea. Though challenging, the Medical Department successfully completed Crew Certification II and Crew Certification III, ensuring readiness to go to sea and begin the training cycle.

Sick Call

More than 6,877 patient visits were logged in through Sick Call, 2,258 routine appointments, and 56 minor surgical procedures were performed.

The Pharmacy filled 8,437 prescriptions and issued 2,732 over-the-counter requests.

The Laboratory performed 5,902 laboratory procedures during 2009.

Radiology had no radiologic exams performed on board due to the EDSRA. The x-ray machine was upgraded during the EDSRA period and new telemedicine software was installed allowing the ship to send x-ray to the Naval Hospitals to be read by Radiologists.

Aviation Medicine/Physical Examinations-

AVR performed 1485 screenings and physicals during the year. In addition, 2,908 audiograms were performed in support of BMR and physical requirements.

In-patient Ward

The inpatient ward was closed during the EDSRA period.

Substance Abuse Rehabilitation Program (SARP)

The SARP program screened 89 Sailors for alcohol and drug abuse/dependency. Subsequently, 30 personnel attended IMPACT classes, and 4 enrolled in continued care support groups.

Operating Room

The operating room was closed during the EDSRA period.

Psychology

The Psychology Department logged 1,505 patient visits.

Preventive Medicine

Preventive medicine technicians performed 155 inspections of food service facilities and habitability inspections of heads, berthing, barbershops, laundry facilities, brig, vending machines, and miscellaneous spaces. More than 2,239 water and ice samples were tested to ensure potable water sanitation for the crew.

More than 58 occupational health monitoring screenings were performed for personnel in asbestos, cholinesterase, CHT, explosive driver, forklift driver and welding, in addition to 478 food service attendant/mess specialist screenings performed. They also performed 354 respirator screenings and treated 65 people for sexually transmitted diseases.

Preventive medicine performed 56 pest control surveys and treatments keeping rodent infestation to a minimum.

Physical Therapy

The Physical Therapy Department logged 1,838 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2009. A propulsion plant-wide examination was performed in 2009 and the Radiation Health portion scored an average with commendations. A total of 373 radiation health examinations were conducted during 2009.

Medical Administration

Medical administration logged and processed 440 consultations for specialty care.

Training

Medical certified 774 people in Heart Saver Cardiopulmonary Resuscitation (CPR), seven Heart Saver instructors, 38 health care providers. In addition, Medical Department successfully conducted 96 drills.

Health Promotion

ENTERPRISE Medical was awarded the Bronze Star Award for Excellence in Health Promotions by the Naval Environmental Health Center for 2009.

NAVIGATION DEPARTMENT

Command History Inputs:

Completed Radar Navigation Course - April 09
Bridge Resource Management (Officers) - May 09
Crew Cert Phase II - August 09
Crew Cert Phase III - November 09

In addition to maintaining a rigorous training schedule that focused on core Navigation skills, the Navigation Department worked diligently to upgrade and maintain its spaces during CY 2009. Despite the challenges associated with maintaining a nearly 50 year old warship, the Navigation Bridge has become the "showpiece" of Big "E".

Navigation led the charge in the 29-member, multi-departmental island renovation team, ensuring more than 22,000 square feet of island exterior was painstakingly refinished and completed ahead of schedule. Navigation conducted weekly training during the extended EDSRA period to develop skills and maintain core navigation proficiency. Practical exercises for Quartermasters and Bridge Watch Officers were conducted every Tuesday and Thursday this year with weekly lectures on Fridays. Training evolutions at the Full Bridge Trainer Facilities at NOB and Ft. Eustis were scheduled twice a month. The simulators gave Bridgeward Officers, QMs, and BMs the opportunity to sharpen their skills and obtain qualifications. Along with Bridge Watch Officers, QMs, OSs, and BMs trained and worked on qualifications during these evolutions. The preponderance of the training was practicing inbound and outbound transits to prepare for upcoming work-up period. The bridge team also practiced UNREP approaches, conning alongside, man overboard, and flight operations. Over 25 officers and Quartermasters took Temporary Assigned Duty orders to undergo commands to obtain qualifications and maintain readiness during 2009.

In April 2009 the Navigation Department accompanied the Operations Department at the Radar Navigation Course at Dam Neck Annex. The week-long course was a thorough review of navigation concepts and concluded with a strenuous two-hour check-ride that required the team to pilot in restricted water during zero visibility. In May the 16 Bridge Watch Officers attended the Bridge Resource Management Course. The week-long course consisted of lectures, case studies, chart work, and simulated underway time. The team scored a 98% on the course out test and performed flawlessly in the simulator.

Navigation Department continues to focus on Navigation core competency and material readiness as we prepare to return Big "E" to sea in 2010. We have planned a rigorous training schedule that will help hone those skills of our Quartermasters and Bridge Watchstanders so they are prepared to execute when we depart Newport News Shipyard and enter the basic training phase.

OPERATIONS DEPARTMENT

AIR OPS / CATCC

Despite the bulk of OC personnel being TAD to various teams and divisions in support of the EDSRA during the first six months of 2009, Air Operations Division took advantage of many opportunities available to a carrier in the shipyard and maximized our readiness for return to sea. Our most noteworthy accomplishment during this time was the success achieved by 22 OC division personnel that attended the CATCC Team Training evolution in Pensacola, Fla. in April 2009. The team accomplished 52 simulated training scenarios and more than 450 hours of training. OC Division achieved a 92% on the NATOPS evaluation and excelled during the AIRLANT-evaluated MOB practical exercise. In June 2009, OC Division passed its first AIRLANT inspection as part of a long list of requirements for CATCC Certification.

OC Division's manning increased significantly in June due to new arrivals and personnel returning from TAD. As an early summer success, OC division attended our second CATCC Team Training in Pensacola, FL in July 2009. The team accomplished 48 training scenarios and more than 400 hours of training. OC Division maintained its standard-setting score on the NATOPS evaluation and MOB. In October 2009, OC division attended its third CATCC Team Training in Pensacola, Fla. At what promised to be our final team training evolution, the team accomplished 58 simulated training scenarios and 520 hours of training. In preparation for the impending underway and flight deck certification, OC division obtained four interim qualifications and 12 professional qualifications, including one CCA Watch Officer and two CATCC Supervisors. The CATCC team received high praises from AIRLANT for its score of 98% on the MOB. In October 2009, OC Division received its Phase III inspection and only received two minor discrepancies, a major improvement from the prior inspection. All Team Training evolutions concluded with an average of 93% on the NATOPS evaluation and passing all AIRLANT MOB. We accomplished 1543 hours of professional, Air Traffic Control, on-the-job, simulation-based training, resulting in 27 professional qualifications.

Outside of simulator training, OC Division accomplished hundreds of hours of additional professional training, including vital shiprider evolutions. Six critical controller qualifications were obtained by ENTERPRISE Sailors during these very hard to come by shipriding opportunities. Ten personnel were detailed for a combined total of more than 200 days underway. More than 340 hours of training was obtained on four different carriers. OC Division accomplished more than 2,160 hours of professional, GMT and Safety training during this period. Four personnel completed CATCC "C" School and were awarded the 6902 NEC. Seven personnel obtained an EAWS or ESWS designation, and 22 personnel were enrolled in the Warfare program. OC Division obtained 24 deck watch and 56 shipboard qualifications. Additionally, OC personnel swept the Operations Department Senior Sailor of the Quarter, Junior Sailor of the Quarter and Bluejacket of the Quarter for the 4th quarter of 2009 as well as winning Senior Sailor of the Year and Junior Sailor of the Year for Operations Department of 2009.

OC Division took advantage of the EDSRA period to rehabilitate 27 spaces to include 740 hours spent tiling, lagging, and painting. The

division received 12 outstanding zone inspection scores due to the exceptional efforts of all assigned personnel. OC Division accomplished 120 maintenance items and 36 spot checks. The division spent 84 hours organizing, planning, and coordinating the installation of a laptop-based flat screen display system in CCA for real time display of critical flight status information to replace the outdated Plexiglas status board system used on USS ENTERPRISE for more than 45 years.

Intelligence Function

The USS ENTERPRISE Intelligence Function, manned by more than 40 personnel and comprised of Intelligence Specialists, Cryptologists and Yeomen, successfully completed an arduous year of system installations, maintenance, rate training and individual augmentations in preparation for deployment. From refurbishment of the Carrier Intelligence Center (CVIC), Ship's Signal Exploitation Space (SSES) and Electronic Warfare (EW) work centers to complicated system installations, the intelligence team revitalized all spaces to ensure a nearly 50 year old warship remained at the forefront of intelligence processes and technology.

Determined to ensure that intelligence is no longer just an enabler, but a core war fighting capability, Intelligence Function personnel diligently trained within USS ENTERPRISE lifelines and often forward deployed to forces in the USCENTCOM theater to ensure USS ENTERPRISE intelligence support provided unprecedented agility and innovation. Whether deployed to Iraq in support of target development and Intelligence, Surveillance, and Reconnaissance coordination for Special Warfare Operators, to Afghanistan in support of detainee operations or the Horn of Africa providing analysis to support counter-piracy, USS ENTERPRISE intelligence professionals made lasting contributions to the Global War on Terror in 2009.

The rehabilitation of spaces, integrated training of personnel, modernization of systems and refinement of processes in 2009 were the keystones to ensure the future successes of the ENTERPRISE Intelligence Function as they prepare to deploy in 2010.

Transportation Division

Stood up after the 2007 cruise in preparation for an expected 18 month EDSRA period, the ENTERPRISE Transportation Division (OT) ensured daily, safe transportation services were provided to the crew of more than 3,000 personnel. The 90-plus Sailors of OT were instrumental in varied aspects of daily USS ENTERPRISE operations including the coordinated and expeditious movement of the entire ship's company from five parking facilities during times that we affectionately termed the "morning rush" and the "mass exodus." Services were also provided to MWR sponsored events, semi-annual rating exams, multiple command inspection and assist teams and special details in support of neighboring commands. Every Sailor attached to Transportation Division was directly involved in daily maintenance, inspection, and fueling of the 75 government vehicles assigned to Transportation. The conscientious and mature efforts of the rainbow of rates TAD to OT directly resulted in the safe and orderly transport of 335,646 passengers during this period traveling 1.4 million combined miles.

Particularly superb performances were recognized during the period of 11 to 13 November 2009 when the members of OT continued to execute their duties during a declared state of emergency in the Hampton Roads Area due to severe weather conditions resulting from the remnants of Tropical Storm Ida colliding with a Northeastern United States low pressure system (Nor'easter). Each driver demonstrated exceptional skill and dependability during torrential rains, widespread flooding, and extremely high winds. After three days, 10,000 passengers, and 1,470 miles, OT was able to report zero traffic incidents during a very memorable long weekend.

While working TAD from their parent division, each driver completed: the AAA Driving Course Certification; a Van Driver Qualification Course; a locally produced Ground Transportation PQS, including Route Preparation Training; the Fleet Gas Card Certification Course; and, where applicable, the Bus Driver Qualification License Course. While none of the Sailors working at OT signed up for the Navy to drive busses and vans, the experience and qualifications gained have become acknowledged as rewarding duty.

Strike Operations / Ops Admin

In 2009, Strike Operations continued in its primary two-part role as the Enterprise scheduling focal point and primary assistant to the Operations Officer in his role as the EDSRA Coordinator.

Although no underway operations were conducted, Strike Operations continued to coordinate, schedule, and promulgate the ongoing daily events. This function not only helped to ensure efficient daily operations, but also provided a needed sense of normalcy for the crew.

Assisting the Operations Officer in his unconventional role as the EDSRA Coordinator, Strike Operations provided vital support in preparing weekly status briefs and outgoing SITREPs for the Commanding Officer.

Remaining operationally focused and continually striving for professional development, the Assistant Strike Operations Officer astutely attained his Tactical Action Officer (TAO) qualification.

The Division was manned with three officers and two operations specialist petty officers. All personnel turned over between the end of 2009 and the beginning of 2010. To enable a successful start to Inter-Deployment Training Cycle in 2010, each person received critical training in the TBMCS v1.1.3 operations. Additionally, the Strike Operations Officer attended the Joint Air Operations Command and Control Course at Hurlburt Field, Fla.

Ops Admin continued to operate at a highly efficient level while serving the administrative needs for more than 400 personnel in Operations Department while maintaining the security clearances for all 3,000 Enterprise personnel. Their ability to balance many competing administrative and security tasks was especially noteworthy given their small footprint of one officer, one senior chief petty officer, and two yeomen. In 2009 they processed more than 1,600 pieces of correspondence, facilitated more than 300 security clearance requests, and coordinated the notification and response to more than 120

inquiries from the Department of the Navy Central Adjudication Facility. In addition to this performance in the office, one of the yeomen achieved advancement to petty officer third class.

Security Forces

ENTERPRISE Security Division continued 2009 in the EDSRA period in Northrop Grumman Newport News Shipyard which placed a major strain on the division. The division continued to provide vigilant Antiterrorism/Force Protection (ATFP) and Law Enforcement (LE) watches in an area that was not clearly defined as a military installation.

Security continued to experience a high turnover of personnel due to transfers and regularly scheduled turnover of NSF/ISF personnel after one year assignments. To maintain a sufficient number of qualified personnel assigned to NSF/ISF, the division conducted seven Security Force Response Basic (SRF-B) classes, graduating 145 personnel. During SRF-B, personnel received 9mm pistol, M16 rifle, 12 gauge shotgun, OC Spray and Expandable Baton qualifications. Additionally, 14 personnel attended Security Response Force Advanced (SRF-A) learning the more tactical aspects of team movement and three personnel completed the Training Supervisor (TRASUP) becoming certified to conduct the SRF-B certification course while maintaining the overall training of the division.

The law enforcement function of the Security Division conducted more than 300 interviews for UCMJ violations, conducted 20 criminal investigations, collected 13,585 urinalysis samples, and provided bailiff duties for 214 Captain's Mazes. Furthermore, the Security Division assisted our Navy Criminal Investigation Service (NCIS) resident agent on numerous criminal investigations as required.

The Sailors in the Security Division met a lot of career goals during 2009. The division completed both the TYCOM/ISIC ATFP Phase II and III certifications that identified shortfalls which are aggressively being addressed by the division. Other accomplishments included: 60 qualified Patrolmen, eight qualified Police Dispatchers, four Watch Commanders, eight Field Training Officers, and six Duty Security Officers. There were 25 advancements in-rate in pay-grades E-4 through E-6, and 80% retention.

The division enjoyed the holidays with their families in December and returned fully motivated continuing working toward mission accomplishments to complete EDSRA.

Combat Direction Center:

During the latter half of an extended EDSRA period, CDC focused on getting prepared to go to sea and to start the work up cycle for deployment. This preparation involved participation in weekly General Quarters drills, qualification or requalification of the entire CDC watch structure including Ship's Weapons Coordinators (SWCs), Combat Direction Center Watch Officers (CDCWOs), and Tactical Action Officers (TAOs).

When CDC manpower was not actively engaged in training, their time was spent working to get the ship's material condition up to the level needed for departing the ship yard.

In keeping with the "We Are Legend" theme which the ship's Media department and Captain used to motivate the crew, CDC provided support to numerous Strike Group exercises, participated in several cross deck support opportunities, and sent numerous volunteers to man IAs around the world.

METOC

OA Division worked vigorously through the extended EDSRA to ensure future operational readiness. Shipboard OA manning was reduced significantly (by 80%) during the EDSRA period while the SGOT team trained at NOB. During the yard period, the division rehabbed several spaces and passageways while providing METOC environmental and forecasting support to the command. The division participated in HURREX 09, updated four ENTERPRISE instructions, provided more than 250 daily in port forecasts, and 100 special METOC request products. Personnel success included one E-3 advanced to E-4 and one O-3 promoted to O-4.

REACTOR DEPARTMENT

During calendar year 2009, Reactor Department supported ENTERPRISE's mission of completing extensive reactor and steam plant repairs during an Extended Dry Docking Availability (EDSRA). Additionally, throughout the year, Reactor Department completed complex reactor plant preventive maintenance items to prepare for the Propulsion Plant Test Program. Reactor Department also planned and executed a comprehensive training program which resulted in USS ENTERPRISE successfully completing a Fleet Engineering Inspection in August. Following completion of this inspection, Reactor Department conducted the first reactor startup in two years and commenced the propulsion plant test program in October. As the year came to completion, Reactor Department continued to support the test program and led efforts to deliver USS ENTERPRISE back to the operational fleet.

RELIGIOUS MINISTRIES DEPARTMENT (RMD)

Aboard ENTERPRISE, RMD's ministries were active and diverse. Roman Catholic Mass was conducted by a USS THEODORE ROOSEVELT priest throughout the fall. Every Sailor aboard USS ENTERPRISE was greeted by RMD, especially during command indoctrination courses. During command indoctrination, RMD personnel taught life skills training, suicide prevention, advertised Fleet and Family Support Center services, trained regarding American Red Cross (AMCROSS) message procedures, and informed new crewmembers of Navy/Marine Corps Relief Society (NMCRS) services.

There were two memorial services of deceased USS ENTERPRISE crewmembers in this year. CWO2 Cornish was remembered on February 13, 2009 at the nearby Trinity Evangelical Lutheran church. Roughly 300 shipmates were in attendance. MM2 Richardson's memorial was observed 29 July 2009, again at Trinity Evangelical Lutheran Church, and again with a packed sanctuary of roughly 300 in attendance.

The Learning Multi-Media Resource Center (LMRC) is composed of 30 computers and several hundred books and had 4,114 customers during the year. The 30 computer stations along with a separate library section allowed Sailors to read, study, relax and send/receive email daily during EDSRA.

A total of 39 Community Relations (COMREL) Projects were conducted with 1,107 volunteers, more than 5,500 man-hours served more than 4,000 audience members not including public patrons of the COMREL sites. These numbers earned ENTERPRISE the 2009 Community Relations Environmental Stewardship Award for large-deck ships. A variety of projects took place at food banks for the poor, cared for the elderly and young, painted, cleaned, supported sporting events, and performed cleaning at elementary schools and community parks.

In commemoration of being out of the dry dock, RMD sponsored a "Water Under the Keel" Ceremony on the Aft Mess Decks on board ENTERPRISE which was celebrated on 31 MAR 09. The Commanding Officer, Executive Officer, Command Master Chief and Command Chaplain were among the cake servers for the ceremony. There were approximately 350 Sailors who participated in the event.

Chaplains offered invocations and benedictions at numerous promotion ceremonies, retirement ceremonies and special occasions including the start-up of 2A Reactor (the first reactor restarted in the EDSRA) and the Thanksgiving meal on board for the crew and family members.

A Town Hall Meeting was sponsored by RMD on 16 July 2009 at Vista Point Center Naval Station Norfolk. The Family Readiness Group, CREDO, Navy-Marine Corp Relief Society, Fleet and Family Support Center and the Command Ombudsmen provided displays in the lobby to share pertinent information about their organizations to Sailors and their families. The Enlisted Junior Sailor Organization and the First Class Association provided childcare services for the event. The Commanding Officer briefed Sailors and their families on the ship's schedule and how our requirements would impact families. He then fielded questions from the

Sailors and their families for the remainder of the Town Hall Meeting. There were approximately 450 Sailors in attendance with their families.

Religious Ministries Department turned over custody of APL-61 spaces and completed crew move aboard on 02 July 2009.

Throughout the year the following personnel have been a part of the Religious Ministries Department:

CDR ██████████
LCDR ██████████
RPC ██████████
RP1 ██████████
RP2 ██████████
RP2 ██████
RP2 ██████████
RP3 ██████████
AE2 ██████████
ABH3 ██████████
ABH3 ██████
HM3 ██████████
AOAN ██████████
AOAN ██████████
ASAN ██████████
ABHAN ██████████

The Roman Catholic Chaplain billet was gapped in 2009.

American Red Cross Messages - 262

Navy-Marine Corps Relief Society (NMCRS) Assistance
0 - (All requests have been forwarded to NMCRS Norfolk, VA
while in port Tidewater area)

Worship Services

	Attendance
Protestant	57
Roman Catholic	24
Jewish	0
LDS	0
Muslim	0
Morning Prayer	347
Daily Devotion	377
Ash Wednesday	13
Good Friday	9
Easter	4
Christmas Eve	10
Christmas	14

SAFETY DEPARTMENT

2009 started with the Safety Department continuing to support the 2008 Extended Dry-docking Selective Restricted Availability (EDSRA). Because Team Enterprise made an upfront commitment to increase combat effectiveness and reduce mishaps through integration of Operational Risk Management and sound safety practices into every evolution, a critical look at safety programs was required. To support this, the Naval Safety Center conducted a safety survey assistance visit for the ship in October, providing an unbiased look at the ship's safety program and allowing the department to focus efforts in several areas. Additionally, CNAL conducted Crew Certifications I, II, and III which resulted in zero discrepancies.

Safety Department ensured safe and efficient on-load of approximately 600,000 gallons of JP-5 in support of upcoming Sea Trials, Flight Deck Certification (FDC) and follow on Fleet Carrier Qualifications. A thorough ORM analysis was conducted using experts from several departments to ensure a safe evolution for more than 3,200 Sailors.

Throughout the year, Safety Department investigated and tracked 335 mishap related injuries, submitting 158 that met OPNAV 5102.1D reporting requirements to the Naval Safety Center via the Web Enabled Safety System (WESS). Injury statistics were compiled and presented during the ship's quarterly Safety Council which provided leadership areas to focus on for improving safety.

Safety Department's nationally accredited asbestos laboratory analyzed 273 samples and sent an additional 171 paint samples off ship for metals (lead, chromium, and cadmium) analysis. These efforts supported safe operations and enabled the ship to continue maintenance during EDSRA. Other safety support provided to the crew included respirator fit-testing for 882 crew members and the issuance of more than 3,200 respirators for daily use.

The ship maintained a proactive driving and motorcycle safety program despite the demanding EDSRA period. Driving safety and current private motor vehicle fatality statistics were briefed at the quarterly Safety Council. Further, these statistics were integrated into Operational Risk Management training conducted during INDOC and recurring safety stand downs. The ship's four certified American Automobile Association (AAA) instructors conducted 18 Driver Improvement classes providing safe driving information to more than 200 Sailors.

Crew involvement in the safety program is critical and was maintained through monthly meetings of the 84-member Enlisted Safety Committee. The meetings included quizzes and training presentations to help collateral duty safety petty officers better understand their responsibilities for safely maintaining the ship.

Safety department led the Alcohol Focus Group in completing 17 alcohol safety stand downs and one DUI fair resulting in increased awareness for USS ENTERPRISE Sailors. Spearheaded nine holiday safety stand downs in 2009 to ensure the USS ENTERPRISE team maintained a strong safety focus. These stand-downs included "Critical Days of

Summer", "July 4th Super Booster", "Command Picnic Super Booster",
"Labor Day Super Booster", and the "Winter Holidays Stand down".

SUPPLY DEPARTMENT

USS Enterprise's Supply Department began 2009 in a challenging Extended Dry-docking Selected Restricted Availability (EDSRA) in Newport News, Va. The Supply Department took this time to groom its galleys, fine tune its parts allowances and on-shelf stock and make major improvements in material condition while operating on a \$23 million budget.

Supply Department continued its dedication to superior support while hard at work with numerous store off-loads and load-outs in anticipation of CVW-1's on-load for the upcoming 2010 deployment. Services divisions orchestrated and coordinated the plan for embarkation of Enterprise Strike Group for the upcoming work up cycle and deployment. Aviation Support Division handled more than 35 inductions valued at more than \$1.6 million, processed 18 BCMs valued at more than \$.5 million, and more than 71 high priority requirements valued at more than \$.4 million, during 2009.

Food Service Divisions flawlessly executed load-outs in excess of \$20 million in food stores and expertly fed more than 3,500 meals daily during the entire EDSRA supporting the entire Enterprise crew with outstanding service. Efforts in the Wardroom and Chief's mess led to the renovation and preservation of more than 260 Staterooms, Berthing and Heads during an arduous EDSRA period. Services Divisions supported all lodging and hospitality services for the Post Overhaul Reactor Safety Examination (PORSE) inspection by providing five-star customer service and personal leadership commitment had a direct influence on the overwhelming success of the inspection...a huge win for the entire command.

Through innovative marketing techniques, the Retail Operations Division was directly responsible for the generation more than \$800,000 in sales and contributing \$275,000 to MWR during an arduous EDSRA. Expertly managed resources and personnel for the receipt of \$1.2M in stock and reduced excess inventory by 50%. Ship Store Division processed more than 300,000 pieces of laundry. The Postal Division ensured the smooth and continuous flow and delivery of more than 600,000 lbs. in postal assets. Finally, the S-4 Division scored over 95% on the recent Field Examination Group Surprise Audit. Their level of knowledge and guidance led to the overall command grade of satisfactory, a huge achievement for both the Supply and Executive Departments.

Supply Management Inspection is tentatively scheduled for November 2010 and the Supply Department expects to demonstrate a superior performance. Supply Department will be "Ready on Arrival," providing supreme customer service and logistics for Enterprise to succeed during its next deployment and beyond.

TRAINING DEPARTMENT

The mission of the Training Department is to provide training to Sailors and prepare them to operate and maintain their equipment, systems and Sailors while achieving the optimal level of readiness in support of Enterprises prompt sustained combat operations from the sea.

Training Division

The Training Division is responsible for indoctrinating and acclimating all crewmembers to shipboard life on board Enterprise during shipboard indoctrination class. 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 course, a formal "capping" graduation ceremony is held where each graduate has an Enterprise ball cap placed on them by their division chief petty officer or division leading petty officer.

The Training Division maintains departmental inputs to the Long Range Training Plan, to include all ship wide, general military, and rating specific training requirements. Training Division ensures that all Departmental and Divisional Training Petty Officers track all personnel monthly and annual training including GMT, divisional, safety, and medical training. Additionally, they manage the myriad of school quotas required for Enterprise to be mission ready.

The 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) Coordinator. The ITT Coordinator 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 (F RTP) requirements.

TAD Office Division

The TAD Office Division annually processes more than 4,000 travel requests and is responsible for generating all TAD cost, no-cost, 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 Government Travel Charge Card Program and managing the ship's \$1.5 million annual Temporary Assignment Duty, Training and Readiness (TADTAR) budget.

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 more than 200 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 in-port security watch teams. These tasks require the efforts of well trained, professional and highly motivated men and women of Enterprise's Weapons Department. In 2008, Weapons contributed significantly to the material readiness of Enterprise during the 2008 Extended Dry-docking Selective Restricted Availability.

Gun Boss spearheaded a momentous Rehabilitation effort, establishing a temporary G-6 Division that oversaw major restoration projects. AOCM Lyner supervised three chief petty officers and 130 sailors from several departments that constituted four distinct teams. The Decking Team completed more than 150,000 square feet of tiling and deck rehabilitation. The Lagging Team worked with a budget of more than \$500,000 and installed 20,000 feet of lagging material in 500 spaces insulating and protecting critical ships systems. The Berthing Team had a direct and ongoing impact on Crew morale and berthing habitability. They refurbished 1,700 racks and fixed up more than 2,000 lockers. The Head Team methodically inspected, cleaned and repaired each commode, sink and shower aboard having an immeasurable impact on quality of life and ships habitability.

In addition to participating in Command Community Relations Projects, Weapons Department spent a day in July dedicated to thoroughly cleaning Yorktown Municipal Beach. Many weapons Sailors have volunteered Individual Augmentation (IA) billets to Guantanamo Bay, Iraq and Afghanistan.

Throughout the year, Enterprise Ordnancemen and Gunner's Mates considerably contributed not only to Enterprise material readiness but impacted their community in Hampton Roads through individual volunteering and group community service projects. Ashore, at Sea and in the Shipyards, Weapons Department has proven its honor in service, courage under adversity, and commitment to mission.

G-1 Division (Flight Deck/Hangar Deck)

From January to December 2009, the G-1 team excelled, displaying a high level of professionalism and dedication while executing provisions outlined in Extended Dry-docking Selective Restricted Availability (EDSRA) FY09 at Newport News Northrop Grumman Shipyard Facility.

The Flight Deck Work Center completed 5,183 required maintenance actions and conducted the rehabilitation of 43 Divisional spaces completing preparation for receipt of Conventional Ordnance and Precision Guided Munitions during the FY10 Ammunition On-load. G-1 Division supervised the overhaul of eight Ordnance Jettison Pyrotechnic

Lockers performed by USS ENTERPRISE personnel attached to Light Industrial Facility (LIFAC) Newport News, Va.

The Armament Weapons Support Equipment (AWSE) work center completed 4,382 maintenance actions on 2,191 items of Individual Material Readiness Listing (IMRL) equipment and accomplished a complete item-by-item sight inventory on all IMRL gear. AWSE Work Center also completed 249 technical directive-driven upgrades on MHU-191 Weapons Handling Skids and AERO 39 nitrogen carts, also replacing eight ADU-488 wing and fin boxes. They identified disposition requirements for 23 items of IMRL equipment.

The Forklift/DC Work Center completed the scheduled maintenance and rework actions on 24 Raymond Reach Electrical EE forklifts with the guidance of the Munitions Handling Equipment (MHE) Program Managers Team. 15 pallet jacks and more than 60 items of Ordnance Handling Equipment (OHE) at Norfolk Naval Shipyard (NNSY) were also meticulously inspected and refurbished. G-1 was also responsible for the rehabilitation of the Nitrogen Purifying Unit (PFU), which is used to fill more than 48 LAU-7 Nitrogen bottles in support of the Carrier Air Wing Flight Operations.

G-1 Division qualified/upgraded 34 personnel in the ordnance handling and certification program. Three G-1 personnel qualified in the Enlisted Aviation Warfare Specialist (EAWS) program, 47 as forklift operators, and 7 as weapons elevator operators. G-1 Division had one Weapons Department Sailor of the Quarter for both the third and fourth quarters FY09.

G-2 Division (Armory)

G-2 Division is a diverse group of Sailors comprised of Gunner's Mate (GM) 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 Small Arms Weapons and Magazine Sprinkler Systems work center completed more than 1,200 required maintenance checks and qualified three maintenance personnel. The Damage Control work center performed 250 maintenance actions and qualified three personnel as Damage Control Petty Officer. The work center completely rehabilitated eight divisional compartments improving the quality of life for G-2 personnel.

During off-duty time, the entire division demolished a local high schools softball facilities and renovated dug outs and provided a modern softball field significantly improving team and school morale. This project consumed several hundred man hours and illustrated the selfless commitment that marks this division. G-2 has a "Can Do" attitude and believes that there isn't a job that can't be done.

G-3 Division (Magazines/Assembly)

G-3 Division is responsible for the stowage and assembly of all aviation ordnance on board Enterprise. G-3 owns and is responsible for

the material condition of each weapons magazine. Together with the magazines G-3 supervised and executed the complete overhaul of all the divisional work centers combining 47 total spaces rehabilitated. This task required utilizing ship's force Sailors vice civilian contractors in job completion that totaled more than 100,000 hours with a cost savings of more than \$1,500,000 to the Navy.

Additionally, G-3 dedicated 6,000 man hours to aiding the Engineering Department in refurbishing 10 spaces to meet the Crew Move-Aboard deadline which availed the crew of a myriad of social welfare services previously not provided. G-3 personnel work efforts afforded the Engineering Department to focus their preparations for the Propulsion Operational Readiness Safety Exam (PORSE).

G-3 division completed 200 Major CSMP work tasks, to include the removal and installation of the weapons assembly bomb tables and all associated components in the FWD/AFT bomb assembly magazines restoring the ship to fully mission capable. Additionally G-3 directed the completion of 280 critical TYCOM authorized work packages. G-3's diligent management efforts resulted in early work completion, contributing to a current 99% divisional completion rate.

In conjunction with outside activities MARMC and CEMAT, G-3 successfully executed essential operability maintenance testing and weight testing. The work performed by outside entities played an essential role in the Bomb Assembly Team establishing a cohesive munitions assembly/stowage capability plan, placing Enterprise on par with other fully operational CVN Carriers.

G-3 Division led 30 Weapons Department personnel in integrated operations with the CVW personnel while assigned to the NAS Fallon, Nev. detachment. Each Sailor attended the Fleet Weapons Support Team Course receiving training on the assembly of 250 tons of PGM/GP weapons/ordnance. The detachment training resulted in a 65% increase in QUAL/CERT upgrades and initial certifications to, Quality Assurance, Safety Observer, Team Leader and Team Member levels which contributed to overall Weapons Department readiness. This team assembled and disassembled 500,000 pounds of conventional ordnance, and the real time training exercises resulting in 25 pilots and 100 Squadron personnel completing annual combat readiness SFARP certification.

In efforts to promote well-rounded crew members G-3 undertook an aggressive training project encompassing both in-rate and off-duty education that resulted in three enlisted warfare qualifications and nine enrollments in NCPACE college courses. G-3 Division's 2009 awards included one Navy/Marine Corps Commendation Medal, three Navy/Marine Corps Achievement Medals, ten Letters of Appreciation, one Aviation Ordnanceman of the Year, one Blue Jacket of the Quarter, one Sailor of the Quarter, and one Command Authorized Promotion to Aviation Ordnanceman Third Class Petty Officer.

G-4 Division (Weapons Elevators)

G-4 is the Weapons Elevator Maintenance and Repair division and the most diverse division within the Weapons Department. Primarily composed of Aviation Ordnanceman, Electrician's Mates, and Machinist's

Mates these differently-trained personnel work together to accomplish the primary mission of maintaining 13 sophisticated and unique Weapons Elevators. The Weapons Elevators division plays a vital role in the transport of ordnance from the weapons magazine storage areas to the flight deck.

During the 2008 Extended Dry-docking Selected Restricted Availability (EDSRA), G-4 Division performed more than 1,400 scheduled and unscheduled maintenance actions consisting of refurbishing pneumatic hoses and repairing 13 cargo weapons elevators. Through distinctive attention to detail and extensive knowledge, G-4 division worked aggressively to assist Northrop Grumman shipbuilders with keeping weapons elevator operational.

G-4 is comprised of two 3M work centers, WG04 and WG44 that collectively completed more than 1,000 planned maintenance actions. In 2009 G-4 assisted Enterprise and Northrop Grumman personnel with more than 1,000 elevator runs to support transportation of supplies, increasing the readiness of the ship and expediting delivery. The weapons elevators are also the principal means to transport personnel to receive Medical Treatment in the event of a casualty.

G-5 Division (Aviation Ordnance Control Center and Administrative Office)

In 2009, 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 2009 EDSRA period, AOCC monitored and tracked all work performed throughout the five divisions. AOCC was responsible for the operational control of all weapons divisions.

Aviation Ordnance Control personnel performed admirably during the 2009 EDSRA period, fully supporting NGSB, and all outside repair activities. The highly trained Enterprise ammunition accountants and logisticians ensured all NCEA ammunition was requisitioned, maintained and accounted for to the highest degree of accuracy in support of Enterprise's training and qualification requirements. The Quality Assurance Team was stood up and performed routine audits and extensive program overhauls throughout the EDSRA period, ensuring Weapons Department was administratively and procedurally compliant with multiple inspection requirements.

G-5 also coordinated several successful Technical Assist Visits for Torpedo Readiness Assessment, Magazine Sprinkler System Review, and with the Weapons Safety Assessment Team (WSAT). G-5 also facilitated a successful Small Arms Readiness Review.

The Weapons Department Administrative office also played a key role in Department operations ensuring more than 1,000 pieces of correspondence to include: memorandums, instructions, leave chits, request chits, awards and periodic evaluations were processed and routed through the chain of command.