



DEPARTMENT OF THE NAVY

USS ENTERPRISE (CVN 65)
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From: Commanding Officer, USS ENTERPRISE (CVN 65)
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Encl: (1) Command Operations Report

1. Per reference (a), enclosure (1) is submitted.
2. My point of contact is LCDR [REDACTED], Public Affairs Officer, at COMM: (757) 443-7792 or E-mail: pao@cvn65.navy.mil.


W. C. HAMILTON, JR.

COMMAND OPERATIONS REPORT

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

1 JANUARY - 31 DECEMBER 2010

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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 - May 6
Honors	Owen	P.	Captain	CO	May 6 - Dec 31
Scholl	Ryan	B.	Captain	XO	Jan 1 - Dec 31
Musso	Dom		MCPO (E-9)	CMC	Jan 1 - Oct 1
Oxley	Keith	G.	MCPO (E-9)	CMC	Oct 1 - Dec 31

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: 191

Enlisted: 3,117

Civilian: 3

Command Point of Contact:

LCDR [REDACTED]

Public Affairs Officer

In port: 757-443-7752

NIPR: pao@cvn65.navy.mil

SIPR: pao@cvn65.navy.smil.mil

Command Mailing Address:

Commanding Officer

USS ENTERPRISE (CVN-65)

FPO AE 09543-2810

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 Owen P. Honors
United States Navy
Commanding Officer
USS Enterprise (CVN 65)



Captain Honors is a native of Syracuse, New York who graduated with a Bachelor of Science degree in Aerospace Engineering from the U.S. Naval Academy in 1983. He was designated a Naval Aviator in September 1985.

After initial F-14 training with the "Grim Reapers" of VF-101, Capt. Honors was assigned to the "Bedevilers" of VF-74, and deployed onboard USS SARATOGA (CV 60) to the Mediterranean Sea. During this tour, he attended U.S. Naval Fighter Weapons School (TOP GUN) and was selected to attend Test Pilot School.

In 1989, he reported to the U.S. Naval Test Pilot School, graduating in 1990. His test tour was completed at the Strike Aircraft Test Directorate in Patuxent River in the carrier suitability department.

In April 1993, Capt. Honors reported to the "Black Aces" of VF-41 for his department head tour deploying onboard the USS THEODORE ROOSEVELT (CVN 71). While attached to VF-41, he served as both Operations and Maintenance Officer conducting combat operations in the Former Republic of Yugoslavia and Iraq.

Following this tour, he reported to the Naval War College in Newport, Rhode Island, and received a Master of Arts degree in National Security and Strategic Studies. In September 1996, he reported to the U.S. Atlantic Command for joint duty as the Joint Reconnaissance Center Branch Head. While in this tour, Capt. Honors was selected for aviation command.

In October 1999, Capt. Honors reported to the "Checkmates" of VF-211, deploying onboard USS JOHN C STENNIS (CVN 74). Capt. Honors assumed command of the "Checkmates" in February 2001. While attached to the Checkmates, he deployed twice to the Western Pacific/ Arabian Gulf. His second deployment was on short notice in support of Operation Enduring Freedom soon after the events of 9/11.

Capt. Honors reported to the Bureau of Personnel as the Head JO detailee in May 2002. He was selected for CVN XO in October 2002, and departed BUPERS in

October 2003, to begin Aviation Nuclear Officer training. He reported as Executive Officer of USS ENTERPRISE (CVN 65) in July 2005, deploying twice prior to departing in September 2007.

In January 2008, Capt. Honors assumed command of the U.S. SIXTH Fleet Command Ship, USS MOUNT WHITNEY (LCC 20) homeported in Gaeta, Italy. The ship conducted humanitarian assistance missions to Lebanon and the Republic of Georgia in support of Operation Assured Delivery.

Capt. Honors is the twenty-first Commanding Officer of USS ENTERPRISE (CVN-65).

He has accumulated more than 3,400 flight hours in 31 different types of aircraft with over 700 landings of 15 different carriers. Capt. Honors has flown 85 combat missions in three different theaters. He currently is flying the F-18 Super Hornet with CVW-1. His awards include the Legion of Merit, Bronze Star, Joint Meritorious Service Medal, Air Medals, Meritorious Service Medal, and various campaign/ personal 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.

Command Master Chief (Aviation Warfare/Surface Warfare)
Keith G. Oxley
USS ENTERPRISE (CVN-65)



Master Chief Keith G. Oxley is a native of Poughkeepsie, NY. After graduation from high school in June 1986, he enlisted in the U.S. Navy and attended recruit training at Recruit Training Command, San Diego, California.

His first duty station was aboard USS AMERICA (CV 66). While onboard AMERICA, he completed a Mediterranean deployment, two North Atlantic deployments and was advanced to Second Class Petty Officer. In March 1991, he reported to Mobile Diving Unit TWO (MDSU-2) attached to Squadron 8 in support of various salvage and recovery ships. His follow on duty station in March 1994 was aboard USS WHIDBEY ISLAND (LSD 41) home ported in Virginia Beach, VA. While onboard WHIDBEY ISLAND, he completed two Mediterranean deployments, one UNITAS / WATC deployment, two North Atlantic deployments, earned his ESW qualification, was selected as the 1995 Sailor of the Year, and was advanced to Chief Petty Officer.

In May 1998, he was assigned to Regional Support Group (RSG) Norfolk, VA as a Supply Management Inspector (SMI) for Atlantic Fleet ships. In May 1999, RSG joined with Afloat Training Group (ATG) Norfolk, VA. Performing very much the same job, he was titled as a Logistics Management Assessor (LMA). While attached to ATG, he was advanced to Senior Chief Petty Officer.

In December 2000, he reported to USS TORTUGA (LSD 46) home ported in Virginia Beach, VA. While onboard TORTUGA, he deployed to the Caribbean Sea as part of Standing Naval Forces Atlantic (SNFL), the North Atlantic in support of Strong Resolve 2002, and the Middle East for nine months in support of Operations ENDURING and IRAQI Freedom. While onboard TORTUGA, he was advanced to Master Chief Petty Officer.

In January 2004, Master Chief Oxley reported to the Staff of Commander Second Fleet (C2F) where he was selected by the Commander for the position of Staff Command Master Chief. He then reported to VAW-123 as the Command Master Chief in May of 2007. Following a successful deployment aboard USS ENTERPRISE (CVN 65) with the "Screwtops", Master Chief Oxley was selected as the Command Master Chief of Carrier Air Wing ONE (CVW-1).

While attached to CVW-1, he completed flight deck certifications aboard USS ENTERPRISE (CVN 65), USS EISENHOWER (CVN 69), USS CARL VINSON (CVN 70), and USS BUSH (CVN 77). Additionally, while attached to CVW-1 he completed several very successful unit level training detachments as well as two Air Wing Fallon detachments.

In October 2010, Master Chief Oxley was selected as the next Command Master Chief of USS ENTERPRISE (CVN 65). Master Chief Oxley is an honor graduate of the Senior Enlisted Academy (Class 130). His personal awards include the Meritorious Service Medal (three awards), Navy and Marine Corps Commendation Medal (three awards), Navy and Marine Corps Achievement Medal (six awards), and various unit citations and campaign awards.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

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 7,700 items of correspondence, 160 awards, managing Personal Qualification Standards (PQS), coordinating 221 training classes and ensuring accurate information entries in the Relational Administrative Data Management (RADM) program. The division managed a comprehensive manning and training database to efficiently 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 professionals meticulously screened, re-issued, tracked, and updated 1,200 Technical Directives while re-basing more than 5,200 Support Equipment records. Additionally, PC inducted, processed, and transferred over 30 various type model aircraft engines for Carrier Air Wing ONE with zero re-work. Their hard work and steadfast devotion led to the very successful completion of USS ENTERPRISE's CY 2010 Commander Naval Air Forces (CNAF) Aviation Maintenance Inspection (AMI) and earning the Commander Naval Air Forces Atlantic (CNAL) Black E award.

Quality Assurance (QA) Division's primary goal is to prevent the occurrence of aviation maintenance defects. QA has oversight of 47 Naval Aviation Maintenance Program (NAMP) programs encompassing all work centers in AIMD and the Armament Weapons Support Equipment (AWSE) program. QA is comprised of seven QA Representatives (QARs), four Collateral Duty Quality Assurance Representatives (CDQARs), two Central Technical Publication Librarians, a QA Supervisor and a QA Officer. This group of hand-selected technical experts ensured work center's maintenance actions were accomplished safely and in accordance with the NAMP.

During the 2010 Calendar year, QA performed 57 semi-annual work center audits, 157 annual program audits, 19 CDI monitors and four Hydraulic Contamination monitors. Over 3,000 Technical Directives (TDs) were screened, processed and incorporated throughout the department in order to ensure correct documentation in all equipment records. Additionally, QA processed the qualification of 65 CDIs, four CDQARs and five QARs, administered 1,073 Support Equipment (SE) tests, a total of 1,519 QAR, CDQAR and CDI tests, updated 1,578 technical publications, screened 555 Individual Material Readiness List (IMRL) acceptance and transfer inspections, and processed 114 broken tool reports.

A series of special audits performed by Program Managers and a khaki inspection team within the department conducted 92 program audits along with a follow-up audit performed by the QAR's in preparation for the CY 2010 CNAF AMI. In true ENTERPRISE fashion, the inspection was graded as the best in the Fleet for a large deck ship in the last two years with 43 of 44 programs graded "on-track" and 34 of 37 drills graded "satisfactory".

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

In 2010, the Power Plants Branch performed the first complete engine repair of F404-GE-402 and F414-GE-400 engines in over two years. This task had not been completed since the 2007 deployment. These engines were made ready-for-issue running them across Jet Engine Test Instrumentation (JETI) facility. Additionally, during 2010 Power Plants successfully completed an AIRSpeed process improvement event resulting in enhanced work center productivity, decreased work stoppage while maximizing available space within the work center.

Airframes Branch attempted an open-shot x-ray for a Damaged Engineering Disposition (DED) F/A-18 horizontal stabilizer repair. Despite not being able to complete the x-ray, it was the 1st attempt by a CVN under current procedures and provided valuable feedback to CNAF for the future course of the program for all CVN's. Additionally, Airframes completed several Non-Destructive Inspections (NDI) for CVW-1 and other Strike Group components. Airframes received accolades from the AMI and Radiation Safety Officer Program (RASO) Inspection Teams for having exemplary programs and outstanding personnel. Airframes also manufactured hundreds of miscellaneous metal fixtures from common habitability items to Aircraft components and also provided Ships Force Intermediate Maintenance Activity (SFIMA) support to the HMOS NANSEN and the USS BARRY.

Life Support Systems Branch "Paraloft" manufactured a vast array of special fabric projects as well as leather products that were used throughout the ship. Projects included: more than 700 nametags, manufacture of 60 curtains, and sewing 250 flight deck uniforms. The Paraloft also conducted hundreds of maintenance man-hours to make RFI oxygen regulators, parachutes, oxygen concentrators, harnesses and OBOGS Concentrators.

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% 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 Aviation Ordnance Branch tracked the issue and receipt of 1,912 pieces of AAE, while performing 1,217 maintenance actions, resulting in a 99% RFI rate. The Ordnance Branch also assisted the Shipboard Weapons Integrated Team (SWIT) with maintenance procedures, stowage, and handling of the Bomb Rack Unit (BRU-61) for the testing and evaluation of the new Joint Strike Fighter Aircraft. The Branch also assisted the Weapons Department in Ship-full Allowance On-load requirements of 2.6 million pounds of conventional ordnance.

The RADAR/FLIR Branch de-preserved, incorporated 238 TD's, and returned to service four High Power and two Electro-Optical Consolidated Automated Support System (CASS) test benches. The Branch also accounted for more than 1,500 pieces of IMRL equipment, while completing transfer documentation for 38 items and acceptance documentation for 123 items. They re-incorporated work center operability within NAMP guidelines by conducting audits and extensive training on all applicable programs within the Work Center and

completed the CY 2010 CNAL AMI with zero discrepancies. The Work Center brought 243 precision SE modules that are governed by the METCAL program online and into their proper operating cycles, resulting in 100% program compliance and asset availability. The work center completed 556 maintenance actions, achieving an outstanding 96.94% RFI Rate. Additionally, they completed 469 preventative maintenance actions, ensuring seven CASS Test Stations remained fully mission capable in support of CVW-1.

The Electrical Branch offloaded Inertial Measuring Unit Test Station (IMUTS) and transferred 18 IMRL line items to stock, dissolving Work Center 62F. They coordinated and assisted with the oil mist collection modification of Aircraft Engine Component Test Stand (AECTS) and the drive motor change on AECTS in preparation for the 2011 deployment. The Branch processed 602 maintenance actions, achieving an 88% RFI Rate. The Branch repaired RADAR Test Bench Station (RTBS) chill water and coolant system and assessed the Battery Locker stock, properly disposing of 15 outdated batteries and replenishing the stock to ensure zero turn around time for embarked squadrons. Additionally, they rebuilt and streamlined the Battery Safety Program, receiving zero discrepancies during the AMI.

The CASS Branch inventoried 477 IMRL items, 126 Calibration assets, and 1,550 Maintenance Assist Modules (MAM's). They completed ship's force rehabilitation and restoration work on two work centers and one squadron space. They took custody and inventoried 193 publications across three work centers. Additionally, they also de-preserved, tested, and groomed eight avionics test benches, as well as generated 180 RFI Weapon Repairable Assemblies (WRAs) in support of CVW-1.

The Micro-Miniature/Huntron Branch completed 1,484 maintenance actions. The Micro-Miniature work center was certified to conduct repairs on equipment and recertified three personnel for Micro-Miniature and one for Miniature soldering. Additionally, the branch received a grade of "On-Track" during the AMI for the 2M and Electrostatic Discharge Programs, and they set up the Pin Point II circuit card testing system.

The Avionics Electronic Countermeasures Branch successfully repaired the obsolete AN/USM 458C Test Bench for use during the 2011 Combat Deployment. This test bench is no longer supported by the Navy and all avionics equipment supported by the bench has been offloaded to CASS. The Ship is currently using the only test bench of this type left in the fleet to repair ALR-67 and ALQ-126B systems. Additionally, the ECM Technicians discovered a software issue prominent with Data Link Solutions (DLS) manufactured Multifunctional Information Distribution System (MIDS), which gives inaccurate timing measurements. The Shop initiated an Engineering Investigation, resulting in a Test-Work-Around Procedure. Their discovery and report of the discrepancy has recovered 66 troubleshooting man-hours and greatly reduced the turn-around time for DLS manufactured MIDS turned-in for repair.

The Communication and Navigation Branch maintained a 92.3% RFI Rate throughout 2010. The Comm/Nav/IFF Technicians performed two depot level repairs on the Identification Friend or Foe CD-29/UPM-155 test set, returning the work center to full mission capabilities with minimal down time, ensuring the continued support of CVW-1. The Branch restored and maintained all required NAMP Programs in preparation for a compressed work-up schedule and AMI, contributing to the overall outstanding grade earned by AIMD.

AIMD's Field Calibration Facility (FCA) processed 4,554 items, achieving a low 1.9% calibration readiness overdue rate in the management of 8,927 end items, the lowest of all Atlantic Fleet carriers for two consecutive years. They processed 4,554 items achieving an 89.5% RFI Rate and an average readiness rate of 96.83%. The CAL LAB won the Measures Operations Control Center Outstanding Readiness Award and was recognized as the model for the Fleet.

IM-4: Support Equipment Division

Support Equipment (SE) Division (IM-4) is comprised of six work centers and 45 Sailors responsible for completing scheduled and unscheduled maintenance on 1,449 items of SE. The division began 2010 preparing for sea trials, work ups, CNAL AMI and the 2011 deployment. In March 2010 the division worked hand in hand with Air Department preparing for Flight Deck Certification after a two year EDSRA. The division's Training and Licensing Team ensured that Air Department personnel had all qualifications and licenses required to resume flight operations. The A/S32A-35A Aircraft Crash and Salvage Crane was off-loaded to the CNAF crane compound for its annual load test and certification. The division's Aviation Maintenance Administrationmen screened the Support Equipment Scheduling System and all 1,449 Support Equipment OPNAV 4790-51 History Records ensuring each item of SE had all required maintenance and inspections documented correctly.

Throughout the year the division focused on preparation to sustained combat operations during the 2011 deployment. They worked closely with CVW-1 ensuring squadron's Sailors were trained and qualified to operate SE. Additionally, the Support Equipment Technicians spent countless hours performing all required preventative maintenance, and equipment operational checks ensuring all SE was ready for the duration of deployment. The division performed well during the CNAL AMI, with all programs graded "on track". IM-4 was lauded as the most improved division within AIMD.

Over the year the experience and morale of the division has greatly improved which is evident in the significant increase in the SE Availability rate from 66.9% in the beginning of 2010 to 96.7% by years end.

AIR DEPARTMENT

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

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 the final phases of a challenging Extended Ships Restricted Availability period. During this availability period, the division completed the complete rehabilitation of 17 assigned divisional spaces, including the extensive refurbishment of Primary Flight Control. The upgrades to Primary from the previous year were maintained and the advanced tower communication system was given a fair amount of attention. Although the overhaul of the control panel and replacement of the exterior windows and heaters from the previous year were already completed, these systems were looked at due to minor failures since installation.

During this year in preparation for the upcoming deployment, V-0 effectively managed a 75% personnel turnover rate in the months leading up to deployment. Having already qualified personnel was instrumental in Flight Deck Certification, TSTA, FEP and C2X going off without a hitch. This dedication and professionalism of a knowledgeable, experienced crew of Tower Operators and Supervisors, as well as LSO Platform Operators was critical to smooth flight operations in the first few months underway. The perseverance and drive to excel in every endeavor was vindicated in ENTERPRISE being awarded the eighth consecutive "Yellow E" for Air Department Efficiency; not a small task for by any measure, but one that was well deserved. As the departmental administrative representatives, our experts in the Division were responsible for processing more than 1,800 pieces of correspondence in a timely and accurate manner, ensuring adequate manning for the Air Department, proper submission of all FITREPS/EVALS and award recognition for outstanding actions and merit.

The professionalism of V-0 Division Sailors is evident in the fact that they are continually studying and training, preparing themselves for increased leadership and responsibility. Their individual and team actions have been nothing short of outstanding, impressing at all levels of leadership. This dedication to professional, personal, and technical development directly led to the V-0 Division's overall successful contribution to the USS ENTERPRISE mission of Prompt and Sustained Combat Operations At Sea and our ability to remain "Ready on Arrival."

V-1 Division - Flight Deck

2010 was a very challenging and exciting year for the flight deck crew. With the Big "E" finally out of Northrop Grumman Shipyard, the flight deck crew was able to launch into a shortened workup cycle. The flight deck crewmembers overcame all the hurdles of shipboard life in an exceptional manner, integrating well with CVW-1.

Luckily, an ensemble of highly seasoned and authoritative flight deck leaders unlike any the navy had before seen was on hand to initiate flight deck certification and train up and coming directors. These salty khakis with centuries of combined experience laid a foundation that shattered records for efficiency and safety during workups and into the Big E's staggering 21st deployment.

Even with brand new flight deck non-skid, VLA paint, and refurbished catwalks, maintenance never ceased. Leaving Newport News in April, the flight deck looked brand new. However through seven months of workups, over 6000 arrested landings and 20000 aircraft moves had taken its toll. Night time and no-fly days throughout this time saw flight deck personnel hard at work with brooms, soap, and old fashioned sweat, scrubbing the deck clean so pilots could safely and accurately identify the landing area. However, prior to the New Year it was necessary to apply new non-skid and paint to the landing area.

Training never ceases. Throughout the year, V1 qualified 32 aircraft handlers, 26 tractor drivers, 29 elevator operators, and 18 aircraft directors. V1 personnel were also the recipient of 5 EAWS and 3 ESWS pins.

Crash division continued to improve its readiness throughout the year also. Crash crews responded to 142 actual aircraft emergencies, ensuring a positive outcome to all incidents. This is a result of a tireless drill program which began fresh out of Newport News. Crash continues to support training around the fleet by hosting sailors from other carriers, so that they may learn the job and take that expertise back to their ship.

The ABHs of V1 never quit bettering themselves. Their hard work and technical acumen directly ensure the safe movement, launch, and recovery of aircraft, guaranteeing a 100% mission accomplishment while maintaining the highest level of personal integrity by living the Sailor's Creed.

V-2 Division - Aircraft Launch and Recovery Equipment

On New Years Day of 2010, ENTERPRISE was moored in Newport News Shipyard and Northrup Grumman shipyard workers were making an all-out effort to return the Aircraft Launch and Recovery Equipment to operational capability. The division was comprised mainly of new personnel who were fresh off training detachments onboard USS DWIGHT D. EISENHOWER, USS THEODORE ROOSEVELT, and USS HARRY S. TRUMAN. Flight deck drills were conducted regularly, often twice each week as Air Department prepared for the day when the ship would be declared ready for Sea Trials and Flight Deck Certification.

In April, the ship got underway from Newport News for Sea Trials and for the first time in two years steamed into the Atlantic Ocean. In May the ship got underway for Flight Deck Certification and V-2 went to work. The first aircraft was recovered on 13 May, catching a 3 wire. The catapult and arresting gear crews, though trained on various ships, began to form a cohesive team and over the next two weeks nearly 1,000 aircraft were safely recovered and launched.

Throughout the summer and into the fall V-2's performance on the flight deck continued to improve and by October, they were unquestionably ready for COMPTUEX. Four Cat go's were the norm, and the launch of four aircraft in less than one minute became commonplace. The catapult crews had truly hit their groove. The "green" crewmembers were gaining valuable experience and were slowly replacing those left from the 2006 and 2007 deployments as they rotated to new assignments.

Over the year, V-2 personnel completed more than 2,400 maintenance actions while safely and efficiently launching 6,119 aircraft. Work in the Arresting Gear included five re-reeves of arresting gear engines, seven

additional terminal replacements, twelve anchor damper repacks, and two accumulator floating piston repacks. The catapult crews completed a complete catapult overhaul, two peen jobs, two shuttle inspections, a water brakes overhaul, two trough cover inspections, two re-reeves, an NGL accumulator replacement, an NGL piston replacement, four cable tensioner rod repacks, two steam packing repacks, and numerous other major maintenance actions. Throughout this, the Sailors had earned hundreds of qualifications, enabling the division's most flexible manning since the 2007 deployment. By New Year's Eve, V-2 was comprised of 195 Sailors fully trained, qualified, and ready for the upcoming 2011 deployment.

V-3 Division - Hangar Deck

2010 was a rewarding year for V-3. In May the hangar deck was once again populated with aircraft vice contractor containers, and from there personnel never stopped safely moving aircraft from the hangar deck for maintenance to the flight deck for a steady pace of operations. By the time Big E was ready to deploy, the division had conducted over 2,500 aircraft moves and over 1,000 elevator runs.

V-3 applied all of their firefighting knowledge and team coordination while delivering exceptional performances throughout a grueling schedule of hangar bay fire drills during the CART II, TSTA/FEP, and COMPTUEX evaluations. More importantly, the drills provided insight and experience for the junior Sailors who had never been to sea. The drills also helped to further their understanding of their rate as ABH's who specialize in moving aircraft and fighting fires.

The division continued to focus on rehabilitation of the Hangar Bay and all associated spaces to ensure maximum readiness through the upcoming deployment. V-3 supported the mission of the Enterprise by safely and efficiently preparing her and her crew to go back to sea.

Additionally, the division took advantage of the numerous at sea periods of other carriers to ramp up qualifications and training. More than 40 in-rate PQS qualifications were achieved by Sailors helping the division optimize manning and readiness levels. More than 50 sailors also received their 3M, basic DC, and other shipboard qualifications.

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

2010 continued the outstanding performance of the V-5 Division, comprised of TAD personnel from each of the other four Air divisions. The division was established 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 completed maintenance on the over 11000 pieces of equipment, and the results continue to validated the decision to create the division a year and a half ago. Over 1800 preventative and corrective maintenance actions and 160 spot checks were completed by the end of the year. Additionally, the tireless efforts of the twenty-seven men and women of V-5 resulted in eight maintenance people, eight craftsmen qualifications, four repair parts petty officers, ten damage control petty officers, over 60 advanced DC qualifications in the division. These qualifications were critical to meeting the persistent requirements of damage control maintenance during the expedited training syllabus that ENTERPRISE saw in 2010. The division continues to do great things.

COMBAT SYSTEMS DEPARTMENT

Communications Division (CS-1) maintained a 24/7 OPTEMPO throughout an extremely challenging Composite Training Unit Exercise (COMPTUEX), Joint Task Force Exercise (JTFEX), and Communications Assessment throughout the 2010 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 classified and unclassified 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 throughout an arduous Inter-deployment Training Cycle. Training consisted of Command Control and Communications (CCC) and Monthly Inport Training (MITE) exercises, utilization of Shipboard Electronic Systems Evaluation Facility (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 underway.

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

- Ensign [REDACTED] relieved Ensign [REDACTED] as the Communications Officer.
- Ensign [REDACTED] departed for IA duty in Afghanistan.
- CWO2 [REDACTED] assigned to Beach detachment.
- ITCS [REDACTED] relieved ITC [REDACTED] as CS-1 Division LCPO.
- 20 personnel reported onboard.
- 10 personnel transferred.

Other significant accomplishments:

- Ensign [REDACTED] qualified as IDWO.
- Eight personnel advanced to their current rate.
- Four personnel qualified as Communications Watch Officers.
- One person earned Enlisted Surface Warfare Qualifications.
- Seven personnel earned their Enlisted Aviation Warfare Qualifications making them qualified in both ESWS and EAWS.
- Communications division scored a 94% in HFMCN 10-2. Hosted fleet wide demonstration onboard.
- COMPTUEX, JTFEX overall grade of 98% for TSTA FEP, T-2 Score in communications from CSFTL for COMPTUEX.
- Developed Cross Connect theory of SHF utilization via ADNS-J(V)II.
- Contributed to Combat Systems department earning the green "CS".
- Completed and participated in numerous MITE.
- Completed CCC-19 with a 98%.
- Operationally tested all communications systems that had been in layup/not utilized for the restricted availability period.
- Restored the use of GBS, FLEET BROADCAST, and HAVEQUICK systems.
- Tested and implemented our High-Speed DSCS, CBSP, and EHF TIP RF circuits utilizing the new ADNS-J(V)II system.

- Tested and implemented our High-Speed T-1 Pier connection utilizing the new ADNS-J(V)II system upon arrival to NORVA.
- Conducted several successful IP-cutovers from UARNOC to ECRNOC, back to UARNOC, and now to IORNOC.

CS-2

Information Assurance Division (CS-2) accomplishments included the processing of more than 180 Information Assurance (IA) vulnerability alerts, 115 IA vulnerability bulletins and 25 computer tasking orders across two separate enclaves, ensuring ENTERPRISE networks maintained the highest possible state of readiness. The IA staff conducted annual IA training for more than 3,500 Enterprise classified and unclassified network users three months ahead of schedule.

CS-2 Division has kept ENTERPRISE on the forefront of Information Assurance by completing four Navy-wide Information Assurance (IA) inspections to include CNDIBA, Green, Blue and Red Team inspections. CS-2 Division was successful in applying more than 780 security patches on 13 servers and 1650 workstations.

Upon completion of the Ship's Restricted Availability (SRA) period, the EKMS vault established 12 new Local Elements in order to support the EKMS requirements of the squadrons and embarked staff issuing more than 1400 pieces of COMSEC as well as account for the destruction of more than 3,500 pieces of keying material. Additionally, EKMS conducted training for 600 CMS users within all local elements.

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

- IT1(SW) [REDACTED] relieved IT1(SW) [REDACTED] as EKMS Alternate.
- Four personnel re-enlisted.
- Four personnel reported onboard for duty.
- Six personnel transferred.

CS-3

Like Communications Division above, Network Division (CS-3) maintained 24/7 operations on board USS ENTERPRISE during an arduous Ship's Restricted Availability, keeping all equipment and systems in place aboard ship, a feat few Carriers attempt in an extended shipyard environment. During this time, Networks provided outstanding service, maintaining 22 servers and nearly 1600 workstations (NIPR & GCCS-M/GENSER & SCI) with a total unexpected downtime of less than two hours collectively over a year's period.

Network Division made large strides in configuration management and LAN equipment and systems baseline through a variety of resources ranging from a Program of Record LAN Validation Team and Fiber Optic and switch groom teams to an in-house expertise in implementing a complete network groom for greater efficiency in network operations. These grooms were a result of several self-assessed single points of failure in a LAN that includes some components more than 20 years old and the impending release from SRA to an operational vessel. With minimal help for SPAWAR, ship's force was able to correct several redundancy issues, restoring baseline operations, and providing 99.8% system availability, simultaneously streamlining Help Desk procedures.

CS-3 was an integral player in USS ENTERPRISE departing the SRA into an arduous workup schedule that included Independent Steaming, Carrier Qualifications, CART, TSTA phases and FEP. This arduous workup schedule also included a group sail, FSTGC, and COMPUTEX. Additionally, CS3 successfully coordinated all Network Assets/Accounts for the CCSG-12, Airwing, and CDS-2 Embark. In CY 2010, CS3 combined ADP and EDP Help Desk personnel expended more than 34,390 man-hours for a total of 11,396 trouble calls. Every crew member had access to personal computers and a command e-mail account for personal use. During the year e-mail, INTRANET and INTERNET services were provided to USS ENTERPRISE crew on a 24 hour basis.

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

- ITC [REDACTED] promoted to CPO and assigned as EDP LCPO.
- 14 new personnel reported onboard for duty.
- 16 personnel transferred.
- Two personnel supported IA assignments.
- 12 personnel advanced to their present rank.

DECK DEPARTMENT

DECK DEPARTMENT

Enterprise's Deck Department has a longstanding tradition of excellence. Throughout 2010, the department continued that tradition.

During Enterprise's 24-month yard period, Deck Department continued the preservation of freeboard and internal spaces.

First Division refurbished the ceremonial focsle to be used by over 5000 embarked Sailors and Marines. Additionally, as the ship prepared for upcoming underway operations they completed the installations of 226 life rafts onboard.

Second and Third divisions contributed to the success of readiness as Second Division completed re-assembly of all Underway Replenishment stations and the inventory of all related replenishment gear and tool kits leading to the transfer of over 8 million gallons of fuel and 5000 pallets of ammunition, stores and cargo. Deck Department also delivered 123,000 gallons of fuel to the USS Leyte Gulf. Third Division continued their contributions as they preserved and painted the boat deck and all sponsons. They also conducted the last Search and Rescue Certification onboard the USS Enterprise.

Deck Department established ship-wide prominence through its renowned paint team. The team enhanced the appearance of Enterprise by painting out more than 500 spaces onboard.

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 3 Sailors and received the Gold Anchor for exceeding retention goals. The united efforts of the department culminated in Deck Department receiving the COMNAVAIRFOR AIRCRAFT CARRIER BATTLE EFFICIENCY (White Crossed Anchors w/Black D) award for 2010.

The most significant departmental accomplishments of 2010 were the advancement of 1 sailor to Chief Petty Officer, one to Second Class Petty Officer and seven 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 97 percent, treating more than 9,000 ship's company and embarked personnel onboard USS ENTERPRISE.

JANUARY 2010:

Hospital Corpsman Third Class [REDACTED] was administratively separated from the Navy. 3M Force Revision 1-10 was instituted. Command ODR was 97.22%.

FEBRUARY 2010:

Command ODR was 97.93%.

MARCH 2010:

Hospital Corpsman Second Class [REDACTED] and Hospitalman [REDACTED] reported onboard for duty. Chief (SW) [REDACTED] successfully completed all requirements and was awarded the Enlisted Air Warfare Specialist qualification. Hospital Corpsman Second Class [REDACTED] reenlisted for 3 years. Command ODR was 98.06%.

APRIL 2010:

Hospital Corpsman Third Class [REDACTED] and Hospitalman [REDACTED] reported onboard for duty. Hospital Corpsman Second Class (AW) [REDACTED] was awarded a Flag Letter of Commendation for his exceptional professionalism, initiative and loyal dedications to duty and transferred to National Naval Medical Center, Bethesda, Maryland. Hospital Corpsman Third Class [REDACTED] represented the Dental Department for 2nd QTR FY 2010 Junior Sailor of the Quarter. 3M Force Revision 2-10 was instituted. Command ODR was 97.68%.

MAY 2010:

Hospital Corpsman First Class (SW/AW) [REDACTED] attended Naval Safety Programs course, Norfolk, VA. Command ODR was 97.89%.

JUNE 2010:

March 2010 advancement results were released. Hospital Corpsman Second Class [REDACTED] was selected for advancement to Hospital Corpsman First Class; Hospital Corpsman Third Class [REDACTED] and [REDACTED] were selected for advancement to Hospital Corpsman Second Class. Hospital Corpsman First Class [REDACTED] and Hospital Corpsman Third Class [REDACTED] successfully completed all requirements and were awarded the Enlisted Surface Warfare Specialist qualification. Hospital Corpsman Second Class [REDACTED] successfully completed all requirements and was awarded the Enlisted Air Warfare qualification. Hospital Corpsman Second Class [REDACTED] was awarded the Navy & Marine Corps Achievement Medal for superior performance and transferred to Advanced X-ray School, Naval School Health Sciences, Fort Sam Houston, Texas. Command ODR was 97.46%.

JULY 2010:

Hospital Corpsman Second Class [REDACTED] reenlisted for 2 years. Hospital Corpsman First Class (SW) [REDACTED] was awarded the Navy & Marine Corps Achievement Medal for superior performance and transferred to Naval Medical Center, Portsmouth, Virginia. Hospital Corpsman Second Class (SW/AW) [REDACTED] was awarded the Navy & Marine Corps Achievement Medal for superior performance and transferred to National Naval Medical Center,

Bethesda, Maryland. Hospitalman [REDACTED] and [REDACTED] completed the Preventive Dentistry Course at Naval Dental Clinic, Norfolk. LT [REDACTED] transferred to National Naval Medical Center, Bethesda, Maryland for residency training in Endodontics. LT [REDACTED] reported onboard for duty as Assistant Dental Officer. 3M Force Revision 3-10 was instituted. Command ODR was 96.98%.

AUGUST 2010:

Hospital Corpsman First Class (SW/AW) [REDACTED] was awarded the Navy & Marine Corps Achievement Medal for superior performance and transferred to Naval Medical Center, Portsmouth, Virginia. Hospital Corpsman Second Class [REDACTED] reported onboard for duty as Basic Laboratory technician. Command ODR was 97.24.

SEPTEMBER 2010:

Hospital Corpsman First Class (SW/AW) [REDACTED] represented the Dental Department for 3rd QTR FY 2010 Senior Sailor of the Quarter. Command ODR was 98.39%.

OCTOBER 2010:

Hospital Corpsman Third Class (SW) [REDACTED] extended his enlistment for 12 months. 3M Force Revision 4-09 was instituted. Command ODR was 97.93%.

NOVEMBER 2010:

Hospital Corpsman Chief (SW/AW) [REDACTED] reported onboard for duty as Advanced Laboratory Technician. Chief (SW/AW) [REDACTED] attended Command Managed Equal Opportunity Managers Course, and assumed duties as the Dental Departments CMEO. Command ODR was 97.07%.

DECEMBER 2010:

Hospital Corpsman First Class (SW) [REDACTED], Hospital Corpsman Third Class (SW) [REDACTED] and [REDACTED] successfully completed all requirements and were awarded the Enlisted Air Warfare qualification. The Dental Department successfully completed the AIRLANT Dental Readiness Inspection (DRI) evaluation, achieving a grade of 99.47%/C-1 (Fully Ready) and cited in comments as the "model for the fleet." Hospital Corpsman Third Class [REDACTED] reported onboard for duty. DENCAS Remote 3.0 installed in preparation for upcoming deployment. Command ODR was 96.90%.

ENGINEERING DEPARTMENT

The Engineering Department funds and provides manning for ENTERPRISE's Intermediate Maintenance Activity (IMA), which conducts Repair Availabilities (RAVs) for all shipboard departments and supports Strike Group maintenance needs through the Strike Group IMA (SGIMA). The IMA is governed under the "Continuous Maintenance" philosophy with a focus on prioritization and efficiency. This process improves overall material condition and maximizes readiness by ensuring available manpower and resources are utilized to support the jobs with the greatest operational impact. ENTERPRISE IMA accomplishments:

- During the first half of 2010, the IMA efforts were focused on the conclusion of EDSRA 08 and the completion of the Ship's Force Work Package (SFWP) tasking. This included the closeout of over 13,400 repair tasks encompassing 120,000 man-hours. The planning and integration of these 13,400 SFWP tasks required a comprehensive review of Depot level tasking to develop a harmonious day-by-day plan for execution. To support funding limitations earlier in the availability, ENTERPRISE's IMA established and trained 42 personnel as a Ventilation Repair Team. This team successfully completed 162 ventilation system repair tasks screened to ship's force for accomplishment. The ability of the Vent Team to absorb these repair tasks saved more than 150,000 dollars in contractor costs.
- Near the end of the EDSRA, a similar team for lagging was trained by the shipyard. This team, led by a Chief Petty Officer replaced several hundred feet of severely damaged chill water lagging. Over the years the lagging had become significantly deteriorated and required complete replacement. The lagging team, comprised of Sailors from all divisions across the ship, did an outstanding job in removing the damaged lagging, prepping the piping for installation, installing the lagging and painting the disturbed areas. This team worked non-stop, including weekends and holidays, to ensure this vital crew habitability item was completed prior to opening of the mess deck areas.
- The key to improved IMA productivity was the Engineering Trouble Call program. Ship's force developed and maintained a Microsoft Access database to centralize the reporting and screening of engineering trouble calls from all areas of the ship. The Engineering Trouble Call Program is the cornerstone of ENTERPRISE's material self-assessment ability and continues to be the driving force in material condition improvement. ENTERPRISE's database and Trouble Call program became the model for TSIMS, the new Trouble Call and Zone Inspection Deficiency program being used by the Fleet today. The Trouble Call Program provided the following positive impacts:
 - Quality of life was significantly improved through reduced habitability trouble call response times.
 - System down time was reduced because database overview allowed easy correlation of multiple trouble calls and wide-view system diagnostics as opposed to limited component troubleshooting.
 - Repair shop trouble call man-hour expenditures were also greatly reduced by the comprehensive trouble call information sheet generated by the system.
 - This program saved money and improved readiness by reducing catastrophic system failures.

- During 2010, Ship's Force (S/F) identified and corrected 8,120 material deficiencies expending more than 9,445 man-hours of Trouble Call repair efforts on the oldest and most complex ship in the Fleet.

Auxiliaries (A) Division

ENTERPRISES A-Division is one of the hardest working divisions in the fleet. A-Gang is responsible for more equipment and more spaces than any other workcenter on the ship. They maintain and troubleshoot all service systems (potable water, service steam, low and high pressure air), two Anchor Windlasses, four Aircraft Elevators, four Deck Edge Doors, Hanger Bay Divisional Door, four Rudders, four Catapults including the Air and Steam Systems, four Emergency Diesel Generators, two Rigid Hull Inflatable Boats, eight Air Conditioning Plants, all Ships Service Stores refrigeration Systems, all Galley Equipment, all Environmental Waste Processing Equipment, two Cryogenic Plants, eight High Pressure Air Compressors, and the Nitrogen and Oxygen Distribution System. A-gang's specific accomplishments include but are not limited to:

➤ **Hydraulics Shop:**

- Overhauled 6 Aircraft Elevator Compensator Control valves, restoring three aircraft elevators to full operation.
- Worked 24 hours/day, seven days a week for 30 days in support of aircraft elevator fluid reclamation by an outside contractor. SF performed nearly 400 elevator runs in support of this critical repair.
- Performed eight emergent repairs to aircraft elevator stanchion groups while underway restoring stanchion groups to operation in support of flight operations.
- Performed emergent repairs to three steering systems allowing the ship to complete all mission tasking and along side replenishment operations in support of air wing certification and sustained flight operations.
- Performed underway limiting repairs to NR2 aircraft elevator high pressure motor operated valve. The restoration of this elevator was crucial in support of joint strike group exercises.
- Worked closely with three outside contractor organizations to restore two pilots' elevators to full operation.
- Worked closely with three outside contractor organizations in repairing eight stores conveyors. Three of these conveyors had been out of commission for over three years. Their efforts were key in restoring these vital systems to an operational status.
- Performed emergent repairs to two un-rep replenishment winches during the ship's first alongside evolution in three years. These repairs were completed in record time while performing a CONREP allowing the ship to receive a full load of ammunition in support of the upcoming overseas deployment.
- Performed critical repairs to the underway replenishment fueling rig allowing the ship to deliver over one-hundred thousand

gallons of fuel to a fellow strike group ship. The ship had not successfully completed an evolution like this in over 6 years.

- o Repaired two gypsy winches fully restoring the ships alongside replenishment systems to full operation.

➤ Steam and Heat Shop:

- o Completely overhauled and groomed all environmental waste processing equipment. The steam and heat shop worked countless hours restoring this vital equipment to full operation in support of making over one-thousand plastic waste "pucks" for safe disposal at an on shore facility.
- o Performed several emergent repairs to the ships pulpers. They were able to effect repairs while minimizing downtime of this crucial equipment allowing full unrestricted use of all crew galleys.
- o Replaced four steam pre-heaters restoring heat to several spaces that had gone without for several years. Restoring these heaters was a significant benefit to overall crew morale.

➤ Air Conditioning and Refrigeration Shop:

- o Replaced four cooling coils restoring air conditioning to several critical components. Their efforts restored air conditioning to a water chemistry room allowing for the continued critical operation of a propulsion plant. They also restored cooling to two vital radar systems allowing the ship to get underway on time meeting critical mission tasking.
- o Overhauled NR 16 air conditioning chill water pump, restoring the AC to operation.
- o Overhauled NR 4 reefer salt water pump, restoring redundancy to the AFT ships service refrigeration system.
- o Worked for four weeks around the clock in overhauling the FWD ships stores refrigeration system to operation. Significant material problems rendered the FWD reefer system out of commission; SF worked side by side with a team of experts from York International and were able to restore the FWD system to full operation in record time.
- o Performed an emergent at sea repair to NR2 air conditioning plant, a refrigerant leak developed releasing several hundred pounds of refrigerant to the atmosphere. A team of SF technicians entered the space in full protective gear (including forced air respirators) and were able to stop the release and recover over 300 pounds of liquid refrigerant from the system prevent further release to the environment.
- o Replaced ten crew's galley ice machines as well as ten undercounter reefer systems significantly benefitting overall crew morale.

➤ Diesel Engine repair Shop:

- o Performed eight diesel inspections, identifying and correcting over 200 discrepancies. They worked often around the clock in order to complete these inspections allowing numerous reactor start-ups to commence on time. Their efforts allowed the ship to get underway on-time in support of critical mission taking.
- o Tested over 25 critical relief valves. This testing required significant coordination of two major ship's departments and

three outside organizations. Their efforts again ensured the ships emergency distribution system was fully functional and ready to support all operations.

- o Performed an emergent replacement of NR1 emergency diesel generators saltwater booster pump. This repair was performed in support of an underway; their hard work once again ensured the ship was able to get underway on time in support of flight deck certification.
- o Replaced five critical sea valves, repairing these valves allowed satisfactory isolation to be obtained for firepump maintenance, eliminating the need to install cofferdams for this work. This saved thousands of dollars in mission critical funding over the rest of the life of the ship.
- o Replaced 20 motor driven fire pump mechanical seals allowed continued unrestricted use of the ship's firemain system.
- o Worked hand-in-hand with two outside contracted organizations in completely refurbishing the ship's solid waste incinerator. Their efforts ensured the ship was able to safely and properly dispose of thousands of tons of hazardous trash and classified material.

➤ Cryogenic repair Shop:

- o Removed, delivered and re-installed over 50 relief valves for testing, most of the work was completed via controlled work packages. This work was flawlessly performed resulting in no QA14's generated and no rework.
- o Rebuilt three nitrogen reducers under strict quality control requirements.
- o Performed emergent repairs to both the FWD and AFT waste gas heaters allowing uninterrupted production of oxygen and nitrogen in support of airwing operations.
- o Replaced #8 HPAC motor
- o Overhauled four high pressure air compressors in record time with no down time for oxygen or nitrogen production.
- o Rebuilt 12 high pressure air compressor air pilot drain blocks.
- o Repaired vacuum leaks on AFT 750/250 storage tank outer shell
- o Repaired four sea water valves
- o Rebuilt ten high pressure air valves throughout the ship keeping this vital system fully operational.
- o Replaced three nitrogen distribution system auto-stop valves and a nitrogen reducer keeping the ships nitrogen distribution system fully operational.

➤ Catapult Shop:

- o Repacked 25 critical steam valves with no down time to the catapult system.
- o Replaced six accumulator gage glasses in record time preventing any disruption on air craft launching.
- o Performed six mission critical steam repairs minimizing mission impact on flight operations.
- o Lagged over 60 feet of steam piping.
- o Replaced 15 catapult drain station orifices.
- o Supported over 6,000 air craft launches.

3M Division

ENTERPRISE's 3M Division improved their capabilities in 2010. Serving 158 work centers, 3M personnel ensured training and guidance was available for all organizations conducting preventative and corrective maintenance onboard the ENTERPRISE. 3M absorbed many additional tasks required to maintain EDRSA production and underway timelines including:

- During 2010, Ship's Force (S/F) identified 14,700 discrepancies and corrected approximately 12,000 discrepancies on the CSMP.
- Ship's Zone inspection program identified 9016 material discrepancies and S/F corrected 7584 discrepancies. 3M division also documented over 43,000 preventative maintenance checks.

Maintenance Support Center (MSC)

ENTERPRISE's MSC also improved their capabilities in 2010. Serving more than 3,800 customers, MSC personnel ensured help was available when needed for any organization conducting repairs onboard the ENTERPRISE. MSC absorbed many additional tasks required to maintain EDRSA production and underway timelines including:

- MSC provided over 1,200 man-hours in detailed logistical research and was solely responsible in ordering over \$1 million dollars in emergent and routine repair parts across all departments on board. Their efforts directly contributed to a successful completion of EDSRA, sea trials, and work-up cycle.
- Being the "Gatekeeper" for Configuration Management, MSC conducted over 167,000 record changes that ensured ENTERPRISE maintained an accurate configuration record.
- MSC ordered and installed more than 500 Technical Manual changes and 304 Naval Sea Systems Command (NAVSEA) Drawings and technical manuals. MSC personnel ensured the correct technical documentation was available and provided to support repair efforts. This vast library of technical information (approximately 3,000 hard copy manuals and over 10,000 selected record drawings) was both compiled and maintained by MSC personnel.
- MSC processed over 71 temporary drawings and 700 deep drawing researches from January 2010 to December 2010 due to lack of funding for updated drawing indexes and many needed drawings that were non-existent. Their diligent efforts allowed for completing routine and emergent maintenance in a safe and timely manner.

Electrical (E) Division

The Engineering Electrical division onboard ENTERPRISE accomplished an unprecedented amount of corrective and preventive maintenance. On average 250 man hours were spent correcting over 80 electrical deficiencies per week outside of the propulsion plant. These repairs ranged from the restoration of 50 year old load centers following fires to limit switch adjustment on aircraft elevators. The depth and scope of repairs accomplished by Engineering Electrical is unmatched by any other fleet asset. Specific accomplishments include:

- The average production rate for the Motor Rewind Shop was one complete motor rewind per month. The age of most of ENTERPRISE's motors means

that repair parts are unavailable and a complete rebuild of the unit is often the only option. ENTERPRISE motor rewind shop support other Battle Group assets by rewinding two motors during COMPTUEX. This service saved 30 days of inport repair and allowed a mission critical asset on the LEYTE GULF to be restored while at sea.

- Power Shop and Hotel Services performed emergent level repairs to four Load Centers, and seventeen AFFF stations producing successful flight deck certifications during ORSE and COMPTUEX.
- The five subdivisions of E Division accomplished nearly one thousand planned preventive maintenance checks on 4 ship's aircraft elevators, 12 electrical fire fighting pumps, and 8 air conditioning units.
- Distribution Division coordinated and accomplished complex maintenance to eight switchboard, sixteen load centers, four EDGs and eight SSTGs. They also accomplished the correction of over 1500 Material Condition Assessment Process (MCAP) electrical hits enabling the ship to conduct steam plant testing and achieve a passing grade during Engineering Department ORSE.
- A combined Northrop Grumman, NAVSEA 05, ships-force team conducted a detailed inspection of all electrical distribution load centers resulted in the early identification and correction of hundreds of potentially hazardous deficiencies. This combined team accomplished this daunting task without jeopardizing the critical path schedule to allow ENTERPRISE to rejoin the fleet following the EDSRA.

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Repair (R) Division

Repair Organization onboard ENTERPRISE shoulders an incomparable workload repairing the Navy's oldest warship, expending more than 73,000 man-hours completing 7,500 repair jobs in support of all of the shipboard evolutions between January 2010 and December 2010. The Hull Maintenance Tech's and Machinist Repairmen also conducted numerous underway system-casualty repairs with seemingly no viable repair option. Repair Division also organized four tiger teams, assisting other Atlantic fleet ships in accomplishing major repairs to meet their respective underway commitments. Repair Division's other accomplishments include:

- Completing organizational repair jobs during EDSRA, Steam Plant testing and deployment work-up cycle between January 2010 and December 2010. Repair Division completed more than 350 steam valve replacements, 250 high-energy system piping repairs and 4 CHT pump mechanical seal repairs while maintaining Collection, Holding, and Transfer (CHT) system at 100% operational capability during this period. The Hull Maintenance Tech's also conducted 50 ship-wide voyage repairs. Working these repair jobs at the organizational level saved well over \$500,000 in contractor labor costs alone. Some examples of the critical underway repairs were 3MS-GA10 piping repair, 1MS-V15 valve replacement and 2CAS-V125 catapult piping and valve replacement. Numerous repairs were also performed allowing operational commitments to be met and directly enabling underway certifications to be completed, an example being number one catapult main drainage scab patch repair which directly influenced the scheduled fulfillment of Blue Water Certification and COMPTUEX requirements. The Self Avail Program completed 450 TA4 jobs during an intensive certification and training cycle to include: FORSE, Fast Cruise, Dock Trial, Sea Trail, Flight Deck CBRT, TESTA, CART and ORSE.

- The BFIMA Machine Shop completed well over 17,000 man-hours leading to the completion of 2,763 machining jobs. The machine shop accomplished numerous amounts of repairs for every Department on the ship as well as 12 US Navy ships and two foreign ships. Some of the specific accomplishments include the manufacturing of two aircraft elevator MOV bushings, eight pump shafts and the manufacture and installation of 17 sets of wearing rings.

Repair Division also completed 31,212 engraving requests and 1,050 locksmith jobs. These jobs were essential in keeping with ENTERPRISE pride and professionalism.

Machinery (M) Division

As the single largest Machinery Division in the U.S. Navy, we completed over 500,000 man hours of planned maintenance, maintaining equipment critical to the operation of 4 Main and 2 Auxiliary Machinery Rooms, providing steam, electricity and water to ensure ENTERPRISE was able to complete an arduous EDSRA, steam plant testing, sea trials, a compressed pre-deployment workup cycle, preparation and successful completion of an Operational Reactor Safeguards Exam and 4 pier-side Restricted Availabilities. (RAV)

- Completed over 300,000 man hours of corrective maintenance. Recent emergent work include:
 - 2 Main Engine Astern Throttle- repaired equalizing valve pin, saving the Navy \$50,000 and allowing the ENTERPRISE to sustain operations at sea in support of CVW-1 Carrier Qualifications
 - Overhauled 1 DU brine pump (200 man hours)
 - Overhauled 4 Distilling Unit Feed Heater Drain Pump (over 200 man hours):
 - Overhauled 7 MDFP (200 man hours)
 - Rebuilt 1 SSTG Circ Water Pump (over 200 man hours)
 - Rebuilt 5 SSTG Circ Water Pump (over 200 man hours)
 - Rebuilt Reboiler Feed Pump (over 500 man hours)
 - Rebuilt 3C Main Condensate Pump (over 200 man hours)
- Identified and corrected over 6000 MCAP items.
- Planning and Estimation wrote over 100 Formal and Controlled Work Packages, allowing the ship to perform depot level repairs both at sea and inport.
- Coordinated and supported over 50 dives in support of keel crack repairs, rudder repairs, hull cleanings, inspections and cofferdam installations.

The successful combination shipyard planning for pier-side repairs with ships force planned and corrective maintenance has directly contributed to ENTERPRISE out performing a carrier of less than 10 years old on the recent safety survey and a material condition lauded as among the best by the nuclear propulsion examining board, an exceptional accomplishment considering Enterprise is nearly 50 years young.

Damage Control (DC) Division

In addition to spearheading an aggressive DC training program to ensure ENTERPRISE maintained Damage Control proficiency during EDSRA, during the first quarter of 2010, Damage Control Division began completing testing

following replacement of all 12 Flight Deck Injection pumps in ENTERPRISE and continued to complete overhaul of all 17 High Capacity Fire Fighting Systems, working both independently and in conjunction with Northrop Grumman Ship Builders to ensure all depot level repairs were complete prior to Sea Trials and underway testing of the flight deck counter measure washdown and AFFF systems.

- DC completely independently rebuilt over 10 HYTROL POWERtrol valves during overhaul of the AFFF system.
- DC Division completed extensive space re-habilitation on NR1 pump room to include space painting and re-labeling of all fire pump components.
- Worked in close coordination R-Division and NNSY to complete overhaul/stem replacement of main drainage valve 7-142-4.
- Ensured depot level overhaul of 2nd and 5th deck fittings for remote operator 5-107-4.
- Ensured depot level firemain repairs involving gasket replacement and requiring extensive pipe fitting and space isolation were completed to 12" Firemain in 5-72-0-M.
- Coordinated with NGSB to ensure hydraulic overhaul to remote operator for FM COV 5-78-2.
- Ensured depot level completion of overhaul to 6" Powertrol valve 03-148-1.
- DC was the foundation and executive agent for ENTERPRISE EDSRA DCPO Tiger team, which corrected discrepancies in over 50 Water Tight Hatches and 100 Water Tight Doors. DC also maintained supervision and close coordination during CEMAT overhaul of 46 water tight doors, ballistic hatches, and scuttles. Through ongoing DCPO training and DC Mart parts coordination, DC Division continues to ensure the maintenance and upkeep of watertight, fume tight and ballistic hatches ship-wide.
- DC Division led ship-wide efforts, through both direct supervision and DCPO training, in the replacement of 200 Deck Drains, greatly improving DC readiness and water tight integrity and setting the standard for future deck drain maintenance and upkeep.
- Coordinated and tracked depot level repairs to hydraulic operators for FM valves 4-242-2 and 4-241-2 as well as completing overhaul of hydraulic stations 8 and 12 during OCT/NOV RAV 2010.
- Led all IDLH and gas freeing efforts during extensive repairs to CHT piping in 8-42-0-J and 2 CHT during OCT/NOV RAV 2010.
- Completed repairs to NR3 Pump room eductor discharge check valve.

Corrected numerous sounding tube discrepancies including blocked tubes and cap repairs allowing accurate reading of DC Void levels and calculation of ship's draft.

EXECUTIVE DEPARTMENT

During 2010, Executive Department Sailors earned 20 enlisted warfare designations and 6 Sailors were advanced in rate.

X-1 Division - Pay, 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 97% accuracy rate.

Availabilities for Orders:	70
Receipts:	968
Separations:	380
Transfers:	700
Extensions of Enlistment:	352
Fleet Reserve/Retirements:	39
Identification cards issued:	700
Career Sea Pay Premium:	550
Good Conduct Awards issued:	350
Emergency Data/Dependent Application (Page Two):	3500
Basic Allowance for Housing:	300
Leave Papers:	7074

E1 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3098	3098	3098	3096	3096	3096	3096	3096	3096	3096	3096	3096
NMP	2879	2880	2956	2971	2971	2932	2940	2940	2948	2960	2969	2951
COB	2931	2935	2952	2914	2936	2964	2954	2879	2885	2838	2889	2870

E7 - E9

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	222	222	222	222	222	222	222	222	222	222	222	222
NMP	197	197	198	199	199	194	193	193	194	196	195	194
COB	190	195	189	177	184	185	182	193	188	180	179	178

X-2 Division - Commanding Officer and Executive Officer Annex

This division is comprised of the Ship's Secretary, CO's Annex, XO's Admin, and Command Equal Opportunity Advisor (EOA).

For Enterprise Officers, this division processed:

PCS Transfers:	61
Retirements:	3
Separations:	9
Receipts:	74
Commissioning:	2

For Enterprise crew members, this division processed:

Legion of Merit:	0
Meritorious Service Medal:	7
Navy and Marine Corps Commendation Medal:	56
Navy and Marine Corps Achievement Medal:	201
Military Outstanding Volunteer Service Medal:	5
Flag Letter of Commendation:	66
Commanding Officer's Letter of Commendation:	20

X-4 Division - Educational Services Office (ESO) and Command Career Counselor

In 2010 the ESO continued to support the educational needs of Enterprise Sailors, through various educational programs and opportunities.

In January, ESO administered the CPO exam to more than 232 candidates, 21 were later selected for promotion to CPO. The advancement cycle for all E4, E5 and E6 candidates was held in March, with more than 1,200 Sailors participating. Of those, 192 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 resulted in a sharp increase in advancements with an increase of over 50 more Sailors being advanced than in March. Enterprise's advancement average was as high as seven percent above Navy's average.

2010 was a good year for Sailors being selected for commissioning programs. More than 30 packages were submitted for enlisted to officer programs, including the STA-21, MECP, LDO/CWO and OCS. Twelve Sailors were selected.

For Enterprise crew members, this division processed:

Reenlistments	439
STAR's	51
Enlisted retirements	54
SRB/ESRP paid	\$6,210,056.38

LEGAL DEPARTMENT

ENTERPRISE Legal Department managed the military justice program, processed administrative separations, supervised investigations, and provided government ethics and legal assistance advice to the Chain of Command and Crew of ENTERPRISE throughout 2010.

Over the course of the year, the Legal Department responded with the highest standards in customer service to more than 4030 requests for general legal assistance. Legal assistance provided included notarizing documents and drafting powers of attorney, and providing advice on landlord/tenant relationships, family law, consumer law, estate planning, and immigration. The services provided by the Legal Department ensured the readiness of the crew throughout and arduous EDSRA period and full deployment work-up cycle which included Sea Trials, Flight Deck Certification, and Fleet Carrier Qualifications, Composite Unit Training Exercise and Joint Task Force Exercise.

In furtherance of good order and discipline, the Legal Department ensured the successful processing of 292 cases through Disciplinary Review Board, Executive Officer's Inquiry, and Nonjudicial Punishment. Preparing a case for any of these forums required total attention to detail while drafting charges, preparing witnesses, advising the Commanding Officer on appropriate punishment, and in responding to appeals. ENTERPRISE Legal Department also ensured 22 Summary Courts-Martial, 7 Special Courts-Martial, 1 General Courts-Martial and 1 Article 32 Investigation were handled appropriately, while providing command advice in the negotiation of plea agreements and sentencing recommendations. The Legal Department prepared 131 Administrative Separations, using both notification and administrative board procedures. ENTERPRISE Legal also advised the Command Master Chief on the on Liberty Risk Program management in anticipation of foreign port visits during the 2011 deployment.

The Legal Department meticulously tracked 34 Command investigations in 2010. These investigations were convened in response to loss of equipment, injuries sustained by Sailors, admiralty incidents and allegations of misconduct. Once complete, judge advocates provided counsel to the Commanding Officer regarding corrective actions and appropriate disciplinary actions. The Legal Department drafted succinct and prompt responses to all Congressional and Inspector General Complaints as well as complaints made directly to the chain of command under Navy Regulations 1150.

The Legal Department's Leading Chief Petty Officer, LNC(SW) [REDACTED] and LN2 (SW) [REDACTED] were selected for the LN Paralegal Education Program (LPEP) in August 2010 and will earn their Associate's Degree in Paralegal Studies through Roger Williams University.

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MEDIA DEPARTMENT

The nuclear-powered aircraft carrier USS Enterprise (CVN 65) spent the first part of 2010 completing its Extended Dry-docking Selected Restricted Availability until March. The rest of the year was spent conducting deployment work ups in preparation for deployment.

For most of 2010, Media departments was led by LCDR [REDACTED] Public Affairs Officer, until November when he was replaced by LCDR [REDACTED] as Public Affairs Officer. The division officer throughout the year was LTJG [REDACTED]. The LCPO during the first quarter was MCCS(SW/AW) [REDACTED] who was relieved by MCCS(SW/AW) [REDACTED] who remained the LCPO throughout the rest of 2010.

Production:

Media Department was very busy throughout the year as the ship prepared for deployment. In the Photo Lab, 1,240 photo assignments were completed including studio portraits, command photos, capturing of historical events, intelligence photography for the command's Snoopy team, and other operational tasking. During 2010 Media Department released 189 news stories and 140 editions of *The Big E Shuttle* newspaper, which was done on a weekly basis in port and daily when underway. The Print Shop produced 2,711 unclassified job assignments, and 433 classified assignments for every department on the ship, including engineering logs, laundry forms, recognition guides, kneeboard cards, briefs, maps, flight plans, menu cards, PQS books etc. The SITE TV studio produced more than 120 video products for internal and external release. The SITE TV work center also captured and edited video of command ceremonies and historical events.

A continued focus on equipment, especially in the SITE TV workcenter, allowed the Mass Communication Specialists assigned to the department to better train and execute operational tasking.

USS Enterprise hosted 1,776 visitors to the ship in 2010. Many of these included Flag Officers and government officials who visited the ship both at sea for overnight visits and ashore during the ship's in-port tour program.

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

08 MAY - Staffer for Speaker Pelosi
19 MAY - VADM Williams
20 MAY - Navy Federal Credit Union Executives
22 MAY - CODEL Group
15 JUN - VADM Lippert
27 JUL - RADM Stanley Bryant, USN (Ret.) and author Steve Coonts
18 SEP - RADM Dunleavy (Ret)
25 SEP - RADM (Ret.) Kubic
27 SEP - Assistant SECNAV for Financial Affairs
27 SEP - C2F
29 SEP - RDML Tyson (CCSG-2) (Visit for FST-GC)
30 SEP - RDML FitzPatrick (CSFTL)
30 SEP - RDML James A. Murdoch
04 OCT - Norwegian CNO
14 OCT - RADM Kilkenny Guests
19 OCT - Director of National Counterterrorism Center
30 OCT - Joint Military Services School Liaison Committee

04 NOV - RADM Chase and church group
13 NOV - BSA Troop 48, Radford, VA RO1N
20 NOV - CAPT Metzger Boy Scout group
20 NOV - VADM Holloway, FLTCM Glenn Mallo
08 DEC - Media Embarkation: Inside the Navy, ABC Raleigh, Aviation Museum,
etc.)
09 DEC - Assistant Chief of Staff Operations for the Finland

MEDICAL DEPARTMENT

2010 was a year of exceptional challenges, progress, and overwhelming success for the Medical Department. From the completion the Extended Dry-Docking Selected Restricted Availability (EDSRA) through a compressed Fleet Readiness Training Cycle, ENTERPRISE Medical proved that once again, it was always "Ready on Arrival."

ENTERPRISE Medical provided high quality medical care for over 5,000 embarked Sailors and Marines during 25,000 patient encounters during sick call and routine appointment including, flight deck, heavy equipment operator, weapons, and occupational screenings. Inpatient care was provided for 72 intensive care and ward patients including 42 emergent and same day surgical procedures. Optimizing medical readiness, 3,116 Preventive Health Assessments, Immunization shot calls, and Female Wellness screenings were conducted for Carrier Strike Group Twelve, Carrier Air Wing One, Destroyer Squadron Two, and ENTERPRISE Sailors/Marines contributing to an unmatched 100 percent Ship and Strike Group wide influenza vaccine rate and a record setting 93 percent individual medical readiness rate.

The Medical Department completed all phases of the work-up cycle with distinction and accolades while setting the benchmark for all to follow. During Crew Certification, Command Assessment of Training Readiness II, the Operational Reactors Safeguard Examination, the Tailored Ship's Training Availability and the Final Evaluation Period the Medical Training Team conducted and participated in 250 integrated training evolutions including Mass Casualty, Flight Deck, and Medical Response Drills "impressing the assessors" earning perfect marks and accolades on all graded evolutions.

The pinnacle Medical Readiness Inspection yielded a C-1 status and an unprecedented score 98 percent earning the Commander Naval Air Forces Atlantic Blue M for Medical Excellence and ensuring that ENTERPRISE Medical is the truly the "first and finest."

Sick Call

5,539 patient visits were evaluated and treated during Sick Call while 6,431 patient encounters were logged during routine appointments, and 60 minor surgical procedures were performed.

Pharmacy

Filled 9,776 outpatient prescriptions and 3,439 over-the-counter requests and issued 276 inpatient medications.

Laboratory

Performed 5,200 laboratory procedures, coordinated 2 ship wide blood drives, and recruited 416 personnel for the walking blood bank.

Radiology

Using the MEDWEB teleradiology program, 279 radiology exams with 770 exposures were completed.

Aviation Medicine/Physical Examinations

Aviation Medicine performed 3,515 audiograms and 1,192 physical exams including annual flight, flight deck, heavy equipment operator, fire fighting, special duty, and separation screenings. In support of operational readiness 3,116 birth month recall and periodic health assessments were completed.

In-patient Ward

There were 72 inpatients, 42 emergent and same day surgical procedures totaling 104 inpatient days during 2010.

Substance Abuse Rehabilitation Program (SARP)

The SARP program evaluated and treated 303 patients including 70 alcohol and drug abuse/dependency screening. Subsequently, 14 were enrolled in IMPACT classes. Additionally, 219 personnel enrolled in Level II and continued care support groups.

Operating Room

66 emergent and minor surgical procedures were completed in the operative suite.

Psychology

The Psychology division evaluated 880 patients for a wide array of issues ranging from weapons screenings, stress management, suicide prevention and psychiatric evaluations.

Preventive Medicine

Preventive medicine technicians performed 138 inspections of food service facilities and habitability inspections of heads, berthings, barbershops, laundry facilities, brig, vending machines, and miscellaneous spaces. 3,342 water and ice samples were tested to ensure potable water sanitation for the crew.

More than 37 occupational health monitoring screenings were performed for personnel in asbestos, cholinesterase, CHT, explosive driver, forklift driver and welding, in addition to 490 food service attendant/mess specialist screenings. They also performed 419 respirator screenings and treated 61 sexually transmitted diseases.

Preventive medicine performed 55 pest control surveys and treatments keeping rodent infestation to a minimum. There were 330 heat stress surveys completed to monitor spaces for excessive heat, in addition to more than 850 general education classes on a variety of subjects.

Physical Therapy

The Physical Therapy Department logged 2911 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2010 as evidenced by the above average scores earned during the Operational Reactors Safeguard Examination. Throughout the year, 212 radiation health examinations were completed.

Medical Administration

Medical administration logged and processed 679 consultations for specialty care. While underway, 20 patients required medical evacuation to a higher level of care, and 5 patients were medically evacuated to ENTERPRISE from other ships at sea.

Training

Medical certified 1,367 people in Heart Saver Cardiopulmonary Resuscitation (CPR), 10 Heart Saver instructors, 21 health care providers. In addition, Medical Department successfully ran 1,847 integrated drills.

Health Promotion

ENTERPRISE Medical certified 6 facilitators and held 4 Smoking and Tobacco Cessation courses. The Health Promotion Team's efforts were recognized with the Bronze Star Award for Health Promotion by the Naval Environmental Health Center for 2010.

NAVIGATION DEPARTMENT

Command History Inputs:

Navigation Details:	18 inbound/outbound Navigation evolutions
Precision Anchorages:	6
Underway Replenishments:	13
Degaussing	2 runs at Naval Station Mayport, FL.

In addition to completing all interior and exterior space rehabilitation projects in support of the EDSRA, ENTERPRISE Navigation team started 2010 diligently training and making preparations to get underway from Northrop Grumman Shipyard Outfitting Berth One (OB-1). The first and foremost concern of the Navigation team was to develop a plan which mitigated the risks associated with undocking the ship from the extremely tight and shallow confines of OB-1. ENTERPRISE' previous departure from OB-1 in 2005 ended abruptly with a complete loss of propulsion when all main condensers were fouled. After a detailed analysis of the 2005 incident, the Navigation team developed a comprehensive risk mitigation strategy that included numerous hours of undocking rehearsal at the full-mission ship-handling simulator at the Army's Training facility at Fort Eustis VA. Working hand-in-hand with the maritime simulation experts at FT. Eustis, the bridge team was able to build confidence in their procedures and develop a series of parameter "safety gates" to ensure a successful undocking from OB-1.

Following a successful undocking from OB-1, ENTERPRISE satisfactorily completed Sea Trails in the Virginia Capes Operating Area, returning to Norfolk Naval Station on 19 April 2010. All basic mobility related systems aboard tested "satisfactory" including steering, main propulsion and both port and starboard anchors. Additionally, all bridge navigation equipment and displays were certified for safe navigation.

Upon completion of sea trials, ENTERPRISE returned to homeport at Pier 12 North, Naval Station Norfolk to on-load supplies and prepare for Flight Deck Certification and a Fleet Replacement Squadron underway period. Making a rapid transition from Flight Deck Cert to compressed Inter-Deployment readiness and training cycle, the Navigation team gained a great deal of operational experience in a relatively short time while operating in the Virginia Capes, Cherry Point, Jacksonville and Key West OPAREAs. Navigation received "outstanding" marks on all Crew Certification, FEP, and annual Carrier Strike Group TWELVE COMPLEX events. The work up cycle consisted of the underway periods listed below. Approximate Nautical miles traveled are listed in Parentheses.

• Sea Trials	17-19 April (900nm)
• Independent Steaming Exercise	22-26 April (1500nm)
• Flight Deck Certification/FRS CQ	11-28 May (5200nm)
• FRS Carrier Qualification-I	3-8 Jul (1800nm)
• FRS Carrier Qualification-II	14-23 Jul (2700nm)
• TSTA III/FEP	3 Aug-9 Sep (15000nm)
• COMPTUEX	5-26 Oct (7891nm)
• JTFEX	4-12 Dec (2726nm)

OPERATIONS DEPARTMENT

AIR OPS / CATCC / ATO

OC Division is a 29-person division in Operations Department that started the year by finishing over 45 Work Candidate jobs in preparation to depart from a 22-month Extended Dry-Dock Selected Restricted Availability. At the conclusion of this 22-month shipyard period, OC division implemented a major hardware and systems overhaul with the development of an electronic status board display system. This allowed an ancient Plexiglas system to be removed and replaced with a locally designed modern digital system that mirrors a Nimitz class carrier's Integrated Ship's Information System (ISIS). With the development and refinement of locally written software, the new digital system provides greatly streamlined and clear presentation of critical flight information, enabling rapid leadership decisions during extremely fast-paced cyclic operations.

A major achievement during the arduous yard period was CATCC 65's Carrier Air Traffic Control Center (CATCC) Team Training evolution in Pensacola, Fla. in April 2010. Comprising 52 simulated training scenarios, to include 615 hours of training and 1142 simulated PALS approaches, the TAD was extremely successful. OC Division achieved a 94% on the NATOPS evaluation and excelled during the AIRLANT-evaluated MOB practical exercise. Additionally, six personnel achieved interim qualifications required to permit the team to be certified and operate during CATCC/Flight Deck Certification.

At end of May, OC division completed AIRLANT CATCC/Flight Deck certification, garnering the inspection team's praise for well above average ability and professionalism. Additionally, CATCC completed 82 Precision Approach Landing System (PALS) approaches in support of PALS Certification. OC Division received its CATCC, TACAN, and PALS certification and received highest accolades from the Chain of Command for its effectiveness and proficiency.

After starting with an impressive CATCC Certification, OC Division continued to exceed all expectations and standards during 2 early Summer multi-squadron and platform FRS CQ underways; frequently complemented as performing as a seasoned CATCC team despite the re-
CVN cruise experience. Despite operating on second systems, COMTUEX Blue Water Certification was an
by CSFTL as best in recent memory. AIRLANT took me
CATCC 65's success back to the fleet for implement
Air Operations and CATCC team received an "Outstand
each graded evaluation conducted during COMTUEX.

Striving daily to achieve the AIROPS motto, "excellence will be tolerated" ensured that safe and efficient radar control was provided to 4,330 sorties, including 2,161 Night traps, during COMTUEX, TSTA/FEP and JTFX. CATCC's goal of achieving the best and ever-improving customer service was truly achieved.

During each underway, while performing well above standards, CATCC leadership maintained the highest standards vis-à-vis professional training. Training was accomplished on all 17 positions, resulting in 4461 hours of On-The-Job-Instructor training. With a fresh and newly developed team, OC Division strove to rapidly train a competent CATCC without sacrificing

quality. OC Division achieved 255 Air Traffic Control qualifications, to include 48 Supervisory qualifications. Absolutely critical to manning redundancy and flexibility, this dedication to technical competence set the conditions for historical success during the scheduled 2011 combat cruise.

OC Division set a demanding military qualification program that dramatically contributed both to personal achievement and the overall ship's mission. The division implemented a 100% warfare qualification program that resulted in 37 warfare qualifications. 202 3M, DC, and Deck Watch qualifications were also achieved in 2010. This resulted in zero delinquent personnel in the division. Achieving spectacular results on advancement exams, advancement percentages grew dramatically with an 11-point average increase on the semi-annual advancement exam.

Air Transfer Office (ATO) is another critical part of OC Division comprised of a 4-person workcenter responsible during Enterprise's 2010 underway periods for moving over 59,550 lbs of cargo, 17,100 lbs of mail, and 1,689 passengers. While in port, ATO is responsible for coordinating and maintaining the use of 6 Government Vehicles travelling over 3,000 miles in support of ENTERPRISE logistic and personnel requirements.

OC Division personnel were well represented in the OPERATION department standouts, having OC personnel selected as the 2010 Blue Jacket of the Year and 2 Sailors of the Quarter. OC Division had an astounding 2010 year that greatly contributed to ENTERPRISE' mission and honored the tradition of "Ready on Arrival".

Intelligence Function

The USS ENTERPRISE intelligence function, comprised of more than 50 Officers, Intelligence Specialists, Cryptologic Technicians and Yeomen, successfully completed an arduous Extended Dry-Docking Selected Restricted Availability and Fleet Readiness Training Plan (FRTF) in preparation for a January 2011 deployment.

In the first half of 2010, Carrier Intelligence Center (CVIC), Ship's Signal Exploitation Space (SSES) and Electronic Warfare Module (EW Mod) Sailors focused on individual training and completed space rehabilitation and complex system upgrades / installations. Of major significance, Cryptologic Carry-on Program equipment was installed in SSES and the Supplemental Plot was completely remodeled by CVIC personnel. In addition, the EW Mod conducted over 600-hours of extensive maintenance on the AN SLQ-32(V) and the AN/SLA-10B, restoring a vital capability to the ENTERPRISE following three years of layup. The dedication of Cryptologic and Intelligence Professionals ensured a nearly 50 year old warship remained at the forefront of intelligence processes and technology.

The last half of 2010 was devoted to achieving required certifications and transforming a young, inexperienced group of Sailors from four commands (CSG-12, ENTERPRISE, CVW-1 and CDS-2) into a well-honed team of Intelligence and Cryptologic Professionals. Of note, members of Navy Cyber forces' Fleet Intelligence Detachment were incorporated into ENTERPRISE Intelligence Operations for the first time, proving a force multiplier.

ENTERPRISE received Special Security Office certification to operate five Secure Compartmented Information Facilities with separate certifications for the administration and operation of two Special Access Programs.

Excelling under the pressure of an extremely compressed F RTP, ENTERPRISE Sailors operated across the full spectrum of Carrier-based intelligence functions from providing critical Indications & Warning to supporting Strike and Maritime Interdiction Operations. As a testament to the superb accomplishments of the team, the Intelligence discipline received a grade of T1 during JTFEX, a tremendous accomplishment.

Strike Operations / Ops Admin

In 2010, Strike Operations transitioned from its unconventional role as primary assistant to the Operations Officer in his role as the ENTERPRISE EDSRA coordinator, to its truer form, as the central schedule authority for Carrier. Although already performing the function of scheduler for the ship's daily events, this transition included, among many other things, re-honing the once finely-tuned skills of producing daily airplans and Air Tasking Orders in support of simulated and actual combat flight operations.

Strike Ops was a key enabler of every Basic and Integrated Phase event during this past year. The at-sea periods included Sea Trials, two separate Independent Steaming Exercises (ISE), Flight Deck Certification (FDC), T-45 Engine Test and Evaluation, two Fleet Replacement Squadron (FRS) Carrier Qualification (CQ) periods, Tailored Ships Training Availability (TSTA) I/II/III, Final Evaluation Problem (FEP), Composite Training Unit Exercise (COMPTUEX), and the Joint Task Force Exercise (JTFEX). Strike Ops was directly responsible for coordinating across numerous ENTERPRISE departments and CVW-1 to plan and schedule every sortie, FXP, ATO, Replenishment at Sea (RAS) event, and port movement.

Import exercises included the Fleet Synthetic Training - Group Commanders (FST-GC) exercise and the FST-J (Joint) exercise. Both exercises were extensions of the COMPTUEX and JTFEX underway scenarios and compelled the Strike Operations Division to conduct deliberate and detailed full-cycle Air and ATO planning.

Through the course of calendar year 2010, ENTERPRISE Strike Operations scheduled 5,461 sorties, 16 port movements, and 12 underway replenishments, enabling the movement of more than 9 million gallons of JP-5 and 1.1 million lbs of stores. Due to hard work and an unrelenting attention to detail, Strike Operations received a grade of T-1 for NC2AO during the COMPTUEX Integrated evaluation.

The Division was manned with three officers and three Operations Specialist Petty Officers. One officer (Strike Admin) was selected to serve the Navy by filling a 12-month Individual Augmentee (IA) billet. However, amidst minor turnover, personnel manning remained relatively stable.

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 master chief petty officer, and two yeomen. In 2010 they processed more than 1,000 pieces of correspondence, facilitated more than 500 security clearance requests, and coordinated the notification and response to

more than 120 inquiries from the Department of the Navy Central Adjudication Facility.

Security Forces

ENTERPRISE Security Division enjoyed finally getting out of the yard period and back to being able to train with full pier and ECP accesses to evaluate their forces by. With a large turnover in personnel from top to bottom in OSF there was a new mindset, new visions and a renewed vigor to create an even better security environment by all hands.

Security's first major hurdle was to pass the Commander Naval Air Forces Phase IV Assessment which they did by passing 15 out of 15 events on all areas of pier side, waterside and shipboard force protection events earning us our CCSG-12 ISIC certification. Later in the year after much underway time Security was again inspected via the Commander Second Fleet Force Protection Exercise program. This was the numbered fleet commander's certification and again ENTERPRISE Security knocked it out of the park nailing 13 out of 15 events.

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 222 personnel. During SRF-B, personnel received 9mm pistol, M16 rifle, 12 gauge shotgun, OC Spray and Expandable Baton qualifications. Additionally, 33 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. Four more graduated and earned the qualification as Administrative Laser Systems officer (ALSO).

The law enforcement and investigations side of the Security Division completed 231 Incident Complaint on UCMJ violations, collected 13,452 urinalysis samples. 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. Other accomplishments included: 60 qualified Patrolmen, eight qualified Police Dispatchers, four Watch Commanders, eight Field Training Officers, and six Duty Security Officers. There were 6 advancements in-rate in pay-grades E-4 through E-6, with 50% retention and one officer promotion.

The division enjoyed the holidays with their families in December and prepared for the January OEF deployment.

CDC

The OI Division of Operations Department is responsible for the staffing, training and operation of the ENTERPRISE Combat Direction Center (CDC). With 14 officers and 81 enlisted personnel, OI Division operates six warfare modules in providing collection, evaluation and dissemination of tactical information to the command and embarked strike group staff leadership. CDC is also responsible for providing for the self-defense of ENTERPRISE using embarked aircraft and organic sensors and weapons systems.

2010 marked the transition of CDC from a group of largely inexperienced Sailors to a fully combat-ready unit certified for deployment. Starting with Sea Trials in April and going through independent steaming exercises and Flight Deck Certification, personnel began to train and qualify at their watch stations in the Carrier Tactical Support Center (CV-TSC), Surface Warfare, Air Warfare, Air Detection and Tracking, Tactical Operations Plot and Display and Decision modules. A successful completion of the Command Assessment of Readiness and Training II (CART II) in June capped the first stage of this transition.

Following a maintenance availability in June-July, CDC embarked once again in August for a challenging six-week underway period of the Tailored Ship's Training Availability/Final Evaluation Period (TSTA/FEP). With the assistance of the Afloat Training Group Atlantic (ATGLANT), CDC was put through a rigorous regimen of multi-threat, asymmetric combat scenarios and graded training exercises that culminated in a three-day battle problem that tested all watch standers to their limits. During this time, CDC successfully demonstrated live firing exercises of the Close-In Weapons System (CIWS) for gun mount testing and also the tracking and engagement of a Target Drone Unit (TDU). The crowning achievement for CDC of this underway period was a live detect-to-engage sequence for the NATO Sea-Sparrow Missile System (NSSMS) against two remotely operated missile-simulating drones. Both targets were detected, tracked and destroyed with a single missile each. The ENTERPRISE CDC team returned from this underway period certified for intermediate training.

There could be no relaxing following this certification, and CDC moved immediately into preparations for intermediate training by participating in the Fleet Synthetic Training-Group Commander (FST-GC) at the Tactical Training Group Atlantic headquarters. This 10-day exercise prepared CDC watch standers for a more complex multi-ship operating environment through a series of simulated scenarios designed to test interoperability of ENTERPRISE and the cruiser/destroyer ships that comprise Carrier Strike Group 12. Within a week of completing FST-GC, ENTERPRISE departed in October for a three-week Composite Training Unit Exercise (COMPTUEX) designed to follow the scenarios of FST-GC in a real-world environment. All training exercises exceeded the expectations of TACTRAGRULANT, making COMPTUEX highly successful for CDC and the ship.

The final phase of combat certification for CDC began in November with the Fleet Synthetic Training-Joint (FST-J) exercise, again at TACTRAGRULANT. Designed to build on the scenarios of FST-J and COMPTUEX, FST-J incorporated notional allied naval units into the CCSG-12 force to face asymmetric, multi-threat scenarios over a 10-day period. Once again, the CDC team emerged ready for the final training challenge in the form of a Joint Task Force Exercise (JTFEX) in December. With as rigorous a schedule as COMPTUEX, JTFEX thoroughly tested the capabilities of CDC. The outcome was just as successful as all of the previous training evolutions, with CDC certified ready for deployment and combat operations.

METOC

OA Division provided meteorological and oceanographic environmental support for the following events during the 2010 workup cycle; Sea trails, FRS CQ, CART II, TSTA I/P, TSTA I/II/III, FEP-ORSE-GROUP SAIL-2, FST-J, FST-GC, COMPTUEX, and JTFEX. Zero weather related mishaps occurred. OA Division

participated in HURREX 2010 and provided diversion recommendations for hurricane avoidance during the very active 2010 tropical season; ensuring training could be completed in the allotted time provided by the Strike Group Commander/TYCOM.

NOAT integrated with the OA division and organic ASW module to provide ASW support during the workup cycle. ENTERPRISE E-4 integrated with SGOT-N to provide support to CVW-1 strike weather support at NSAWC in Fallon, Nevada. ENTERPRISE OA was the first division on the waterfront to successfully utilize synthetic weather to develop forecasts for Fleet Synthetic Training. Personnel successes include one E-4 advancing to E-5 and two SGOT E-3s advancing to E-4.

REACTOR DEPARTMENT

Reactor Department's 2010 year can best be summarized as a year of transition when the crew successfully completed its two-year shipyard maintenance period and sailed the world's largest nuclear-powered aircraft carrier back to sea. As soon as the New Year was upon us, the "Nukes" of Reactor Department continued to complete significant milestones during the Steam Plant Testing period including the certifications of nuclear reactors and the verification of the proper operation of reactor and steam plant equipment, electrical systems, and catapults. Through an incredible amount of hard work and dedication, Steam Plant Testing was completed in April and the crew embarked on its next challenge of operations at-sea.

In Mid-April, ENTERPRISE set sail from Northrop Grumman Newport News (NGNN) shipyard and began its compressed work-up cycle. The first milestone was to head to sea for Sea Trials and Flight Deck Certification. During Sea Trials, a myriad of testing was conducted on the ship's propulsion plants to ensure all equipment was operating properly. It was also the first time in several years that the ship's nuclear operators were able to regain the operational proficiency needed to safely operate the most complex nuclear propulsion plants in the Navy.

From the months of May through June, Reactor Department continued to execute its compressed work-up schedule, spending countless hours completing its final watchstanding certifications. During these certifications, the final phase required the completion of over 13,000 practical evolutions where the crew demonstrated its operational knowledge of the procedures and equipment they operate. It was also during this time that the ship executed three Surface Nuclear Mobile Training Team (SNPMTT) visits and began ramping up for its annual Operational Reactor Safeguards exam (ORSE).

In July, Reactor Department got underway for six weeks of flight deck qualifications, Tailored Ship's Training Availability (TSTA), and preparations for ORSE. During this time, Reactor Department dutifully executed two per day drills sets, numerous evolution periods, and countless administrative reviews. This hard work paid off in early September when the crew performed outstanding and earned its successful completion of ORSE.

During the fall, several important final operational milestones were completed as ENTERPRISE prepared for its 2011 deployment including Composite Training Unit Exercise (COMPTUEX) and Joint Task Force Exercise (JTFEX). The year culminated with the annual Christmas party and everyone enjoyed a great time.

This past year's advancement cycles were very favorable to personnel in Reactor department. For the year, more than 70 personnel were advanced to the ranks of Second and First Class Petty Officer, 4 personnel were selected as Chief Petty Officers, 2 personnel selected as Senior Chief Petty Officers, and MM1 [REDACTED] and MM1 [REDACTED] were selected to the FY11 Seaman to Admiral (STA-21) program.

Reactor Department performed exceptionally well during 2010. Looking back at the numerous requirements and high expectations to propel the ship out of a two year maintenance period and back to sea was no small feat. The dedication and sacrifice by all personnel to provide electrical power and propulsion to the first commissioned, most complex nuclear powered aircraft

carrier was commendable and could not have been done without the combined effort of all team members.

RELIGIOUS MINISTRIES DEPARTMENT (RMD)

The Religious Ministries Department (RMD) onboard USS ENTERPRISE (CVN-65) operates a multi-faceted program providing 59 different services every week in the publicized schedule. The Command Religious Program (CRP) works closely with Strike Operations to advertise these events daily through the ship's "Green Sheet" and "Gold Sheet", Intranet, POD, and LMC announcements.

Every Sailor having participated in command indoctrination courses has received a briefing by a Chaplain or RP about life skills training, suicide prevention, Fleet and Family Support Center services, American Red Cross (AMCROSS) message procedures, and Navy/Marine Corps Relief Society (NMCRS) services.

While underway, our CRP conducts thirty worship services every weekend and twenty-two services weekly. These services include; Protestant Communion, Traditional Protestant, Roman Catholic Mass, Protestant Gospel Worship, Jewish Sabbath, Muslim Prayer, Office of Reading/Rosary, Church of Christ, Contemporary Worship, Gospel Bible Study, Protestant Women's Bible Study, Daily Mass, Morning Prayer, Eucharistic Adoration, Confessions, a full RCIA program, and three musical rehearsals for the different services. While in port, we conducted 10 baptisms in the ship's bell, as well as these services:

The Protestant Lay Leader program has provided strong leadership in all of our Protestant services. All of the Lay Leaders worked together as an integrated and harmonious part of the CRP.

The Protestant Chapel community had two music groups; Gospel Choir and Contemporary Worship Praise Team. The Protestant Gospel Choir led worship at the 1200 Sunday Gospel service in the foc'sle and the Contemporary Praise Team led worship at the 2000 Contemporary Protestant Worship service in the foc'sle. Music for Catholic Liturgy was performed by the Catholic Music group at both 1900 Sunday Masses (Saturday and Sunday).

All of our chaplains regularly counsel sailors and marines for a diversity of reasons. Religious counseling, Relationship issues, professional hardships, and coping within the Navy were the three main topics. The RPs provide countless mentorship sessions with the Shipmates both scheduled and emergent. While in the shipyards, routine counseling over workload and commuting stressors positively affected getting people on track to work ups and deploying.

RMD operates the Library Media Resource Center (LMRC) composed of 25 computers and four Sailor phones having 29,962 customers. All of these Sailors and Marines were able to enjoy a clean, quiet space to read, study, relax and send/receive email daily during deployment and in-port. It's probably one of our biggest morale boosters online.

Community Relations (COMREL) Projects were conducted within the Hampton Roads community totaling thirty-nine projects with 319 volunteers donating more than 812 hours of labor. ENTERPRISE Sailors performed charitable acts by assisting a food bank, elementary schools, Hampton Clean Commission and local Meals on Wheels Program and visited with young patients at the local children's hospital.

A Burial at Sea ceremony was conducted on 24 May. Nine sets of cremains were committed to the deep. 60 ENTERPRISE Sailors volunteered and participated in the ceremony.

A Town Hall Meeting took place on 11 March for ENTERPRISE Sailors and families in preparation for deployment. The CO, XO, CMC, FRG, Ombudsmen, FFSC, CREDO, and NMCRS all gave presentations. Over 400 attended the information brief regarding the ship being returned to service.

Four pre-deployment briefs were presented to the entire crew and their families on November 1st, 8th, 10th, and 29th. Presentations were given by the Commanding Officer (CO), Executive Officer (XO), Command Master Chief (CMC), ENTERPRISE Ombudsmen, Fleet and Family Support Center (FFSC), Navy Legal, Medical, Tricare, United Through Reading (UTR), Navy and Marine Corp Relief Society (NMCRS, American Red Cross, CREDO, and the Family Readiness Group (FRG). Over 1400 Sailors and families members benefited from the brief preparing them for our upcoming deployment in January 2011.

RMD also coordinated Personal Conduct Training for the entire crew. On 22 November 800 junior Sailors participated in Sex Signals and Personal Conduct seminars held in Hangar Bay 1. This training was a very unique way to teach our young sailors emotions and how to constrain them and be professional.

Routine training was taken advantage of for RMD. All of the Chaplains successfully passed Helo Egress training as well as Profession Development Training Courses in the Hampton Roads area. 3M qualifications and training lead to RMD being on the spotlight. The norm for zone inspections for RMD is over 80% outstanding. We helped train and qualify another department's 3M team so that they could pass their 3M audits with high scores.

American Red Cross Messages - 336

NAVY-MARINE CORPS RELIEF SOCIETY Assistance

Annual loans	2
Total loan amount	\$400
Annual grants	0
Total grant amount	\$0
Non-financial assistance	4
Denials for year	1(Uninsured vehicle accident)

<u>Religious Education Class</u>	<u>Number</u>	<u>Attendance</u>
Protestant Bible Studies	81	88
Gospel Bible Study	8	78
RCIA	35	89
Catholic Catechism	8	30
Gospel Choir Practices	25	124
Contemporary Music Rehearsals	18	43
Catholic Music Rehearsal	18	54

<u>Worship Services</u>	<u>Number</u>	<u>Attendance</u>
Protestant Communion	57	220
Traditional Protestant	11	76
Protestant Gospel Worship	16	849
(Daily) Roman Catholic	235	1175

Sunday Roman Catholic Mass	40	640
Office of Readings/Rosary	89	359
Church of Christ	15	151
Jewish	14	14
LDS	14	50
Muslim	13	24
Morning Prayer	211	245
Daily Devotion	46	38
Ash Wednesday	1	20
Protestant Good Friday	1	9
Roman Catholic Good Friday	1	7
Easter	4	5
Roman Catholic Baptisms	5	50
Protestant Baptisms	5	15
Roman Catholic Marriages	3	20
Roman Catholic Confession hour	7	35
RCIA reception into Church	3	18
Eucharistic Adorations	7	35

SAFETY DEPARTMENT

January 2010 began with the Safety Department continuing to support the 2008 Extended Dry-docking Selected Restricted Availability (EDSRA). In April 2010 we completed our EDSRA period and began a full deployment work-up cycle to include: Sea Trials, Flight Deck Certification, and Fleet Carrier Qualifications, Composite Unit Training Exercise and Joint Task Force Exercise.

An Operational Risk Management (ORM) analysis was conducted of all highly hazardous evolutions using experts from all involved departments to ensure safe working conditions. Examples of deliberate ORM process involved returning the ship to an operational status following two plus years in the shipyard, numerous operational and tactical events during the work up phase all which culminated in the 21st deployment of this great ship.

Safety Department enlisted the help of the CO/XO with LMC announcements, HOD level attention of statistics, and Safety Petty Officer focus and training on a daily basis to prevent injuries at sea. Carrier Air Wing One Safety Petty Officers were integrated into the Enlisted Safety Committee since the beginning of the work-up cycle to foster a positive safety culture among all ENTERPRISE and Air Wing Sailors. An Air Wing Safety Officer of the Day (AWSOOD) report was sent to flight operation stakeholders to increase flight deck safety awareness.

Every Sailor receives ORM training as a part of the required INDOC curriculum, given by the Safety Officer. This is highlighted as a central theme in each class with dedicated ORM, Traffic Safety, DUI prevention, and Right Spirit campaign training. An additional safety INDOC lecture identifies and trains all Sailors on all 14 NAVOSH programs ensuring compliance with all applicable guidance. ORM is incorporated at every level into the day-to-day planning and execution of all evolutions. Confirmation briefs for major ship's evolutions (UNREP, VERTREP, anchoring, mooring, PACFIRE, MISSILEX and straits transit) include ORM analysis performed, applicable RAC codes identified, and mitigation steps performed and is a central portion of each and every brief.

The Safety Department ensured team ENTERPRISE maintained a strong safety focus by assisting with the planning and organization of a ship-wide comprehensive stand-down media campaign that included "Critical Days of Summer", "July 4th Super Booster", "Command Picnic Super Booster", "Labor Day Super Booster", the "Winter Holidays Stand-down", the production of an environmental compliance DVD, and 24 bimonthly safety booster stand-downs increasing Sailors' awareness of the dangers and ramifications of alcohol misuse.

The Safety Department was fully committed to safety during every shipboard evolution in support of all work-up and pre-deployment evolutions. Safety observers supported all underway replenishments ensuring the safe and efficient on-load of approximately 8,628,135 gallons of JP-5 and 5,000 pallets of ammunition, stores, and cargo. Additionally, the Safety Department supported flight deck operations with continuous flight deck safety observer coverage through numerous fixed-wing flight hours.

Safety department professionals conducted quarterly self assessments of 14 NAVOSH programs to ensure compliance, refresh Sailor's knowledge and keep the focus on program accountability on a regular basis. These NAVOSH programs

were evaluated during ENTERPRISE's 2010 Naval Safety Center Assessment. All safety department programs were inspected during the 2010 Safety and Occupational Health Management Evaluation which lead to ENTERPRISE winning its first ever "Green S" award.

5,365 shipboard compartments were inspected by Safety department experts including in-use HAZMAT lockers, HAZMAT storerooms, and the used HAZMAT storage area. This aided department heads in the correction of over 700 safety deficiencies directly resulting in increased safety for a crew of 4,800 Sailors and protection for the environment. The department's sound safety programs contributed directly to the command's culture of "Safety First", resulting in "ZERO" class A or B occupational mishaps.

Occupational safety and health evaluations were conducted by Safety department personnel to include 125 work-centers, 435 hazardous noise surveys, and 50 ventilation system surveys. This achievement led to the first ENTERPRISE Industrial Hygiene survey in over 10 years.

Throughout the year, the Safety Department investigated and tracked 566 mishap related injuries, submitting 146 that met OPNAV 5102.1D reporting requirements to the Naval Safety Center via the Web Enabled Safety System Disconnected System (WESS-DS). Injury statistics were compiled and presented during the ship's quarterly Safety Council which provided leadership the data to be able to implement focused change in order to improve our safety posture on the ship. This same data was incorporated into quarterly NAVOSH audits in order to decrease future safety incidents on and off the ship. The ship maintained a proactive driving and motorcycle safety program. Driving safety and private motor vehicle fatality statistics were briefed at the quarterly Safety Council and discussed within quarterly traffic safety program audits. Further, these statistics were integrated into Operational Risk Management training conducted during INDOC and recurring safety stand downs. The ship's certified American Automobile Association (AAA) instructors conducted eight Driver Improvement classes providing safe driving information to more than 84 Sailors.

The Safety Department was critical to the tracking, logging, and collection of 115 lead and asbestos samples. The department maintained a nationally certified onboard asbestos laboratory saving the Navy over \$8,000 in civilian laboratory fees and ensured we kept a critical capability operational in order to operate and maintain a 49 year old warship.

ENTERPRISE was selected to participate in a NAVAIR pilot testing program for two new flight deck cranial designs intended to replace the current legacy hearing protection for flight deck personnel. Safety department personnel assisted with organizing custom molded ear plug fittings, conducting new flight deck cranial personal use surveys, and measuring flight deck sound levels which ensured that NAVAIR procurement efforts adequately addressed emerging Fleet requirements.

2010 was a momentous year for both the Safety department and the entire ship. We transitioned from an industrial shipyard environment to a fully trained and qualified ship and airwing team. We accomplished those momentous tasks with Zero Class "A or B" occupational mishaps and successfully prepared the ship to deploy on schedule with no delays. Those results can be directly attributed to every single member of the team focusing on safely executing the mission every single day and during every single evolution.

SUPPLY DEPARTMENT

USS Enterprise's Supply Department began 2010 in a challenging Extended Dry-docking Selected Restricted Availability (EDSRA) in Newport News, Va. The Supply Department continued to best utilize this time to groom its galleys, fine tune its parts allowances and on-shelf stock and make major improvements in material condition.

In April 2010 the ENTERPRISE and her crew came out of the yards to begin a fast paced work up cycle in preparation for it's 21st Combat Deployment. 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 2011 deployment. Services divisions orchestrated and coordinated the plan for embarkation of Enterprise Strike Group for the work up cycle and deployment. Aviation Support Division handled more than 50 inductions valued at more than \$2 million, processed 20 BCMS valued at more than \$1 million, and more than 90 high priority requirements valued at more than \$2 million, during 2010.

Food Service Division flawlessly executed load-outs in excess of \$50 million in food stores and expertly fed more than 4,000 meals daily during an arduous EDSRA and deployment workups 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 in preparations for embarked staffs of Strike Group, Airwing, and Destroyer Squadron. Services Divisions supported all lodging and hospitality services for the Operational Reactor Safeguard Examination (ORSE) by providing five-star customer service and personal leadership 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 \$1.3 million in sales and contributing \$275,000 to MWR during an arduous EDSRA and deployment workups. Expertly managed resources and personnel for the receipt of \$1.2M in stock and reduced excess inventory by 50%. Hotel Services Division processed more than 1 million 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 93% on the recent Supply Management Inspection.

Supply Management Inspection was conducted in December 2010 with a final score of 93%. Demonstrating superior performance, Supply Department earned the Blue E award. Supply Department continues to be "Ready on Arrival," providing supreme customer service and logistics for Enterprise to succeed during its next deployment and beyond.

TRAINING DEPARTMENT

Training Department has consistently been a vital contributor to ENTERPRISE's ability to effectively achieve its mission. Though the Training Department is very small and is comprised of only nine Sailors from various rating, who are assigned in a temporary additional duty status, it has a huge mission of ensuring the effective and efficient training of over 3,000 Sailors onboard. Below is a list of Training Department primary responsibilities:

Integrated Training Team (ITT). The ship's Integrated Training Team is lead by the Executive Officers who serves as the ITT Leader. The Training Officer who serves as the Integrated Training Team (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 develop and execute over 200 complex casualty control drills that are designed to train a crew of over 3,100 Officers and Sailors on how to "fight the ship," while combating personnel casualties and battle damage. Specifically, the crew is trained on drills to include mass casualties, chemical/biological attacks, major conflagrations, flight deck fires, security alerts, and aircraft fires, just to name a few.

Temporary Additional Duty Manager. 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, 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.

Command Indoctrination. Every month, over 60 newly assigned Officers and Sailors report onboard ENTERPRISE for duty. The Command Indoctrination Program serves as the medium to equip new check-ins with the tools necessary to ensure a smooth transition and acclimation into the command. Training Department is responsible for facilitating the training, development, and integration of all newly-assigned Officers and Sailors into ship's company. The department must ensure new check-ins receive vital training on 32 topics, to include: Guidelines for Shipboard Living, Navy Rights and Responsibilities, Basic Damage Control, Anti-Terrorism Awareness, and Operational Risk Management. This process has consistently proved to be the catalyst that ensured new check-ins are properly developed so that they are provide the opportunity to perform as an effective member of the ENTERPRISE team.

Training Program Manager. Though Officers and Sailors receive formal training prior to reporting to the command, there is a significant amount of continuous training conducted onboard ENTERPRISE that is required to further develop/reinforce training that has been previously provided or to introduce new training and skills requirements. The method of conducting continuous training is through the completion of Personnel Qualification Standards (PQS), General Military Training (GMT), Navy Knowledge Online (NKO) courses, and various lecture and videos. Training Department coordinated with 35 Departmental Training Officers and Training Petty Officers to ensure the

proper management and documentation over 700 PQS and countless NKO courses for 3,100 crew members. Additionally, Training Department is responsible for implementing the Chief of Naval Operations (CNO) new training policies and procedures and ensuring that the crew receives the training necessary to support operational tempo and readiness.

WEAPONS DEPARTMENT

Enterprise's Weapons Department stores, maintains and issues ordnance for the embarked air wing and ship's defense teams. The Weapons Officer (Gun Boss), with the assistance of the Ordnance Handling Officer (OHO), leads over 250 Sailors in the requisition, receipt, stowage, assembly, transport and issue of all conventional ordnance and guided munitions. Additionally, Weapons Department is responsible for the maintenance and operation of all small arms Crew Served Weapons to support Enterprise's law enforcement, in-port security, and ship self-defense watch teams. These tasks require the efforts of well trained, professional and highly motivated men and women onboard USS Enterprise.

In 2010, Weapons contributed significantly to Enterprise achieving the high level of material readiness attained as she completed an Extended Dry-Dock Selective Restricted Availability (EDSRA). During Sea Trials, G-2 and G-3's hard work paid off as Enterprise was certified to safely stow ordnance during the Magazine Sprinkler Safety Review - the second in a series of arduous but critical inspections and certifications. To TYCOM level inspectors Weapons Department set new standards of achievement in the specific assessments performed by the Weapons Safety Assessment Team (March), the Conventional Ordnance Safety Review Phase One (May - 30 points of 30 achieved), the Torpedo Readiness Assessment (June - 2.3 out of 2.5), the Aviation Ordnance Readiness Review (July), the Weapons Ordnance Readiness Assessment (September), the Mine Readiness Assessment (September), COSR Phase Two (October), and the Aviation Maintenance Inspection (November) in which, alongside AIMD, Enterprise earned 10 of 10 available points.

Beyond excelling in specific inspections, Weapons Department continued to lead the way in training efficiency during Enterprise's compressed Unit Level Training phase. We maintained near 100% completion of required courses in shipboard efficiency through successful CART I, II, and III assessments. As training rigor increased, so did Weapons Department performance. During a 38 day TSTA/FEP underway period Weapons excelled as the ship and Air Wing certified ULT complete. During COMPTUEX Weapons Department proved it's mettle in constant bomb assembly assignments, flawless elevator delivery operations and high-tempo issue on the flight deck contributing to a 98% sortie completion rate for Carrier Air Wing One. Major Combat Operations capable, Enterprise completed its year Surge Ready after a successful JTFEX. Weapons Department ended a year of sterling performance, demonstrated readiness, and recognized proficiency receiving the coveted Black "W" Award for excellence in all graded categories.

Operationally, no training exercise or inspection certification could eclipse the significance of the successful execution of Enterprise's final Major Ammunition Onload. Following months of planning, during three grueling days in May, Weapons Department performed a complex and delicate, safe and efficient onload of nearly 3 million pounds of conventional ordnance and guided munitions valued at nearly \$250 million. This evolution involved 16 hours over two days of connected steaming 180 feet alongside the USNS Lewis and Clark while 2 helicopters and two CONREP stations sent over 1200 lifts to the Enterprise Flight Deck and Hangar Bay where Weapons Department, with the help of CVW-1 Ordnance certified Sailors struck below an unprecedented amount of Ammunition with the Fleets' oldest elevators into the Navy's oldest magazines with zero safety mishaps and 100% accountability. This feat, the handling of live munitions, crystallized for the entire crew, the reality

that we were no longer a pier side maintenance facility, but a warship ready for sea, and set the tone for a year of unbridled success.

G-1 Division (Flight Deck/Hanger Deck)

During the calendar of 2010 from January to December, the personnel from G-1 Division flawlessly executed the requirements of the Extended Dry-Docking Selective Restricted Availability (EDSRA) FY10 at Newport News Grumman Shipyard Facility. Those maintenance efforts supported an arduous work up schedule for the Enterprise's historic 21st deployment, begun in January 2011.

The Flight Deck workcenter completed 340 required maintenance actions while conducting the upkeep of 8 emergency ordnance jettison lockers, 6 ready service lockers, 10 ordnance emergency jettison ramps and over 60 items of essential Personnel Protective Equipment, ensuring the highest state of material condition readiness for the division. An ambitious but attainable divisional training plan detailed a path for qualifying all personnel in the workcenter as Flight Deck Observer, aiding Air Department in training embarked squadron personnel during 65 flight deck emergency scenarios that significantly enhanced Crash and Salvage emergency rescue proficiency. All efforts proved instrumental in ensuring Enterprise's success for the completion of the FRS CQ events, ultimately leading to a certified deck able to conduct Carrier Air Wing One combat operations.

G-1 Division exhaustively planned the efforts of 61 divisional personnel supporting Weapons Department in executing the safe handling and transfer of more than 1,200 vertical/connected replenishment lifts of conventional ordnance totaling nearly 3 million pounds and valued at nearly \$250 million.

The Armament Weapons Support Equipment (AWSE) workcenter completed 1,448 maintenance actions on 2,500 items of AWSE gear. They also contributed considerably to the overall grade of "Satisfactory" achieved during AIMD's FY10 Aviation Maintenance Inspection (AMI) receiving zero discrepancies on their programs and enhancing AIMD Department's effectiveness.

The Forklift/DC workcenter completed 1,474 scheduled maintenance actions and rework on 279 pieces of Material Handling Equipment (MHE), Ordnance Handling Equipment (OHE) and DC components, maintaining and unprecedented 100% mission readiness in support of Enterprise's mission.

In addition to the high output of work performed by the G-1 Division, they qualified and upgraded 58 personnel in the Ordnance Handling and Certification Program, 14 6K Driver Forklift operators, and 38 Elevator Operators. Additionally, they processed over 255 Personal Qualification Standards, ensuring the qualification of 67 personnel in various PQS's. G-1 personnel were awarded 5 Naval Achievement Medals, 4 Enlisted Aviation Warfare Specialists, 11 Letters of Commendation and 1 Blue Jacket of the Quarter for the Command.

G-2 Division (Armory)

G-2 Division is a diverse group of Sailors, comprised of Gunner's Mates (GM) and Aviation Ordnancemen (AO). They are responsible for the security of

the ship's armory, the tactical coordination of Enterprise's Surface Defense Crew-served Weapons, maintenance and qualifications on small arms weapons, safeguard of torpedoes, and the daunting task of servicing and maintaining 48 aged Magazine Sprinkler Systems.

The Small Arms Weapons and Magazine Sprinkler Systems workcenter completed over 1,200 required maintenance checks and qualified six maintenance personnel. During the Magazine Sprinkler System Inspection (MSSI) all 48 magazines systems were certified operational paving the way for a successful onload and safe stowage of all Ammunition and Ordnance for Enterprise and Carrier Air Wing One through the completion of the 2011 deployment. The Damage Control workcenter performed 225 maintenance evolutions and qualified three personnel as Damage Control Petty Officer.

The Lightweight Torpedo and Accessories workcenter completed a Torpedo Readiness Assessment (TRA) with outstanding results. This was the result of rigorous drilling in torpedo banding and precise performance of the exacting Otto Fuel II spill containment procedure drill. Following successful completion of a four week specialty school equipping G-2 Sailors to train their peers in safe torpedo handling, five personnel were qualified as torpedo technicians.

G-2 provides executed 40 in-port and at sea gun ranges necessary to qualify every single armed watchstander aboard Enterprise, as well as the pilots and crew members of Carrier Air Wing One. G-2 oversaw the expenditure of over 65,000 rounds of ammunition in the 9mm pistol, 12 gauge shotgun, M14 and M16 rifles, M203 light machine gun, M2 .50 caliber heavy machine gun, and 40mm grenade launchers with zero safety mishaps and 100% accountability of all rounds, arms and equipment. The Small Arms Marksmanship Instructor NEC and Crew Served Weapons Instructor specialty are considered critical to Enterprise's certification to perform major combat operations. The experts in G-2 qualified over 600 Security personnel serving as the Inport Security Force, the Primary, Secondary and Back up Response Force, the Small Caliber Action Team, and the Weapons Department Sailors making up the 10 .50 caliber machine gun Mount Teams responsible for the security, surface defense and Anti-Terrorism/Force Protection effectiveness for 5000 Sailors.

G-2 contributed significantly to the successful certification received by Commander Second Fleet following the first Anti-Terrorism/Force Protection Assessment conducted aboard Enterprise in 3 years. Additionally G-2 executed 10 effective "Quick Draw" rapid response drills demonstrating 24 hour readiness to effectively defend the ship.

G-2's excellence was recognized when a rising star was awarded one of the highly sought after Command Advancement Program promotions for 2010. 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 onboard Enterprise. They are responsible for the material condition of each Weapons Magazines.

During G-3's first major ordnance on-load since April 2007, G-3 personnel demonstrated exceptional teamwork and professionalism in

coordinating the movement, inventory, and safe stowage of over 1,200 lifts totaling nearly 3 million pounds of ordnance. The 72 hour evolution was executed flawlessly with zero discrepancies.

Additionally, G-3 dedicated critical man-hours in preparation for Type Commander Inspections including Conventional Ordnance Safety Review (COSR) I&II, Aviation Ordnance Readiness Review (AORR), and Mine Readiness Assessment (MRA). After several in-depth reviews G-3 successfully passed all inspections with grades of "OUTSTANDING".

G-3 Division led 30 Weapons Department personnel in integrated operations with Carrier Air Wing One personnel while on detachment to NAS Fallon Nevada. Each Sailor attended the Fleet Weapons Support Team Course and received training on assembling and safeguarding 250 tons of precision-guided munitions and general purpose weapons and ordnance.

During COMPTUEX and JTFEX, G-3 personnel supported Carrier Air Wing One mission exercises assembling, disassembling, and reconfiguring 385,000 pounds of NCEA ordnance ultimately expending over 190 laser guided and precision guided munitions with a 100% detonation rate.

Notwithstanding the rigors of continuous exercises and assessments, G-3 personnel continued to pursue training and Qualification/Certification to the maximum effectiveness, ensuring all personnel were trained and prepared for combat, additionally developed a rigorous training regimen to reflect a 33% advancement rate from previous examination cycle. 3 G-3 Sailors were finalists for the highly competitive 2010 Enterprise Leadership Awards for their respective rank bands, beating out excellent candidates from high performing departments shipwide.

G4 Division (Weapons Elevators)

G-4 is responsible for the repair and maintenance of the ship's 13 legacy Weapons Elevators. It is composed of the Aviation Ordnanceman, Electrician's Mate, and Machinist's Mate ratings, which make it the most diverse division in the department. These differently trained personnel work together to accomplish our primary mission which is the safe and timely movement of ordnance from weapons magazine storage areas to the hangar bay and flight deck.

Upon completion of the Extended Dry-dock Selected Restricted Availability, G-4 performed more than 1000 scheduled and unscheduled maintenance evolutions, including the refurbishing of all safety lines and application of non skid surfacing of all elevator platforms. Through meticulous attention to detail and high levels of knowledge, maintenance technician's assisted Elevator Support Unit specialists in the complex replacement of three main deck hatch cylinders ensuring elevators attainment of full mission capability. The Weapons Elevators were put to the test with the successful onload of nearly three million pounds of ordnance in preparation for deployment and air wing training.

G-4 is comprised of the WG04 and WG44 work centers. Collectively, they have accomplished more than 562 preventative maintenance actions reducing divisional CSMP backlog by 81 percent. The division successfully passed the Aviation Ordnance Readiness Review (AORR) and Conventional Ordnance Safety Review (COSR) inspections with grades of "Outstanding." The ship's Weapons

Elevator's have a vital secondary purpose and that is to move injured personnel. In 2010, G-4 personnel responded to 51 medical evacuations and emergencies.

Ten personnel completed the AMSEC Weapons Elevator Maintenance course, training and qualifying in the most up to date safety and operational procedures. Always emphasizing personnel growth both professionally and personally, G-4 ensured a stringent training regimen was adhered to that encompassed both in-rate and off-duty education, resulting in three Enlisted Aviation Warfare Specialist qualifications and the completion of 11 NCPACE college courses. G-4 Division personnel awards for 2010 include four Navy Achievement Medals, six CO Letters of Appreciation, one Blue Jacket of the Quarter and a Command Advancement Program (CAP) to Aviation Ordnanceman Petty Officer Third Class.

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

In 2010, G-5 once again played a major role in ensuring Weapons Department remained ahead of schedule in all facets of weapons operations. Throughout the Deployment Workup Cycle, AOCC monitored and tracked all ordnance and maintenance actions performed throughout the five divisions, and served as a critical node providing connectivity between Weapons Department and CAG 1.

The highly trained Enterprise ammunition accountants and logisticians ensured all NCEA, Air Wing Training, EOD, and Mission Load ammunition was requisitioned, onloaded, maintained, accounted for, and reported with the highest degree of accuracy during multiple ammunition onload evolutions and hundreds of armed Air Wing Sorties. The Quality Assurance Team was established, hand-selected due to their superior technical knowledge and bedrock maintenance procedures to supervise and improve ammunition handling processes in all divisions. They flawlessly performed over 50 routine audits and extensive program overhauls throughout the Deployment Workup Cycle, ensuring Weapons Department was administratively and procedurally compliant with various inspection requirements.

G-5 also coordinated several successful Technical Assist and Certification Assessment visits including COSR I, COSR II, WORA, and MRA.

Weapons Administration workcenter performed the personnel requirements of over 250 Sailors, monitoring Security Clearances, reviewing and issuing instructions, maintaining and executing the Training Plan for all required Departmental proficiencies, and individual Sailor qualifications. More than 300 hundred personnel evaluation reports were submitted and maintained by WEPS Admin and the attention to detail and commitment to excellence of these customer service professionals secured more than 70 Navy Achievement Medals and 4 Command Advancement Program promotions for hard working Weapons Sailors.

The Departmental 3M program is run by G-5. The hard work of 3M assistants drove a dramatic increase in level of knowledge and allowed Weapons Department to lead all departments in the June 2010 3M Self Assessment.

The Sailors of Weapons Department distinguished itself throughout 2010. They wear their black W with pride and are hungry for continued success in 2011.