

Classification (when filled in): UNCLASSIFIED

Command Operations Report

1. Command Data

USS Enterprise (CVN 65)
Unit Identification Code (UIC): 03365
Name and Rank of Commander/Commanding Officer/Officer in Charge:
Last: Hamilton (Jr.) First: William M.I.: C. Rank: Captain
Date Assumed Command: 2011-08-18
Area of Operations: Fleet Forces, U.S. FIFTH Fleet
Permanent Location: Norfolk, Va.
Immediate Superior In Command:
Operational: Commander, Carrier Strike Group TWELVE
Administrative: Commander, Naval Air Forces Atlantic

Identify your assigned Task Force/Group/Unit name(s) and mission(s). Include OPLAN(s) and or named operations you participated in during Task Force assignment (if applicable): Operational assignment to Carrier Strike Group TWELVE during deployment March 11, 2012-Nov.4, 2012. Missions included Operation Enduring Freedom and operations supporting maritime freedom in Arabian Gulf and Arabian Sea.

Name(s) of Forces, Commands, Ships, Squadrons or Units assigned or under your operational control (if applicable): None

Type and number of Aircraft Assigned and Tail Codes, if applicable: 61 aircraft assigned to Carrier Airwing ONE, to include HS-11 Dragonslayers, VAW-123 Screwtops, VAQ-137 Rooks, VFA-11 Red Rippers, VFA-211 Checkmates, VFA-136 Nighthawks, VMFA-251 Thunderbolts, and VRC-40 Rawhides.

Commands, Detachments or Units deployed on board or stationed aboard as tenant activities (as applicable): Carrier Strike Group TWELVE, Carrier Air Wing ONE, Destroyer Squadron TWO

Number of Personnel Assigned:
Officers: 160 Enlisted: 2,715 Civilian: 2

Command Point of Contact:

Name: LTJG [REDACTED]
Job Title: Public Affairs Officer
E-mail: [REDACTED]@cvn65.navy.mil
Phone number(s): 757-444-1199
Command Mailing Address: USS ENTERPRISE (CVN 65)
FPO, AE 09543

2. Commander's Assessment

USS Enterprise (CVN 65) embarked on a highly successful Composite Training Unit Exercise (COMPTUEX) January 11, concluding February 10. During this time, the ship moored at Mayport, Florida, Jan. 31-Feb. 1. Enterprise hosted 12 overnight distinguished visitor groups throughout COMPTUEX, to include the Chief of Naval Operations (Jan. 12-13) and the Secretary of Defense (Jan.21-22).

Enterprise departed on a regularly scheduled deployment, pre-determined to be her last, March 11, 2012, at 1200 with a projected return date of late October.

Enterprise pulled into Pireaus, Greece, March 27, 2013, for her first port call. She hosted a reception March 28 for local dignitaries and military service members and left Greece 31 March, following Sailor liberty and community relations events in Athens.

Enterprise transited south through the Suez Canal on Apr. 4, Bab al-Mandeb Apr. 7 and made her first transit through the Strait of Hormuz Apr. 13. She would make nine more Strait of Hormuz transits during the deployment.

Following training flights in the Arabian Gulf and a first port call to Jebel Ali, U.A.E., Apr. 24-28, USS Enterprise transited south through the Strait of Hormuz Apr. 29 and the embarked Carrier Air Wing (CVW) 1 launched their first sorties into Afghanistan in support of Operation Enduring Freedom (OEF) May 1.

After another transit of the Strait of Hormuz, Enterprise made her first port call to Manama, Bahrain May 20-28. The ship hosted the Commander, U.S. FIFTH Fleet, Change of Command May 24. Nearly 1,000 guests attended the reception, which was held in the hangar bay of the ship.

On June 4, the ship hosted a Battle of Midway commemoration in the Arabian Gulf. Enterprise transited south through the Strait of Hormuz into the Arabian Gulf June 8 and conducted a Passage Exercise with the USS Abraham Lincoln (CVN 72) June 9.

On June 12, the ship's crew remembered the life of LSCM Kessler, who tragically passed away from natural causes. His was the only death during Enterprise's final deployment.

Enterprise made a second port call to Jebel Ali, U.A.E., July 1-5, followed by a southbound transit through the Strait of Hormuz.

Turnover briefs with the USS Dwight D. Eisenhower (CVN 69) began July 26 during their relief of USS Abraham Lincoln (CVN 72).

Enterprise transited north through the Strait of Hormuz again on Aug. 9, conducting the transit at night.

Carrier Air Wing ONE held a Change of Command Aug. 15, at which time Captain Boyer assumed command from Captain Trent.

Enterprise made a second and final port call to Manama, Bahrain, Aug. 20-24. She immediately transited south through the Strait of Hormuz Aug. 25.

Sept. 28 marked the ship's final port call in the U.S. FIFTH Fleet Area of Operations, again to Jebel Ali, U.A.E. Enterprise remained in port until Oct. 2 and again made an immediate southbound transit through the Strait of Hormuz.

The transit toward the Suez Canal began Oct. 5 with a northbound Bab al-Mandeb transit Oct. 8 and the last Suez Canal transit Oct. 12.

ORSE Drills took place Oct. 14 and a transit through the Strait of Messina took place on Oct. 15.

Enterprise made her final foreign port call in Naples, Italy, Oct. 16-21. The ship and Commander, U.S. SIXTH Fleet, hosted a reception for more than 500 guests Oct. 19 in the hangar bay.

Enterprise continued her westbound transit and proceeded through the Strait of Gibraltar Oct. 23, followed by a southerly transit to offload ammunition and to avoid Hurricane Sandy.

Enterprise pulled pierside, Mayport, Florida, Oct. 31. She unloaded Tigers for the final Tiger Cruise Nov. 2-4.

The ship made a final homecoming Nov. 4, 2012, to pier 12 at Naval Station Norfolk.

In total during the 2012 deployment, Enterprise spent 239 days deployed (270 of 308 days in 2012 underway), during which time she:

- Steamed 119,600 miles
- Conducted 39 Restricted Water Transits
 - o 10 Strait of Hormuz transits
 - o 2 Bab el Mandeb transits
 - o 2 Strait of Gibraltar transits
 - o 2 Suez Canal transits
 - o 1 Strait of Messina transit
- Performed 43 Replenishments at Sea
 - o Received 18,129,060 gallons of jet fuel (JP-5)
 - o 12,170 pallets moved
 - o Transferred 1,320 pallets of ammunitions
 - o Refueled USS VICKSBURG (CG-69), USS PORTER (DDG-78), and USS NITZE (DDG-94) with over 435,000 JP-5 during 4 fuelings at sea (FAS)
 - o During COMPTUEX, conducted aircraft launch and recovery while refueling alongside USS SUPPLY (T-AOE-6) - a COMPTUEX first according to Strike Force Training Group Atlantic
- Completed 7 Port Visits
 - o Piraeus, Greece; Jebel Ali, UAE (3); Manama, Bahrain (2), Naples, Italy
 - o 3 Major Receptions:
 - 5th Fleet COC in Bahrain
 - DV Reception in Piraeus, Greece
 - DV Reception in Naples, Italy
- ENTERPRISE received 4,588,449 e-mails and sent 14,888,375.

- The Air Intermediate Maintenance Department performed 28 composite repairs for the F/A-18 E/F aircraft, repaired 19 engines, 93 Generator Control Units, and 68 ATFLIR systems.
- Completed 15 CIWS PACFIRES (expending 6750 rounds).
- Dental Department conducted over 7,900 patient visits, including over 75 from beach detachments and accompanying ships. During this time over 3000 dental restorations were placed.
- Produced 65,635,820 Gallons of water
 - o Potable 45,406,975 Gallons
 - o Reserve Feed 19,220,845 Gallons
- Produced 60.3 million KW-Hrs of electricity.
Enterprise did not miss a single sortie while supporting OEF due to a propulsion or electrical issue.
- Underway on time every time, ENTERPRISE achieved 100% propulsion and electrical plant mission accomplishment despite over 40 condenser cleanings to clear barnacles and bryzoa.
- ENTERPRISE Engineers performed over 30 depot level repairs, resurfaced 8 SSTG slip rings, rewound 8 motors, sent 4 emergent repair teams to battle group assets to conduct critical repairs, and answered 4362 trouble calls accounting for 18,134 man-hours of repair effort during deployment.
- Produced 15,500 gallons of liquid Nitrogen and 9,250 gallons of Liquid Oxygen
- Air Conditioning provided- 591,800 tons of refrigeration or 170,428,400,000 BTUs
- Big E's Media Department produced 90 videos, aired over 2,800 movies, released over 22,500 images, produced 212 editions of The Shuttle, the ship's newspaper, published over 300 stories, and hosted over 275 distinguished visitors and media.
- ENTERPRISE Medical Department provided high quality medical care during 25,150 patient encounters, filled over 10,000 prescriptions, performed 1,189 radiology exams, 5,494 laboratory tests, conducted 77 emergent and same day surgical procedures, and managed over 59 medical evacuations from seven different ships at sea.
- The Supply team handled more than 700,000 lbs of mail, prepared over 3 million meals, baked over 300,000 cookies, processed over \$500K pounds of laundry, gave over 25K haircuts, and expedited 6,000 hi-priority parts valued at \$250M to keep our jets flying.

Enterprise was inactivated Dec. 1 by the Secretary of the Navy and the Chief of Naval Operations, who was in attendance at the ceremony held at Pier 12 in Norfolk, Va. The Ship's Terminal Offload Program began immediately following the inactivation.

3. Chronology

Command Biographies

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



CAPT Hamilton is a native of Alabama where he earned an undergraduate degree in Aerospace Engineering from Auburn University in 1981. He also holds a Master of Science Degree from the University of Tennessee.

Following flight training, CAPT Hamilton reported to the "Knighthawks" of VFA-136 at NAS Cecil Field, FL. He attended the Navy Fighter Weapons School, or TOPGUN, and was selected COMNAVAIRLANT LSO of the Year for 1990. He completed Mediterranean deployments in USS Coral Sea (CV 43) and USS Dwight D. Eisenhower (CVN 69).

Following training at the US Naval Test Pilot School in Patuxent River, Maryland, CAPT Hamilton served as F/A-18 Project Officer at Naval Weapons Center (NWC), China Lake, California. In addition to test pilot duties in weapons and systems integration, he designed several software functions still utilized by Hornets and Super Hornets and was the first to release a self-laser guided weapon from an F/A-18. Hamilton next served in the "Rampagers" of VFA-83 at NAS Cecil Field. He deployed in USS Enterprise (CVN 65), flying patrol missions over Bosnia and Iraq.

Hamilton returned to China Lake as the Naval Air Warfare Center (NAWC), Weapons Division senior developmental test pilot for the F/A-18 E/F. He was the first to fly the Super Hornet at night and the first to fly it utilizing night vision devices.

He reported to the "Sidewinders" of VFA-86 as Executive Officer in 1999 and deployed in USS John F. Kennedy (CV 67). Following the attacks of September 11, Hamilton, then serving as Commanding Officer, deployed in USS Theodore Roosevelt (CVN 71) in support of OPERATION ENDURING FREEDOM, where he flew 43 combat missions over Afghanistan. Following Nuclear Power Training, CAPT Hamilton reported to USS Enterprise (CVN 65) as Executive Officer where he deployed to the North Atlantic for SUMMER PULSE '04.

CAPT Hamilton assumed command of USS DUBUQUE (LPD 8) in November 2005 and led the ship through a 9 month deployment to the Western Pacific and North Arabian Gulf while transporting the 15th Marine Expeditionary Unit to duty in Iraq. In 2007, he became the Joint Deployment Operations Director (J33) at US Joint Forces Command where he sourced and deployed forces from all four military services in support of Geographic Combatant Commander requirements.

Prior to assuming command of USS Enterprise (CVN 65), Hamilton served as Carrier Requirements Officer for Commander Naval Air Forces where he led efforts to upgrade and maintain the current fleet of carriers and to integrate our newest carrier, USS Gerald R. Ford (CVN 78), into the Navy.

CAPT Hamilton has logged over 5500 total flight hours and over 850 carrier landings. He was awarded the Defense Superior Service Medal, Bronze Star, Legion of Merit, Meritorious Service Medal (2), Air Medal, Air Medal with Combat "V", Strike Flight Air Medal (6), Navy Commendation Medal (2), and the Navy Achievement Medal (2), in addition to other unit and campaign awards. During his career, he was recognized on twenty occasions as a "top ten" pilot in carrier landing evaluations.

**Captain Gregory C. Huffman
United States Navy
Executive Officer
USS Enterprise (CVN 65)**



Capt. Gregory C. Huffman is the son of a career naval officer. He was commissioned upon his graduation from the United States Naval Academy in May 1989. Capt. Huffman then attended the University of Maryland where he received a Master of Arts degree in December 1989.

He earned his wings in 1992 upon completion of advanced jet training at NAS Chase Field, Beeville, TX. After completing replacement pilot training with the GLADIATORS of VFA-106 at NAS Cecil Field, Jacksonville, FL, Captain Huffman joined the RAMPAGERS of VFA-83. He completed two deployments with VFA-83 in USS SARATOGA (CV 60) and USS ENTERPRISE (CVN 65) participating in combat operations over Bosnia and Iraq. While assigned to the RAMPAGERS he earned a Wing Landing Signal Officer qualification and was named the Strike Fighter Wing, U. S. Atlantic Fleet FA-18 Pilot of the Year for 1996.

Capt. Huffman attended the U. S. Navy Test Pilot School (USNTPS) at NAS Patuxent River, MD and graduated with Class 112 in December 1997. He then served two years as a test pilot at the Naval Weapons Test Squadron in China Lake, CA, participating in initial developmental testing of the FA-18E/F and serving as program manager for Electronic Warfare and FA-18E/F systems. During this time he earned a

Master of Science degree from the University of Tennessee and became a Member of the Society of Experimental Test Pilots.

Capt. Huffman reported to the SUNLINERS of VFA-81 in January 2000 as a Department Head. Immediately following the attacks of September 11, 2001, he flew Combat Air Patrol missions off of New York City from the USS GEORGE WASHINGTON (CVN 73) in support of Operation Noble Eagle. He also deployed twice in USS GEORGE WASHINGTON and flew combat missions over Iraq, Kosovo and Afghanistan. In 2001 Capt. Huffman received the Mike Longardt Leadership Award from Commander, Strike Fighter Wing, U. S. Atlantic Fleet.

In 2002 Capt Huffman transferred to the White House where he served as Military Aide to the President of the United States until 2005.

In April 2005 he reported to VFA-122 for refresher training in the FA-18 E/F Super Hornet. He remained with the FLYING EAGLES as the Executive Officer until April 2006.

Capt. Huffman reported to the ROYAL MACES of VFA-27, homeported in Atsugi, Japan, in May 2006 as Executive Officer and assumed command in August 2007. He completed multiple Western Pacific deployments in USS KITTY HAWK (CV 63) culminating with the successful crossdeck of the squadron to the USS GEORGE WASHINGTON. Following his command tour Capt. Huffman reported to Naval Personnel Command, Millington, TN as the Head Detailer for Aviation LCDRs and Junior Officers.

He commenced nuclear power training in May 2009 and reported to the USS ENTERPRISE as Executive Officer in March, 2011.

He has logged more than 2,800 flight hours in 24 different aircraft types and has accumulated over 700 arrested landings. Individual awards include the Defense Superior Service Medal, Meritorious Service Medal, Strike-Flight Air Medal (two awards), Navy Commendation Medal (four awards, one with Combat V), Navy Achievement Medal, and numerous unit citations.

**Command Master Chief (Aviation Warfare/Surface Warfare)
Dwayne E. Huff
USS ENTERPRISE (CVN-65)**



Command Master Chief Huff entered the Navy and completed his basic training at Recruit Training Command, Great Lakes, IL in October 1986.

Huff's first assignment was aboard VAW-113, deployed aboard USS CONSTELLATION (CV 64) and USS INDEPENDENCE CV 62), where he made 6 month deployments to the Western Pacific and Indian Ocean and qualified as an Administration clerk. His next assignment was aboard VF-101, home-ported in Virginia Beach, VA as a Logs and Record Clerk. It was during this tour that he was advanced to Second Class Petty Officer.

In August 1993, Command Master Chief Huff transferred to VA-35 and deployed aboard USS SARATOGA (CVA 60) where he served as Leading Petty Officer and earned his Enlisted Aviation Warfare Specialist designation. During this tour the squadron received the Grumman Aerospace Golden Wrench for Maintenance excellence, Grand Slam and the Clifton Award prior to their decommissioning.

In February 1995, he was reported to VAW-121 as the Maintenance Control Leading Petty Officer where he received the Battle "E" ribbon. During this tour, Master Chief Huff was advanced to First Class Petty Officer. His next assignment was onboard Aircraft Intermediate Maintenance Department (AIMD) of NAS Oceana where he served as Power Plants Production Control Leading Petty Officer. Here, he was selected as Sailor of the Year and was advanced to the rank of Chief Petty Officer.

In August 2000, Command Master Chief Huff transferred to the Tomcatters of Fighter Squadron Thirty-One (VF-31) and deployed aboard USS ABRAHAM LINCOLN (CVN 72) during Operation IRAQI FREEDOM and earned his Enlisted Surface Warfare Specialist designation.

Continuing on sea duty, Command Master Chief Huff transferred to Commander Naval Air Forces, U.S. Atlantic Fleet serving as the Naval Aviation Logistic command Management Information System Optimized Organizational Maintenance (NALCOMIS) Leading Chief Petty Officer (LCPO). In September 2006 Command Master Chief Huff assumed duties as the Center for Naval Aviation Technical Training Unit, Norfolk Senior Enlisted Advisor. In May 2009, Command Master Chief Huff reported to the USS Donald Cook (DDG 75). Upon successful completion of his tour on the USS Donald Cook, Command Master Chief Huff reported onboard USS Enterprise (CVN 65) in May 2012 as the final Command Master Chief of the 51-year-old carrier.

He is a graduate of the U.S. Air Force Senior Non-commissioned Officer Academy and Command Master Chief/Chief of the Boat Course, Class 59. His personal awards include the Navy and Marine Corps Commendation Medal (four awards); Navy and Marine Corps Achievement Medal (seven awards); and various unit and campaign awards.

**Command Master Chief (Aviation Warfare/Surface Warfare)
Eric J. Young
USS ENTERPRISE (CVN-65)**

Master Chief Eric J. Young is a native of Meadville, PA. After graduation from high school in June 1988, 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 Nimitz (CVN 68), home ported in Bremerton, WA. While on board Nimitz, he completed two Western Pacific deployments, and was advanced to Second Class Petty Officer. In August 1992, he reported to Naval Recruiting District, Portland, Recruiting Station, Salem where he was advanced to First Class Petty Officer under the Recruiter Excellence Incentive Program (REAP). His follow on duty station in October 1995 was aboard USS Theodore Roosevelt (CVN 71) home ported in Norfolk, VA. While onboard Roosevelt he deployed to the Mediterranean in support of the Kosovo Campaign, as well as the Middle East twice. He also earned his Enlisted Aviation Warfare Specialist (EAWS) qualification, and was advanced to Chief Petty Officer.

In January 2000, he was assigned to Shore Intermediate Maintenance Activity (SIMA) Norfolk, VA as a Recovery Assist Securing and Traversing (RAST) Overhaul Supervisor. While a part of SIMA he completed the Class B overhaul of RAST units and associated gear for replenishment back into the supply system and completed a rewrite of the overhaul program that was approved by Naval Air Warfare Center as the official RAST overhaul and was advanced to Senior Chief Petty Officer

In May 2003, he reported to USS Enterprise (CVN 65) home ported in Norfolk, VA. While onboard Enterprise, he deployed four times to the Mediterranean Sea and the Middle East as part of Carrier Strike Group TWELVE, in support of Operations Enduring Freedom, Iraqi Freedom, and New Dawn. During his time onboard Enterprise, he was the winner of the 2007 John C. Stennis Leadership Award, earned his Enlisted Surface Warfare Specialist (ESWS) qualification and advanced to Master Chief Petty Officer.

In October 2011, Master Chief Young was appointed as the Acting Command Master Chief of USS Enterprise (CVN 65). His personal awards include the Navy and Marine Corps Commendation Medal (two awards), Navy and Marine Corps Achievement Medal (three awards), and various unit citations and campaign awards.

Departmental Narratives

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

During 2012, Enterprise's Aircraft Intermediate Maintenance Department (AIMD) successfully supported USS ENTERPRISE and CARRIER AIR WING ONE (CVW-1) during a combined COMPTUEX/JTFEX exercise, an eight month deployment to the 5th and 6th Fleet Areas of Responsibility in direct support of OPERATION ENDURING FREEDOM, and the subsequent Ship's Terminal Offload Program (STOP). Throughout the year, the Sailors and Marines within the four divisions of AIMD provided exemplary support to CVW-1 operations. AIMD's proactive approach ensured Enterprise was ready and able to meet and exceed all operational requirements.

AIMD's maintenance is conducted by 211 ship's company personnel augmented by 94 Sea Operational Detachment (SEAOPDET) personnel. These 305 highly skilled Navy and Marine Corps technicians completed 28,759 maintenance actions in the testing, calibration, manufacture, and repair of aircraft components and support equipment for the entire ENTERPRISE Strike Group.

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

Maintenance Administration Division supported the administrative needs of 305 Sailors by meticulously processing and tracking more than 3,547 items of correspondence, 137 awards, managing Personal Qualification Standards (PQS), and ensuring accurate information entries in the Relational Administrative Data Management (RADM) program.

Maintenance, Material Management/Damage Control (3M/DC) was responsible for the material condition of 206 shipboard spaces. This labor-intensive duty fell on seven 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.

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

Quality Assurance (QA) conducted 106 program and work center audits, six special audits, and 41 Collateral Duty Inspector (CDI) Monitors. Additionally, QA certified over 70 new CDI qualifications, five QARs, and proctored over 1,100 Support Equipment (SE) licensing examinations for ship's company and embarked squadron personnel. Diligent work by the QA Central Technical Publications Librarian (CTPL) led to the incorporation of 2,550 Technical Directives, ensuring all maintenance department publications were current.

IM2: General Aviation Maintenance Division (Airframes, Power Plants and Aviation Life Support Systems)

In 2012, the IM-2 Division completed 6,621 maintenance actions and expended 36,067 man-hours in support of mission requirements. Noteworthy repairs included the following:

Repaired 19 F414-GE-400/F404-GE-402 engines, saving the Naval Aviation Enterprise \$58.9 Million dollars in depot level repairs.

Completed 28 "I" level/depot level repairs on F/A-18 flight control surfaces. Interaction with Naval Air Systems Command (NAVAIR) engineers through damage engineering dispositions allowed the complex repair procedures to be conducted onboard. These repairs constituted an \$887,197 dollar cost avoidance.

Hydraulics technicians repaired four F-18 Nose Landing Gear assemblies, a prior depot level repair that our SEAOPDET personnel were trained for at their home station, bringing that new capability onboard, realizing a \$310,000 dollar cost avoidance.

NDI experts performed 1,736 procedures using Magnetic Particle, Eddy Current, Ultrasonic, Liquid Penetrate, and X-Ray testing methods to identify 11 discrepancies prior to structural fatigue failure due to corrosion and cracking, saving man power and unnecessary repair costs.

The ALSS Branch initiated three engineering investigations into suspected Hypoxic flight events and was certified to complete the material validation of these investigations, reducing equipment turnaround time by 25% and expediting the equipment's return to the operating unit.

IM-3 Avionics/Armament/Calibration Division

The Avionics Division consists of 156 Sailors and Marines, comprised of 88 ship's company and 68 Sea Operational Detachment (SEAOPDET) personnel, maintaining 13 shops and 32 work centers. Integrating SEAOPDET personnel from five separate commands and ship's company Sailors into a cohesive and highly skilled maintenance team, they were able to perform a wide range of repair actions for avionics, armament, and calibration equipment in support of ENTERPRISE Strike Group, 17 shipboard departments, and the squadrons of Carrier Air Wing ONE.

AIMD's Field Calibration Facility (FCA) processed 4,126 items and managed an inventory of 9,056 calibrated assets. The Enterprise FCA achieved an extraordinary 98.6 percent calibration readiness rate, the highest rate in the fleet for three consecutive months, with the fleet average at 97%. The Calibration Lab's goal of rapid support and dedication to quality resulted in zero calibration related work stoppages for both nuclear shipboard and aviation operations throughout FY 2012.

AIMD's Communication/Navigation/Sonar work center completed 553 essential maintenance actions resulting in a 97.8 percent Ready-For-Issue rate during the final deployment of USS ENTERPRISE. These procedures led to a Fleet Cost Avoidance of over \$16.5 million dollars. The outstanding technicians of the COMM/NAV/SONAR work center set the standard for excellence within AIMD and displayed unrelenting commitment in support of Operation Enduring Freedom.

The 2M Miniature/Micro Miniature repair work center performed over 1776 repairs throughout the deployment achieving a cost avoidance of \$41 million dollars while forward deployed.

The Aviation Ordnance Branch performed preservation and de-preservation inspections on 375 items of Aircraft Armament Equipment (AAE) while maintaining a 97.3 Ready-For-Issue (RFI) rate. Aviation Ordnance technicians performed 2,112 maintenance actions to include acceptance, transfer, integrity, preservation, and de-preservation inspections on a combined 1833 items of IMRL, Single Hoisting Ordnance Loading System (SHOLS) and AAE.

IM-4: Support Equipment Division

The Support Equipment (SE) Division (IM-4) is comprised of five work centers and is responsible for providing scheduled and unscheduled maintenance on 1,559 items of support equipment, supporting both squadron and ship maintenance.

IM-4 provided Phase I Support Equipment Operator Training for 1,960 Sailors and Marines attached to CVN 65 and CVW-1 and instructed over 288 classes covering every type of Support Equipment in the inventory.

IM-4 also developed and implemented a plan to complete CVN 65's first ever Depot Level Quick Engine Change on the Aircraft Crash Crane (Tilley) while deployed to the Fifth fleet.

Strike Force Intermediate Maintenance Activity (SFIMA)

The ENTERPRISE Team possesses a considerable repair capability and a high level of technical expertise exists for preventing and/or restoring casualties beyond normal ship's force capabilities. This team ensured the Strike Group was as self-sufficient as possible and employs all organic in-theater resources prior to requesting outside assistance.

While deployed, AIMD ENTERPRISE coordinated and contributed to the Strike Force Intermediate Maintenance Activity (SFIMA) by providing locally available maintenance, repair and overhaul for Strike Group components as well as shore commands in the operating area, completing 421 repairs for 13 strike group platforms and shore commands, expending 893 man-hours with a 99.8% RFI rate and an average turn-around time of 2 days.

Noteworthy SFIMA accomplishments include the processing over 100 oil samples for coalition forces and CSG-12 assets, the manufacture of over 20 hydraulic and fuel lines for coalition ships and aviation detachments, feed water tank piping repair and ventilation motor rewind for the USS Vicksburg (CG 69), and the calibration of over 30 pieces of aviation and shipboard test equipment.

To support CVW-1 aircraft and the H-60 aircraft detachments across the Strike Group, all four divisions of AIMD amassed a total of 92,187 man-hours. AIMD ensured the attainment of the highest number of Ready for Tasking and Ready Basic aircraft in the fleet, exceeding RFT/RBA goals each month throughout the 2012 combat deployment.

Ship's Terminal Offload Program (STOP)

At the conclusion of the 2012 deployment, the Sailors of AIMD quickly switched gears in order to support the Ship's Terminal Offload Program. Coordinating with NAVAIR representatives from PMA 260 as well as Fleet Readiness Center

(FRC) representatives from Cherry Point, North Island, and Oceana, AIMD efficiently offloaded over 7,600 items of IMRL while simultaneously closing out shipboard spaces in support of the STOP effort. Working steadily through the end of cruise and holiday POM leave periods with limited manpower, the sailors of AIMD still managed to complete the IMRL offload and space turnover ahead of schedule.

AIR DEPARTMENT

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

For the ENTERPRISE Air Department, 2012 was characterized by an extremely high operational tempo. The V-0 division was responsible for manning and operating Prifly and the LSO platform for all flight evolutions. Prior to deployment, V-0 successfully trained and prepared all its Sailors during COMPTUEX, JTFEX, and the multinational amphibious assault exercise, BOLD ALLIGATOR. During the operational deployment to 5th and 6th Fleets, V-0 Division provided seamless coordination for more than 10,800 catapult launches and arrested landings. The division's leadership during flight operations led to overwhelmingly successful support of Operation ENDURING FREEDOM. Due to their constant vigilance, all aircraft and aircrew safely returned to Norfolk with the ENTERPRISE in November, 2012.

Following the return from deployment, V-0 ensured Air Department was prepared for ENTERPRISE's Inactivation ceremony and subsequent inactivation period. In the space of one month, the Air Department, led by the V-0 division, moved from the ship to an alongside barge. The administrative prowess of the division was undeterred and demonstrated by the accurate and expeditious processing of more than 3,600 correspondence items, ensuring the proper documentation of training, qualifications, and personnel matters.

The professionalism of V-0 Division Sailors is evident in the fact that they were continually studying, training and preparing themselves for increased leadership and responsibility. Their individual and team actions were nothing short of outstanding, impressing at all levels of leadership. This dedication to professional, personal, and technical development directly led to the ENTERPRISE Air Department's receipt of its tenth Yellow "E" for Air Department efficiency, serving as a fitting summation of the incredible efforts of these fine Sailors.

V-1 Division - Flight Deck

2012 was a very challenging and exciting year for the flight deck crew. Big "E" started the year with a demanding, yet successful January JTFEX/COMPTUEX, and steaming ahead into its 25th and final deployment in March. The flight deck crewmembers overcame all the hurdles of shipboard life in an exceptional manner, seamlessly integrating with CVW-1.

Fortunately, an ensemble of highly seasoned and authoritative flight deck leaders was on hand to initiate what would become the most successful deployment ever documented by ENTERPRISE. These "salty" khakis with centuries of combined experience laid a foundation that shattered records for efficiency and safety throughout the deployment. As a result of their hard work and dedication, the flight deck crew was able to reduce the aircraft ground mishap rate to 0.0058 percent.

Despite new flight deck non-skid, VLA paint, and refurbished catwalks, maintenance never ceased. Leaving Norfolk, VA in March, the flight deck looked brand new. However, during the nearly eight months of deployment with more than 10,000 arrested landings and more than 30,000 aircraft moves, the flight deck endured its share of use. Night time and no-fly days throughout the final deployment saw flight deck personnel hard at work with brooms, soap and sweat, scrubbing the deck so pilots could visually identify the landing area.

Post deployment did not mean the end of work. V-1 diligently engaged in the inactivation of ENTERPRISE through efforts focused on the Ship Terminal Offload Program (STOP). These efforts saved the tax payer millions of dollars in contract labor by efficiently readying more than 3,000 spaces for towing of vessel and the future decommissioning of ENTERPRISE.

The ABH Sailors of V-1 never gave up their quest to be the best. Their hard work and technical knowledge directly enabled the safe movement, launch, and recovery of aircraft, guaranteeing 100% mission accomplishment while maintaining the highest level of personal integrity.

V-2 Division - Aircraft Launch and Recovery Equipment

As ENTERPRISE set sail from Norfolk Naval Base for its 5th and 6th Fleet Deployment, the division was comprised mainly of new Sailors who were fresh off a long Blue Water Certification process. Flight deck drills were conducted regularly during Air Wing Carrier Qualification and transit of the Atlantic Ocean.

In April, the ship transited through the Suez Canal and entered the 5th Fleet Area of Responsibility. Throughout the spring and into the summer, V-2 performance on the flight deck was nothing short of stellar. Four Catapults were the norm for each launch with the launch of four aircraft in less than one minute becoming commonplace. The catapult crews had truly hit their groove.

On November 4th ENTERPRISE returned to NS Norfolk with more than 1,400 Tigers aboard completing a successful 5th and 6th Fleet Deployment.

During the year, V-2 Sailors completed more than 3579 maintenance actions while safely and efficiently launching more than 10,839 sorties. Work in the arresting gear included eight re-reeves of arresting gear engines, twenty six socket replacements, four anchor repacks, sheave damper slipper replacements, repacked CRO valves, Port and Starboard retractable motor unit replacements, repacked two accumulator floating pistons, repacked three port sheave damper pistons five times, repacked three Main Engine Cylinders, replaced anchor damper slippers, repacked retract valves four times, and repacked six sheave damper mouths. The catapult crews completed replacement of eight water brake sensing switches, forty jet blast deflector modules, and repaired a broken sealing strip.

V-3 Division - Hangar Deck

Over the course of ENTERPRISE operations during the past year, the Hangar Deck Division safely and efficiently completed more than 4300 aircraft moves, 2400 elevator runs, and 250 low power aircraft engine turns.

To ensure that ENTERPRISE remained fully mission capable, V-3 performed more than 2400 maintenance actions on its assigned equipment. Maintaining training and readiness was a top priority of the division, as demonstrated by the qualification of 445 in-rate watch stations, five Enlisted Air Warfare Specialists, and 12 advancements. The division completed more than 30 fire drills during this period, far beyond the requirement in their determination to achieve the highest levels of proficiency.

Fully appreciating the honor of participating in ENTERPRISE's 25th and final deployment, the division exhibited boundless pride in the preparation of the Hangar Bay for numerous special events. These included the Inactivation

Ceremony, the Commander, U.S. Fifth Fleet Change of Command, and visits from the Secretary of Defense, Vice Chairman of the Joint Chiefs of Staff, Greek Minister of Defense, and many other distinguished guests and celebrities. Their efforts helped create a welcome forum for guests of the Big E to speak to and interact with the crew during her final deployment and her final days as an active U.S. warship.

After returning from the 2012 deployment, V-3 division tackled an aggressive shift of focus to Inactivation. During this period, V-3 prepared and hosted the Inactivation Ceremony attended by more than 5000 guests including numerous high ranking officers, governmental representatives, and industry leaders.

V-4 Division - Aviation Fuels Division

The Fuels Division has maintained the oldest, most complex, and antiquated fuels system currently used by the United States Navy in 2012. The system required 7830 preventative and 620 corrective maintenance actions during the year. These efforts included the overhaul of two transfer pumps, a stripping pump, two service pumps and four JP-5 purifiers. V-4 personnel recalibrated 178 tank level indicators and overhauled 37 aircraft refueling nozzles. To maintain command and control of the fueling system, Sailors replaced three Human Machine Interface display units and one Uninterruptible Power Supply.

V-4 Division safely executed 22 underway replenishments and transferred more than 18.2 million gallons of JP-5 to embarked Carrier Air Wing ONE aircraft. The JP-5 was issued during 15,570 refueling evolutions on the flight deck and in the Hangar. V-4 division supported the Aircraft Handling Officer by ensuring refueling operations could be completed to any location on the flight deck or hangar bay. The Air Department Fuels Division also supported the maintenance of the embarked aircraft by defueling 146,294 gallons during 320 defueling evolutions. Through sound leadership, the division was flawless in their execution of daily operations and ensuring that every aircraft on the flight deck was "Ready on Arrival".

In support of the ENTERPRISE's Inactivation and the Ship Terminal Offload Program (STOP), V-4 devised a comprehensive tank flushing plan to inactivate the JP-5 tanks while underway. The division maintained operational capability and supported Carrier Air Wing ONE combat and training missions while the division emptied 162 tanks. The tanks were ready for inspection upon the final return to Naval Station Norfolk.

The implemented fuel tank plan saved the Department of Defense and the United States Navy millions of dollars in cleaning and inspection costs by arriving in homeport with a minimum fuel load. The division has created 400 Work Authorization Forms and completed numerous tag outs to support ship force and contractors during the inactivation. The V-4 Division continued to support the STOP timeline by supplying the zone teams with more than sixty Sailors and creating a team to make final preparations for every tank to be inspected. The V-4 division assisted other ships by ensuring all usable equipment was distributed to operational and deploying ships. This year marked the final refueling, the final transfer of fuel, and the final purification of fuel aboard ENTERPRISE. V-4 Sailors professionally maintained and then dismantled the ship's systems to support the United States Navy's mission.

V-5 Division - Damage Control

2012 continued with the outstanding performance of the V-5 Division. The division was established in October of 2009, comprised of TAD personnel from

each of the other five Air divisions, 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 more than 11,000 pieces of equipment, and the exceptional results continue to validate the decision to create this separate division three years ago.

Over the eight month final deployment, more than 3000 preventative and corrective maintenance actions and 185 spot checks were completed.

Additionally, the tireless efforts of the 27 Sailors of V-5 resulted in 16 maintenance man qualifications, 14 craftsmen qualifications, 4 repair parts petty officers, 15 damage control petty officers, and more than 60 Advanced DC qualifications in the division. These qualifications were critical to meeting the persistent requirements of damage control maintenance during the final deployment of ENTERPRISE. The division continues to prove its worth for the Air Department and ENTERPRISE as the ship inactivates and still needs to retain a robust damage control equipment suite.

COMBAT SYSTEMS DEPARTMENT

In 2012 Combat Systems Department participated in COMTUEX and Operation BOLD ALLIGATOR in preparation for ENTERPRISE's final deployment. Combat Systems deployed to the C5F/C6F AORs in support of the Naval Maritime Strategy. During the final deployment, the department maintained and operated electronic sensors, communications equipment, and weapon systems for the ship's 17 departments, Commander Strike Group Twelve, Commander Destroyer Squadron TWO, and Command Carrier Airwing ONE at a 98 percent availability. Departmental personnel responded to over 4,000 trouble calls during the arduous eight month deployment.

There were several personnel changes in the CSD leadership team during 2012 with the arrival of LCDR [REDACTED] [REDACTED] (CSIO), LT [REDACTED] [REDACTED] (IA DIVO), LTJG [REDACTED] [REDACTED] (STO), and FCCM [REDACTED] [REDACTED] (DLCPO).

Departures included LCDR [REDACTED] [REDACTED] (CSMO), ETCM [REDACTED] [REDACTED], ETCS [REDACTED] [REDACTED], and FCC [REDACTED] [REDACTED]. LCDR [REDACTED] [REDACTED] (CSIO) and ITCS [REDACTED] [REDACTED] transferred to the Fleet Reserve.

Communications Division (CS-1) maintained a 24/7 OPTEMPO throughout an extremely challenging eight month deployment. During this time, CS-1 was responsible for all off-ship voice, video, and data communications paths, both clear and encrypted, as well as maintaining proper watchstanding procedures and the 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 during a condensed 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:

- 6 Sailors reported onboard for duty
- 10 Sailors transferred

Other significant accomplishments:

- LTJG [REDACTED] qualified as OOD and SWO
- Twelve Sailors advanced in rate
- Three Sailors qualified as Communications Watch Officer
- Ten Sailors earned the Enlisted Surface Warfare Specialist (ESWS) Qualification
- Eight Sailors earned their Enlisted Aviation Warfare Specialist (EAWS) Qualification
- Five Sailors earned the Enlisted Information Dominance Warfare (EIDW) Qualification
- Received an overall score of T-2 during C5I evaluations
- Provided significant support to the installation and testing of Spectral Warrior during C2X/JTFEX/BOLD ALLIGATOR-2012, a system

designed to provide the Navy with a tool to detect and deter jamming of SATCOM systems

- Activated the first SKYNET mission which allowed for beam shaping in the event of EMI, utilizing Commercial X-Band frequency via the WSC-6 DSCS terminal
- Lead SME in the continued operation and development of SHF Cross Patch configuration via ADNS-J(V)II
- Completed CCC-19 with a 97%
- Planned and executed a successful COOPEX taking over C5F's C4I responsibilities which was essential in ensuring vital communications were accomplished with zero downtime during SECNAV's visit
- Provided extensive HAVEQUICK and JWICS VTC operational training to several units on the waterfront and onboard
- Conducted six successful IP-cutovers

Information Assurance Division (CS-2) has kept ENTERPRISE on the forefront of Information Assurance by completing two Navy-wide Information Assurance (IA) inspections to include COMPTUEX and Red Team assessments, receiving a grade of T-1. CS-2 Division completed an exhaustive Authority to Operate (ATO) process and applied more than 237 security patches on 13 servers and 1,457 workstations across three enclaves. IAM successfully prevented 16,000 intrusions, responded to 168 potential network viruses and investigated over 400 USB violations.

The EKMS vault, another part of CS-2 Division, maintained over 2,000 line items, conducted two inventories, and processed over 1600 transactions in support of 2012 deployment and workups. Vault personnel trained 18 Local Elements of 117 personnel in the handling and storage of COMSEC material. Additionally, the EKMS vault completed disestablishment in late December transferring all line items to designated commands in accordance with NCMS directives.

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

- LT [REDACTED] relieved ENS [REDACTED] as Division Officer
- LT [REDACTED] qualified as Information Dominance Warfare Officer
- ITC [REDACTED] relieved ITC [REDACTED] as LCPO
- One Sailor advanced to First Class Petty Officer
- One Sailor qualified as Enlisted Surface Warfare Specialist (ESWS)
- Two Sailors transferred
- One Sailor separated at EAOS
- One Sailor reported onboard for duty

Network Division (CS-3), like Communications Division, maintained a 24/7 operation on board USS ENTERPRISE, supporting three mission critical network systems. During this time, Network Division provided outstanding service, maintained 22 servers and nearly 1,600 workstations (NIPR & GCCS-M/GENSER & SCI) with an exceptionally low downtime of less than two hours collectively over a year's period. CS3 successfully coordinated all Network Assets/Accounts for the CCSG-12, Air Wing, and CDS-2 Embark. In CY 2012, The ADP and EDP Help Desk personnel combined expended more than 62,152 man-hours for a total of 21,412 trouble calls. Every crew member had access to personal computers and a command e-mail account for personal use. Throughout the year every crew member had access to e-mail; INTRANET and INTERNET services on a 24 hour basis for both professional and personal use to stay in touch with family and friends greatly improving ship's morale.

Networks Division made large strides in configuration management and LAN equipment and systems baseline through a variety of resources ranging from a complete server replacement for both NIPR and SIPR from Tag to Dell, 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. With minimal outside technical assistance, ship's force was able to correct several redundancy issues, restore baseline operations, and providing 99.8% system availability, simultaneously streamlining Help Desk procedures.

CS-3 Division completed an exhaustive move of 15 Unclassified servers from CVN 65 to APL-61. The move took 16 hours, and the ADP Technicians were able to deliver the network for use in less than 24 hours. 182 PC's, 51 Printers, 2 Omniswitches, and 4 Omni-Stacks were configured to support the move aboard APL-61.

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

- ITCS ██████ relieved ITCS ██████ as CS-3 LCPO
- Two Sailors reported onboard for duty
- 20 Sailors qualified Enlisted Surface Warfare Specialist (ESWS)
- Five Sailors qualified Enlisted Aviation Warfare Specialist (EAWS)
- Three Sailors qualified Information Dominance Warfare Specialist (EIDW)
- 14 Sailors transferred
- 11 Sailors were advanced in rank

Data Systems Division's (CS-5) accomplishments this year consisted of Combat System preventive and corrective maintenance for the ACDS Computer/Peripheral and Display suite, BFTT, CV-TSC, ADSI, AIS, ADNS, JSIPS-N, GCCS-M, and electronic cooling water systems. They also supported the ships Combat Preparation Exercises prior to deployment working side-by-side with technical representatives to identify and trouble-shoot all systems. The division also supported grooms to the CV-TSC, BFTT, and ADCS Display Suite systems. The division performed corrective fiber optic maintenance for the ENTERPRISE as well as assisted in the installation of fiber for the NIPR network move to the barge. Finally, they provided necessary personnel and operational equipment to support 15 Overall Combat Systems Operability Tests (OCSOT) and 96 mission related VTCs.

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

- Six Sailors were advanced in rate
- Five Sailors completed NCPACE courses
- Two Sailors re-enlisted
- Two Sailors report onboard for duty

Combat Systems Surveillance and Control Division (CS-6) continued to flawlessly execute their demanding duties as maintainers of 7 of 8 RADAR systems, Navigation equipment, Bridge equipment, and a number of ancillary Bridge and Command Direction Center situational awareness systems during a highly demanding and hugely successful twilight deployment for USS ENTERPRISE. CS6 personnel executed a complex removal and replacement of the AN/SPS-48E long range Air Search RADAR just days prior to her eight month deployment ensuring full system operability. While on deployment, technicians executed

emergent repairs to the AN/SPN-43 Marshall Radar, AN/SPN-46 PALS Radar, and AN/WSN-7 RLGN restoring systems to full operational capability. Conducted extensive ship wide inventory and calibration verification of 857 pieces of test equipment totaling over \$1.5 million dollars, ensuring all equipment was correctly cataloged and in calibration for ENTERPRISE's most recent eight month deployment.

Key personnel changes in Surveillance and Control Division this year were as follows:

- Nine Sailors qualified Enlisted Surface Warfare Specialist (ESWS)
- Six Sailors qualified Enlisted Air Warfare Specialist (EAWS)
- Nine Sailors reported onboard for duty
- One Sailor transferred

Weapons Systems Division (CS-7) conducted a complete antennae array and rotary coupler replacement for the SPS-48E and the MK-23 Target Acquisition Radars prior to deployment. Additionally, Weapons Systems Division replaced two Phalanx M61A1 cannons and two complete ammunition chutes and entrance and exit units for the Phalanx Point Defense Weapon System.

Weapons Systems division personnel repaired over 100 major weapons system faults and corrected 31 Casualty Reports (CASREPS) completing over 500 man-hours of corrective maintenance ensuring the combat sustainability and repair of the NATO Seasparrow Surface Missile System, Rolling Airframe Missile Systems, Phalanx Close-in Weapon System, and the MK-23 target Acquisition Radar System. Additionally, they conducted the safe and expedition upload and download of 42 MK 116 Rolling Airframe Missiles and 16 RIM-7PII NATO Seasparrow Missiles with zero mishaps or safety discrepancies.

Key personnel changes in Surveillance and Control Division this year were as follows:

- Two Sailors advanced to Second Class Petty Officer
- Two Sailors advanced to Third Class Petty Officer
- Five Sailors qualified Enlisted Surface Warfare Specialist (ESWS)
- Three Sailors qualified Enlisted Air Warfare Specialist (EAWS)

Communications Division (CS-9) continued to maintain 33 communications suites and provide customer service. During workups, CS-9 removed, refurbished, and installed 24 communications antennas from the top of the mast to the catwalks on the flight deck. The team put in long days to fully preserve six Antenna Tilt Group (ATG) sponsons, two EHF platforms, the WSC-8 platforms, and SEATEL sponsons.

In the months leading to the 2012 deployment a team of highly skilled HYDRA (AN/SRC-55) Sailors successfully completed an upgrade and groom of the system. The team upgraded 35 base stations through out the ship improving overall communications between Damage Control Repair lockers, Squadron Control Stations, and various other watch stations through out ENTERPRISE. HYDRA techs also worked tirelessly to replace 500 feet of Radio Transmission Line (RTL), an inboard antenna system for HYDRA. Their efforts helped improve overall handheld communications for the ship's crew and embarked commands.

Prior to deployment various grooms, upgrades, and repairs took place to improve ENTERPRISE's external communications systems. The High Frequency Radio Group (HFRG), SEATEL, TV-DTS, WSC-6, WSC-8, AND Steno phone Systems underwent an intensive system groom. Five onboard HFRG technicians were able to identify and replace 40 faulty CCA's thereby repairing 22 system units.

During a brief sea period ENTERPRISE encountered severe winds that dislodged an HFRG Fan Wire antenna that became coiled around a RADAR antenna. The damage was extensive for both antennas. CS-9 personnel rebuilt and re-mounted the fan wire antenna which stretched from the top yardarm to a sponson on the 011 level.

The Micro-miniature repair shop (2M) completed more than 100 microminature repair jobs involving over 600 man hours. Their efforts helped to quickly restore damaged systems and save the Navy an excess of \$617k. ENTERPRISE was recognized as having one of the top 2M shops in the Fleet. The Interior Communications crew ran over 4,000 feet of new phone cable, answered more than 5,000 telephone and cable TV trouble calls, and ran approximately 3,000 feet of TV cable. They also helped maintain all the entertainment systems onboard including the setup of 40 public address speakers for a multitude of All-Hands Calls, foreign military receptions, and MWR and USO events. The HYDRA and 2M teams worked tirelessly to continually support the squadrons by responding to 1200 trouble calls to various spaces around the ship and repairing over 500 damaged cranial head sets critical to the safety of all hand on the flight deck. A professional watch team of 40 personnel were trained in the correct procedures for operating and trouble shooting all CS-9 systems to include WSC-8, WSC-6, CDLS, LINK 11, LINK 16, and RAIDER. This training allowed for quick and accurate responses to more than 2000 trouble calls affecting internal and external users. Two technicians were called to help assist the Canadian Destroyer HMS Diamond with repairs to the faulty DAMA equipment. Also, the Destroyers USS Nitze and USS Cole required assistance from CS-9 LINK Technicians to Repair the damaged LINK 16 system.

Key personnel changes in Surveillance and Control Division this year were as follows:

- Eight Sailors advanced in rate
- One Sailor selected for Chief
- 16 Sailors qualified Enlisted Surface Warfare Specialist (ESWS)
- 13 Sailors qualified Enlisted Aviation Warfare Specialist (EAWS)

DECK DEPARTMENT

Enterprise's Deck Department has a longstanding tradition of excellence. Throughout 2012, the department continued that tradition.

During Enterprise's 2012 deployment in the U.S. 5th Fleet AOR, Deck Department completed 28 UNREP receiving over 15 million gls JP5 and 10,000 pallets of parts and ammunitions; transferred 1,320 pallets of ammunition including 435,000 gls JP5; conducted 12 small boats ops, 10 SOH transit, 14 Sea and Anchor, 2 Suez Canal, 1 Strait of Messina, 2 Strait of Gibraltar, 2 Bab-el-Mandeb transits; and 6 LARN target exercises.

First Division refurbished both port and starboard anchors to include a successful maintenance by setting the anchors on a floating barge and disassembling and reassembling detachable links in preparation for the ship's final deployment. Additionally, as the ship prepared for the underway operations, they prepared and conducted PMS on more than 4,000 abandon ship life preservers and 226 liferafts.

Second division contributed to the success of readiness as Second Division re-assembled all Underway Replenishment stations that was instrumental in the completion of all fueling evolutions while deployed. Third Division continued their contributions as they completed maintenance of numerous fire-fighting equipment and other damage control gear that provided Deck department 100% capability to repair and sustain any damage the Enterprise obtain in an emergency situation.

Deck Department established ship-wide prominence through its renowned honor Boatswain's Mates that actively involved in all command special functions such as the Enterprise visit in Piraeus, Greece, in Naples, Italy and the 5th Fleet Change of Command in Bahrain. The team enhanced the appearance of the occasion as the Boatswain's Mates proudly displayed their skills.

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 15 Sailors, 32 qualified ESWS and 8 received EAWS qualifications.

The most significant departmental accomplishment of 2012 was, five Third Class Petty Officers were advanced to the next higher rank, and 18 deck Seamen became third class petty officers of the most storied rate in our Navy -- Boatswain Mate.

DENTAL DEPARTMENT

January

USS Enterprise departed for CompTuex on 10 January. HMC [REDACTED] received a NAM. Command readiness was 96.39%.

February

USS Enterprise returned to Norfolk, VA on 10 February. HM3 [REDACTED] transferred from USS Enterprise to NH Portsmouth on 29 February. Command readiness was 96.84%

March

USS Enterprise departed for deployment on 11 March. MMC [REDACTED] debriefed the DH, PA, Divo and LPO on the 3MA visit on 23 March. HM3 [REDACTED] and HM2 [REDACTED] received Air qualification pins. Command Readiness was 96.87%

April

HM2 [REDACTED] PCS to Portsmouth Hospital. Received a Letter of Commendation. LT's [REDACTED], [REDACTED] and [REDACTED] along with CDR [REDACTED] facilitate training for sexual assault awareness month using Center for Personal and Professional Development lecture materials in conjunction with training videos. CAPT Paulette and LT [REDACTED] receive their SWMDO quals.

May

HM1 [REDACTED] (dental lab technician) departs USS ENTERPRISE and retires from U.S. NAVY.

June

Command Dental Readiness is 99.1%.
CDR [REDACTED], LT [REDACTED] and LT [REDACTED] receive their SWMDO qualifications.

July

Command Dental Readiness is 99.1%.

August

LT [REDACTED] departs on Emergency Leave and returns to ship after one week. HM3 [REDACTED] (Hygienist) reports aboard USS ENTERPRISE 10 August. Command Dental Readiness is 99.0%.

September

LT [REDACTED] assumes duty as Dental Dept DIVO.

October

HM2 [REDACTED] departs on Emergency Leave and reports to Beach Dept on 14 Oct.

November

Return to home port Naval Station Norfolk, VA from her 25th and Final Deployment on 4 Nov. LT [REDACTED] transfers from USS ENTERPRISE to NBDC Oceana on 4 Nov. LT [REDACTED] reports for duty aboard USS ENTERPRISE on 4 Nov. POM leave begins. Command Dental Readiness was 97.6%

December

USS ENTERPRISE Inactivation Ceremony held 1 Dec at Pier 12, Naval Station Norfolk, VA.

Last Dental Patient seen aboard USS ENTERPRISE on 3 Dec by LT [REDACTED] [REDACTED] and LT [REDACTED] [REDACTED]. Begin of Inactivation Process/ STOP Process. Holiday Leave begins.

Dental moves to the Barge and begins pt care (limited to dental cleanings and T2 exams). Dental HOD begins treating patients at NBDC Sewell's Point 2 days a week.

HM2 [REDACTED] [REDACTED] and HMCS [REDACTED] [REDACTED] detach from USS ENTERPRISE. HMC [REDACTED] [REDACTED] takes over as Dental DLCPO.

Command Dental Readiness 95.8%.

ENGINEERING DEPARTMENT

ENTEPRISE Engineers performed over 30 depot level repairs, were awarded 4 Sailors of the Quarter, 2 TYCOM Engineers of the Quarter, 17 Navy Achievement Medals for specific achievement, and 4 leadership awards, including 1 for the Engineer. The department sent 4 emergent repair teams to battle group assets to conduct critical repairs, and answered 4362 trouble calls accounting for 18,134 man-hours of repair effort during deployment. The department completed over 7950 maintenance checks, with a greater than 98% accomplishment rate.

Auxiliaries Division repaired hydraulics on #3 aircraft elevator, ensuring continued operability of all elevators during the 2012 deployment, with over 2100 lifts. They maintained steam piping for all 4 catapults, ensuring 99% availability for 8200 catapult shots. The Hydraulic shop performed preventative and corrective maintenance on all anchor windlasses, capstans, boat davits and steering gear, maintaining greater than 98% availability over the course of an 8 month deployment. The Air Conditioning and Refrigeration Shop remained diligent, producing 170,428,400,000 BTUs of refrigeration. The cryogenics shop produced 15,500 gallons of liquid Nitrogen and 9,250 gallons of Liquid Oxygen, supplying medical and aviation breathing needs.

Electrical Division produced 60.3 million KW-Hrs of electricity and maintained over 99% operability on all SSTGs over the course of deployment. The rewind shop rewound 8 motors, including 2 motors for strike group assets. The Electrical Support shop maintained 10 industrial washers, 8 dryers, and 6 CMUs to provide for the health and comfort of the crew.

Machinery Division Produced 65,635,820 Gallons of water: 45,406,975 Gallons of potable water and 19,220,845 Gallons reserve feed. Due to the very warm waters of the Arabian Gulf and persistent barnacle fouling of all condensers, Machinery Division opened and cleaned sea water coolers to all 4 Main Engines, 8 SSTGs, and 5 Distilling Units while underway. Bryazoa fouling on the first day of deployment almost required returning pierside, but the dedicated efforts of the mechanics in Machinery Divison corrected the fouling and allowed the ship to bring the airwing onboard later that night.

Repair Division manufactured shafts for 3 Circ water pumps and 3 condensate pumps for SSTGs. They manufactured a shaft for #3 Aircraft Elevator motor. The division resurfaced slip rings on 1, 4, 5, 6 and 7 SSTGs. They also replaced over 20 ft. of DFT piping onboard the USS VICKSBURG. Damage Control maintained 9 repair lockers, and ran weekly general quarters drills for the duration of deployment.

Since returning from deployment, Engineering department has been the leading organization in the Ship's Terminal Offload Project (STOP), thru coordinating Work Control among more than half a dozen separate shipyards and contractors, as well as draining and depressuring numerous distributed systems, such as CHT, Potable Water, Chill Water, Ships Service Steam and High and Low Pressure Air. Machinery Division has coordinated all diving operations in support of hull surveying and blanking hull penetrations. Damage Control Division has been busy blanking all firemain piping not needed to support the reactor plants. Auxilliaries Division has been working to remove all hydraulic fluids and Freon gasses from numerous reefers, A/C units and spot coolers throughout the ship. Electrical division has coordinated nightly electrical outages to remove power from equipment in over 3800 spaces.

Enterprise did not miss a single sortie while supporting OEF due to a propulsion or electrical issue, steamed over 81,000 Nautical Miles on

deployment, and has met all its milestones during STOP - a 51 year legacy of achievement that will endure until the disestablishment of the department at the end of STOP.

EXECUTIVE DEPARTMENT

During 2012, Executive Department Sailors earned 20 enlisted warfare designations and 13 Sailors were advanced in rate.

X-1 Division - Personnel and Manpower Accounting

This division provides pay and personnel support to more than 3,000 personnel processing more than 30,000 transactions per year with better than 95 percent accuracy rate. This accuracy helped Executive Department's Personnel team to consistently achieve a grade of 95% on Afloat Fleet Pay Transaction Timeliness.

Availabilities for Orders:	56
Receipts:	1,248
Separations:	426
Transfers:	377
Extensions of Enlistment:	330
Fleet Reserve/Retirements:	39
Identification cards issued:	1,250
Career Sea Pay Premium:	406
Good Conduct Awards issued:	X-4 has #'s
Emergency Data/Dependent Application (Page Two):	4,500
Basic Allowance for Housing:	354
Leave Papers:	8,252

X-2 Division - Commanding Officer and Executive Officer Annex

This division is comprised of the Ship's Secretary, CO's Annex, XO's Admin, Command Equal Opportunity Advisor (EOA) and CO's Galley. Provides pay and personnel support to 168 officers processing more than 2,000 transactions per year. During 2012, X-2 Division Sailors earned 8 enlisted warfare designations and 6 Sailors were advanced in rate.

For Enterprise Officers, this division processed:

PCS Transfers:	69
Retirements:	3
Separations:	9
Receipts:	43
Commissioning:	4

For Enterprise crew members, this division processed:

Legion of Merit:	0
Meritorious Service Medal:	14
Navy and Marine Corps Commendation Medal:	87
Navy and Marine Corps Achievement Medal:	521
Military Outstanding Volunteer Service Medal:	19
Flag Letter of Commendation:	575
Commanding Officer's Letter of Commendation:	241
Correspondence/Chits/Shiprider Req/TAD Req:	5366
Instructions and Notices:	95

X-4 Division - Educational Services Office (ESO)

In 2012 the Educational Services Office continued to support the educational needs of Enterprise Sailors, through various educational programs and opportunities.

During calendar year 2012, the Educational Services Office administered a number of college level entrance exams. Enterprise's NCPACE program was in full swing. A near record number of Sailors were enrolled. During five complete Instructor led terms, more than 1,200 Sailors completed PACE courses in 37 different classes around the clock. In addition, another 231 students completed Distance learning courses through various Colleges and Universities. Fifty Sailors took the ASVAB exam, allowing them to select a rate or change rates to continue their naval career.

In January, ESO administered the chief petty officer exam to more than 235 candidates, 48 were later selected for promotion to chief petty officer. The advancement cycle for all E4, E5 and E6 candidates was held in March, with more than 1,200 Sailors participating. Of those, over 408 Sailors were later selected for advancement to the next higher pay-grade. The September exam was administered to more than 1,250 candidates. The September exam cycle lead a sharp increase in Sailors being promoted with over 404 being advanced than in March. Enterprise's average was as WELL above the Navy's average.

2012 was a good year for Sailors being selected for commissioning programs. More than 50 packages were submitted for enlisted to officer programs, including the STA-21, MECP, LDO/CWO and OCS.

LEGAL DEPARTMENT

Led by LCDR █████ █████, JAGC, USN, until June and LCDR █████ █████, JAGC, USN, thereafter, ENTERPRISE Legal Department offered legal assistance, managed the military justice program, processed administrative separations, supervised investigations, and provided government ethics support to the Command and thousands of ENTERPRISE Sailors throughout an extremely arduous 2012 deployment.

Over the course of 2012, the Legal Department fulfilled more than 2,900 requests for legal assistance. These requests included everything from notarizing documents and drafting powers of attorney to seeking legal advice on landlord/tenant relationships, consumer law issues, divorce, and family support. The services provided by the Legal Department ensured the mission readiness of approximately 3,000 forward deployed Sailors.

While legal assistance is important to the daily lives of Sailors, good order and discipline is critical to any military organization or command. The Legal Department ensured the successful processing of more than 210 Executive Officer Inquiry and Nonjudicial Punishment cases by drafting charges, preparing evidence packages, advising the Commanding Officer, and responding to appeals. The Legal Department also ensured one General Court-Martial, one Special Court-Martial, and one Summary Court-Martial were handled appropriately while providing command advice in the negotiation of plea agreements that resulted in an additional four cases being resolved through separations with Other than Honorable characterizations of service in lieu of courts-martial. ENTERPRISE Legal Department also processed more than 100 administrative separations in 2012, including 12 administrative separation boards that were conducted while forward deployed with the assistance of 12 separate defense counsel from around the globe.

The Legal Department conducted or assisted with more than 20 command investigations in 2012. These investigations were convened in response to the loss of, or damage to, equipment; injuries sustained by Sailors; admiralty incidents; and allegations of misconduct. Once completed, the Legal Department advised the Commanding Officer regarding appropriate corrective or disciplinary action.

All five of the Legal Department's Legalmen, LNCS (SW/AW) █████ █████, USN; LN1 (SW/AW) █████ █████, USN; LN1 (SW/AW) █████ █████, USN; LN2 (SW/AW) █████ █████, USN; and LN2 (SW/AW) █████ █████, USN, were promoted and qualified for a second enlisted warfare specialty in 2012. LT █████ █████, JAGC, USN, was selected for Career Status during 2012 too, making for a successful year by all!

MEDIA DEPARTMENT

Enterprise Media Department was led by LCDR [REDACTED] [REDACTED] and LTJG [REDACTED] [REDACTED] for the entirety of 2012. Navy Public Affairs Support Element East Officer in Charge, ENS [REDACTED] [REDACTED], was aboard during COMPTUEX and deployment.

Chief Mass Communication Specialists [REDACTED] [REDACTED] and [REDACTED] [REDACTED] mentored between 18 and 25 Sailors during the year.

The department produced a record number of released images, stories and video from COMPTUEX, Deployment and the Inactivation Ceremony. 13 videos were released, to include the "This is my Story" series and 7 All-Hands Updates.

USS Enterprise hosted 236 overnight distinguished visitors, including the Secretary of Defense, Secretary of the Navy, and Chief of Naval Operations. Overseas receptions were held in Piraeus, Greece, Naples, Italy, and Manama, Bahrain, hosting more than 1,000 guests each.

Significant Public Affairs events included the USS Porter incident, a Carrier Strike Group 12 vessel; USNS Rappahannock incident, which resulted in alteration of Central Command video requirements; the hosting of the U.S. FIFTH Fleet Change of Command in Manama, Bahrain; and the planning of the Inactivation Ceremony, held Dec. 1, 2012.

MEDICAL DEPARTMENT

2012, the final year of service for our historic ship, was filled with many challenges and rewarding experiences. Despite an uncertain schedule, with numerous demanding and stressful trials, the Medical Department excelled in its endeavor to maintain the health and wellness of its fighting force. This would not have been possible without extraordinary contributions made by each member of our medical team. Circumstances demanded much of our people and they responded in a manner which should make America proud. ENTERPRISE Medical proved that once again, it is always "Ready on Arrival."

ENTERPRISE Medical provided high quality medical care for over 5,000 embarked Sailors and Marines during 25,150 patient encounters during sick call and routine appointment including, flight deck, heavy equipment operator, weapons, and occupational screenings. Inpatient care was provided for 64 intensive care and ward patients including, 77 emergent and same day surgical procedures and 47 medical emergencies. Optimizing medical readiness, 6,526 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 100 percent individual medical readiness rate resulting in ENTERPRISE's final Medical Readiness Inspection yielding an unprecedented score 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

4,108 patient visits were evaluated and treated during Sick Call while 21,042 patient encounters were logged during routine appointments, and 65 minor surgical procedures were performed.

Pharmacy

Filled 10,800 outpatient prescriptions and 800 over-the-counter requests and issued 600 controlled substance medications.

Laboratory

Performed 5,494 laboratory procedures, coordinated 2 ship wide blood drives, and recruited 416 personnel for the walking blood bank.

Radiology

Using the MEDWEB teleradiology program, 1,189 radiology exams were completed.

Aviation Medicine/Physical Examinations

Aviation Medicine performed 4,579 audiograms and 1,287 physical exams including annual flight, flight deck, heavy equipment operator, fire fighting, special duty, and separation screenings. In support of operational readiness 3,249 birth month recall and periodic health assessments were completed.

In-patient Ward

Inpatient ward admissions totaled 61 inpatient admissions for a total of 123 occupied bed days, with 2 Med Hold patients with a total of 61 days spent, 12 emergent/major surgeries requiring post-anesthesia recovery and 65 same day/minor surgical procedures and were performed in 2012.

Substance Abuse Rehabilitation Program (SARP)

The SARP program completed approximately 75 evaluations, provided Aftercare and Pre-treatment Group Therapy sessions for over 33 patient contacts, and provided early intervention education on alcohol abuse (IMPACT) for 37 patients. The IMPACT and Level I programs during the cruise were a great success.

Operating Room

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

Psychology

The Psychology division provided 135 Intake screenings; 23 acute appointments; 23 inpatient admissions; 480 individual follow up appointments; 7 PTSD group sessions and 8 consultations.

Preventive Medicine

Preventive medicine technicians performed 139 inspections of food service facilities and habitability inspections of heads, berthing, barbershops, laundry facilities, brig, vending machines, and miscellaneous spaces. 4488 water and ice samples were tested to ensure potable water sanitation for the crew.

More than 969 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 322 respirator screenings and treated 16 sexually transmitted diseases.

Preventive medicine performed 81 pest control surveys and treatments keeping rodent infestation to a minimum. There were 21 heat stress surveys completed to monitor spaces for excessive heat, in addition to more than 20 general education classes on a variety of subjects.

Physical Therapy

The Physical Therapy Department logged 2,779 separate visits for a variety of musculoskeletal injuries.

Radiation Health

The Radiation Health Program continued to excel during 2012. During the deployment the Radiation Health Program maintained and reviewed over 1000 health records and associated exposure reports, completed 137 radiation health medical examinations, completed a successful external Radiation Health audit, three mobile training team visits, and contributed to the above average scores earned during the Operational Reactors Safeguard Examination.

Medical Administration

Medical administration logged and processed 326 consultations for specialty care. While underway, 33 patients required medical evacuation to a higher level of care, and 22 patients were medically evacuated to ENTERPRISE from other ships at sea.

Training

Medical certified 1,800 people in Heart Saver Cardiopulmonary Resuscitation and Automated External Defibrillator (CPR/AED), 19 Heart Saver instructors, 14 health care providers in Basic Life Support (BLS). In addition, Medical Department successfully certified 224 personnel in DC 310 Stretcher Bearer/Basic First Aid.

Health Promotion

ENTERPRISE Medical certified 6 facilitators and held 6 Smoking and Tobacco Cessation courses. The Health Promotion Team's efforts were recognized with the Silver Eagle Award for Health Promotion by the Navy Surgeon General for CY2011. The Team is currently eligible for the top tier Gold Star Award for CY2012.

NAVIGATION DEPARTMENT

The ENTERPRISE Navigation Team excelled during 2012 work-ups and deployment, ensuring ENTERPRISE Carrier Strike Group remained "On Track, and On Time!" until the last fix was taken on Big "E" at 0922L, 04 November 2012.

2012 saw a complete turnover of Navigation Department leadership for ENTERPRISE's final deployment. In January, CDR [REDACTED] [REDACTED] replaced CDR [REDACTED] [REDACTED] as the ship's final Navigator. In April, LT [REDACTED] [REDACTED] replaced LCDR [REDACTED] [REDACTED] as Assistant Navigator, and in October, QMC (AW/SW) [REDACTED] [REDACTED] replaced QMCS (AW/SW) [REDACTED] [REDACTED] as Departmental Leading Chief Petty Officer.

In 2012, ENTERPRISE bridge watch teams skillfully navigated over 119,600 nautical miles (89,600 nm deployed) across four Areas of Responsibility (AOR) during 270 days underway. Additionally, the Big "E" safely conducted 43 Replenishments-at-Sea (RAS), eight successful anchoring evolutions, and 39 restricted water transits.

Notable Special Sea and Anchor evolutions included:

- Aircraft launch and recovery while refueling alongside USS SUPPLY (T-AOE-6) - a COMPTUEX first according to Strike Force Training Group Atlantic
- 10 Straits of Hormuz transits during heightened regional tensions with Iran
- A sunrise transit of the Strait of Messina prior to the final port visit to Naples, Italy
- A three-day, complete Ammo Offload during return TRANSLANT

Additional 2012 Navigation accomplishments include:

- Consecutive 2011-2012 White Wheel Awards for Navigational Excellence
- Improved scores in each graded COMPEX area from 2011 to 2012
- Qualified 35 ship and Air Wing Command Duty Officers (Underway)
- Qualified a remarkable 21 Officers of the Deck (Underway), with a total of 26 OOD's standing the underway watch during ENTERPRISE's final deployment
- Flew over 650 National Ensigns over Big "E" during her final deployment as part of the ship's ceremonial flag initiative

OPERATIONS DEPARTMENT

AIR OPS / CATCC

OC Division is a 38-person division in Operations Department that started the year by deploying to Sixth Fleet and Fifth Fleet operating areas for an eight-month deployment. During this deployment, Carrier Air Traffic Control Center (CATCC) enabled the safe completion of 10,033 total sorties flown by CVW 1, 7,192 total traps, of which 3,532 were arduous night traps. During the cruise, CATCC 65 successfully accomplished an AIRLANT mid-cruise CATCC assessment with zero discrepancies and fully in accordance with all governing directives.

While on deployment, OC Division accomplished 113 professional qualifications including two CCA Watch Officers and three CCA supervisors. Additionally, CATCC 65 assisted the USS Theodore Roosevelt and USS George H. W. Bush CATCC teams by qualifying seven of their members on 35 Case Three positions ensuring successful preparation at the completion of their EDSRA and pre-deployment work up cycles. During this time, OC Division completed over 3,330 military training hours with 151 military qualifications. OC Division had an unprecedented 94.7% of the division primary-warfare qualified and 84.2% dual-warfare qualified.

A major achievement during the EDSRA was CATCC 65's Carrier Air Traffic Control Center Team Training evolution in Pensacola, Fl in November 2011. Completing 64 complex scenarios to include various marshal points and offsets, tanking evolutions, saturated bolter patterns, double commencements from marshal and flight deck closures in preparation for the 2012 deployment. During this extremely successful TAD, the team completed 850 hours of training and 1,500 simulated Precision Approach Landing System (PALS) approaches. OC Division achieved a 96% on the NATOPS evaluation, increasing the average from the previous 2010 visit and receiving highest accolades from AIRLANT for its effectiveness and proficiency.

In December 2011 CATCC 65 participated in the FRS and CVW 1 carrier qualification underway period, completing 161 night-time PALS approaches and playing a vital role in the qualification of 123 pilots for day carrier operations and 86 pilots for night carrier operations.

Air Transfer Office (ATO) is another critical part of OC Division comprised of a 5-person workcenter responsible for moving over 200,000 lbs of cargo, 90,000 lbs of mail, and 4,000 passengers during Enterprise's 2012 underway periods. Among those passengers are the countless number of Distinguished Visitors and guests from around the globe visiting the "Big E" via the airwing's extraordinary logistics aircraft, the C-2A Greyhound, or more commonly referred to as the COD (Carrier Onboard Delivery). ATO makes a lasting, first impression for those guests visiting the ship. 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 set a demanding military qualification program that dramatically contributed both to personal achievement and the overall ship's mission. Achieving spectacular results on advancement exams, advancement percentages grew dramatically with a 10-point average increase on the semi-annual advancement exam and doubling the number of promotions from 2010.

OC Division personnel were well-represented in the OPERATIONS department standouts, having OC personnel selected as 2 Senior Sailors of the Quarter and 2 Blue Jackets of the Quarter. OC Division had an astounding 2012 year that greatly contributed to the ENTERPRISE mission and honored the tradition of "Ready on Arrival".

Intelligence Function

The ship's Intelligence and Information Warfare team (OPS/OS and OPS/OZ Divisions) completed a challenging 2012 in exemplary fashion. The year started with a compressed work up cycle followed by a demanding eight month C6F/C5F deployment and ended in completing significant preparations for the Ship's Terminal Offload Program (STOP). During work-ups, the team received the highest score on record for their Composite Training Unit Exercise (C2X) performance and laudatory remarks for their performance in the Joint Task Force Exercise and multiple Fleet Synthetic Training events. Deployment was marked by participation in Operation ENDURING FREEDOM, a high-visibility Limited Objective Experiment for the National Intelligence Community and providing Indications and Warning for Theater and Strike Group assets. Immediately upon returning to Norfolk in November 2012, the Intelligence and Information Warfare team cleared 89 spaces of classified material and systems as part of ENTERPRISE's STOP. They also decertified six Special Compartmented Information Facilities and two special programs.

OPS/OS Division - Ship's Signals Exploitation Space (SSES) and Electronic Warfare Module (EW Mod)

The Ship's Information Warfare division consisted of one Information Warfare Officer and 28 highly skilled Cryptologic Technicians spanning three specialties and two work centers (SSES & EW Module). During the 2012 deployment, SSES collected over 47,000 signals of interest and produced more than 500 reports for the Strike Group and national community. The EW Module processed and analyzed more than 3,000 signals of interest and disseminated over 1,200 tactical messages. The EW Module also served as the EW Control ship, supervising five ships and 75 Sailors across ENTERPRISE Carrier Strike Group. The ship's combined cryptologic collections effort provided critical situational awareness for ENTERPRISE tactical action officers, leadership and gave the national intelligence community a better understanding of the operating patterns of potential adversaries.

OPS/OZ Division - Intelligence.

The Intelligence team was comprised of two Intelligence Officers, 15 ship's company Intelligence Specialists, six Fleet Intelligence Detachment Suitland imagery analysts and 5 Fleet Intelligence Detachment Fallon strike analysts. Deployed to the U.S. European (EUCOM) and U.S. Central Command (CENTCOM) Areas of Responsibility (AOR), ENTERPRISE's Intelligence team provided critical Indications & Warning and support to operations for Operation ENDURING FREEDOM and maintaining a presence in the Arabian Gulf. ENTERPRISE intelligence professionals performed superbly providing 24x7 all-source, fused intelligence to ENTERPRISE Carrier Strike Group and theater assets. Their work enabled Commanders and Tactical Action Officers to maintain situational awareness of potential threats. In addition, the division produced approximately 420 Flag intelligence briefs and more than 2,500 analytical reports, briefs and other products to further inform and enlighten decision-makers. Imagery analysts were key to meeting C5F's stringent video reporting requirements, receiving accolades for their timely and detailed submissions.

Strike Operations / Ops Admin

In 2012, Strike Operations was the key enabler for all flight operations while the USS ENTERPRISE (CVN-65) was forward deployed. Strike Operations worked closely with Combined Air Operations Center (CAOC), Carrier Air Wing One (CVW-1) schedulers and numerous ENTERPRISE departments to schedule Close Air Support, Electronic Warfare and Airborne Command and Control sorties in direct support of OPERATION ENDURING FREEDOM. Strike Operations managed all aspects of flight, logistics, ordnance, and personnel movements to generate the daily Air Plan, Load Plan, and Green Sheet. Strike Operations is the primary liaison between Carrier Strike Group supply assets and port authorities, to provide necessary inputs to schedule Replenishments at Sea (RAS) and produce port of call movement messages. Additionally, Strike Operations provided vital support in preparing weekly status briefs and outgoing OPREPs/SITREPs for the ENTERPRISE. The Division was manned with three officers and two operations specialist petty officers.

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 one yeomen. In 2012 they processed more than 2,000 pieces of correspondence, facilitated more than 500 security clearance requests, and coordinated the notification and response to more than 200 inquiries from the Department of the Navy Central Adjudication Facility.

Security Forces

ENTERPRISE Security Force Division continued to shine in 2012 during both COMPTUEX and the final deployment in support of Operation Enduring Freedom (OEF). The division provided a vigilant Antiterrorism/Force Protection (ATFP) function and Law Enforcement (LE) support in a highly complex and dangerous environment.

Security Forces 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 eight Security Force Response Basic (SRF-B) classes, graduating 111 personnel; each graduate received 9mm pistol, M16 rifle, 12 gauge shotgun, OC Spray and Expandable Baton qualifications. Additionally, 10 personnel attended the Security Response Force Advanced (SRF-A) course learning the more tactical aspects of team movements. Two personnel successfully completed the Antiterrorism Training Supervisor (TRASUP) course becoming certified to conduct the SRF-B certification course while maintaining the overall training of the division.

The law enforcement function of the Security Force Division conducted more than 500 interviews for UCMJ violations, conducted 226 criminal investigations, collected 5,122 urinalysis samples, and provided bailiff duties for 123 Captain's Masts. Furthermore, the Security Division assisted our Naval Criminal Investigation Service (NCIS) resident agent on numerous criminal investigations as required.

Many Sailors attached to the Security Force Division achieved both short term and long term career goals during 2012. Additional accomplishments included: 66 qualified Security Patrolmen, 40 qualified Police Dispatchers,

nine Watch Commanders, 16 Field Training Officers, and one Duty Security Officer. 29 personnel completed their Enlisted Surface Warfare Specialist Qualification and 17 completed their Enlisted Aviation Warfare Specialist Qualification.

Upon completion of the deployment, Security Forces answered the call once again by providing invaluable antiterrorism and law enforcement support during the ENTERPRISE's Inactivation Ceremony which hosted over 25,000 guests to include high ranking military officials, State Senators and the Chief of Naval Operations with zero incidents.

Closing out 2012, "Big E" Security Forces enjoyed the holidays with their families and returned in 2013 fully motivated to continue mission accomplishments in support of the Ship's Terminal Offload Period.

Combat Direction Center

Big E's last Combat crew opened the year finalizing preparations to get underway on 11 JAN 2012 for COMPTUEX / JTFEX / BOLD ALLIGATOR 12. CDC trained in every warfare area during the four week at-sea period, ensuring that three full watch sections were fully qualified in preparation for deployment.

CDC also hosted four TAD Operations Specialists from USS Theodore Roosevelt and two from USS GHW Bush who stood watch and earned their qualifications. These Sailors continued with Enterprise during the deployment as well.

CDC continued its role as the Common Tactical Picture Manager for ENTERPRISE Carrier Strike Group during COMPTUEX, JTFEX, and throughout deployment. During COMPTUEX, Commander Strike Force Training Atlantic evaluators commented that the CTP metrics, including time latency and picture accuracy, recorded by the ENTERPRISE team were the best in recent memory.

During COMPTUEX, ENTERPRISE CDC hosted a team from the Broad Area Maritime Surveillance-Demonstrator (BAMS-D) team, who worked with the Big E CTPM to fully integrate the BAMS-D operators into the ENTCSG CTP. This was a novel concept, providing better feedback on end user needs to the BAMS payload operator, ensuring rapid ISR coverage on Contacts of Interest for the Sea Combat Commander. Big E continued to work closely with the BAMS-D team through the deployment, during each strait transit in theater.

Due to the compressed turn-around timeline between the 2011 deployment and the 2012 deployment, the ship did not conduct the normal basic phase of work-ups, during which many of the COMPEX events and live-fire certifications would have been performed. As such, all required COMPEX events but one were completed during COMPTUEX or during the deployment. In all, 15 COMPEX events were completed, with an average grade of 95%. The only live-fire event completed was AW-20-SF, PHALANX Readiness Evaluation Exercise. A waiver was requested for AW-21-SF, PHALANX Firing Exercise, but was denied by CNAL.

Throughout the deployment, CDC worked closely with the Navigation Department during every critical navigation regime, to include two trans-Atlantic voyages, two Suez Canal passages, ten Strait of Hormuz transits, 42 replenishments-at-sea, and 34 restricted transits. Watch standers in Combat and the CO's Tactical Operations Plot ensured the ship's safe navigation across 80,000 miles and three areas of responsibility.

CDC served as the executive agent for FIFTH Fleet in managing Global Command and Control System-Maritime (GCCS-M). This fleet-wide responsibility included

maintaining the CTP architecture for over 20 Navy ships, while providing timely positional updating for over 55 Blue Force Ships. During this time, Big E's CTPM Watch Officers ensured the time-lateness of all Blue Force tracks did not exceed 10 minutes and was well below the 60 minute standard for the Fleet.

Supporting the FIFTH Fleet Maritime Region Interface Control Officer, Big E's ICO maintained tactical data link (TDL) connectivity rate at an average of 97%, ensuring the Strike Group and Maritime Region air picture remained reliable and accurate at all times. Big E was the last US aircraft carrier to operationally employ the Advanced Combat Direction System and to participate in TDL's as a Model 4 Data Link ship.

CDC Strike, Air Intercept and Sea Combat Air Controllers managed the control of aircraft assigned to the Combat Direction Center to include 8600 sorties with zero in-flight mishaps and specifically 1250 hours of Surface Surveillance missions and 32 separate Air Intercept Control missions. CDC enabled ENTERPRISE Carrier Strike Group to provide air power effects for Coalition forces on the ground in support of Operation Enduring Freedom.

CDC supported the Anti-Submarine Warfare Commander by training and qualifying two full watch teams of ASW operators who successfully executed fifteen ASW exercises during the deployment, including numerous multi-national coalition events.

During each strait transit, CDC used the Common Data Link System (CDLS) to receive live video feed from US P-3C surveillance aircraft who provide a near-continual real-time Intelligence, Surveillance, and Reconnaissance capability of surface contacts in the vicinity of the ENTERPRISE Strike Group. Live video recording of every encounter with surface vessels was a key intelligence priority for Commander, FIFTH FLEET. The CDLS system was also used after the deployment to support an Operational Test of the Tactical CDL system installed on the new P-8A Poseidon at VX-1. The aircraft flew from NAS Patuxent River and successfully sent a video stream that was viewed on the CDLS Video display system on ENTERPRISE.

Also in support of providing video coverage and recording of all surface interactions, CDC employed the Stalker IR/TV video camera system, which was installed onto the NSSMS Director 1A prior to deployment. Stalker was a key sensor for CDC and Bridge watchstanders to visually identify contacts at longer ranges than possible with conventional binoculars or NVG's. The TAO maintained control of the Stalker system through voice commands to the NSSMS 1 Firing Officer Console transmitted via the Point Defense Weapons Coordinator in CDC.

CDC seamlessly integrated with the Combat Systems Department, accomplishing the safe execution of eight Close-in Weapons System (CIWS) Pre-Action Aim Calibration Fire (PACFIRE) events, ensuring the weapon systems and watch teams were always at peak operational readiness. CDC also supported the completion of over 8000 CSD maintenance requirements in four warfare modules during deployment, balancing real-world operational requirements with necessary upkeep on aging systems to maximize system availability and reliability.

CDC maintained three fully-qualified watch sections, even with decreasing manning (from 80 down to 65 Sailors), through the end of deployment. The last four TAO's were qualified on their first examination board with CAPT Hamilton. The number of qualified TAO's on board varied from four to six throughout the deployment. Among the 80 Sailors of OI division, there were 74 in-rate & 32

watch station qualifications, a 82% advancement rate (100% PO2 and PO3 on SEP 12 Cycle), 21 Enlisted Surface Warfare Specialists, 6 Enlisted Air Warfare Specialists, 12 reenlistments, 17 Perform to Serve quotas, and a 94% Physical Fitness Assessment passing rate.

In all, Big E spent 192 days in support to FIFTH Fleet including 10 Strait of Hormuz transits, 7,800 hours in support of Operation ENDURING FREEDOM and Commander, 5th Fleet Operations, and service as CTF-50 Executive Agent for CTPM for 86 days. ENT and CVW-1 completed 8,886 sorties with a 97.1% sortie completion rate, these included 2,241 combat sorties for Operation ENDURING FREEDOM that employed 56 bombs, and 4,608 20mm rounds in 27 strafing missions to support Ground Commanders Intent (GCI) in support of our troops in Afghanistan.

METOC

OA Division worked vigorously through work ups leading to the final 2012 deployment. The division successfully supported Carrier Air Wing One during Operation Enduring Freedom. They successfully advised not only the Air Wing but also Strike Group Twelve assets with current and forecasted weather to include eluding Hurricane Sandy on the way home from deployment. Personnel success included one E-3 advanced to E-4.

REACTOR DEPARTMENT

During calendar year 2012, USS ENTERPRISE Reactor Department supported the ship's final workups followed by an arduous 8 month deployment. During the 8 months away from home port, not only did Reactor Department maintain all 8 reactors capable of supplying steam to support deployed combat operations through a rigorous preventative maintenance schedule but they additionally completed several complex depot level repairs while underway. This included two reactor detector replacements and a turbine generator repair which allowed ENTERPRISE to return to home port with all critical equipment operational. Additionally, during the deployment, Reactor Department productively executed a comprehensive training program culminating in the successful completion of their final Operational Reactor Safeguards Examination. As the year came to a close, following return to Norfolk, Reactor Department shut down all 8 reactors one final time in preparation for fuel removal and decommissioning.

RELIGIOUS MINISTRIES DEPARTMENT (RMD)

The ENTERPRISE Religious Ministries Department (RMD) was a key player in the final year of Big E's operational life. Preparing the crew for deployment with life skills classes, supporting the crew during an eight month deployment, and preparing for and participating in a deactivation ceremony attended by thousands of supporters and former crew members, the RMD reached into every department and space on the ship and impacted the lives of its crew members at sea and ashore.

-RMD performed and supported 1,412 religious services and studies with a total of 12,612 attendees to include an Easter Sunrise service on the Flight Deck. ENTERPRISE choir, Lay-Leaders and Chaplains led 312 congregants in a celebration of the Christian faith. Also, RMD celebrated 5 immersion baptism services baptizing 11 individuals and celebrated the sacrament of baptism by baptizing 2 into the Roman Catholic Church all while underway.

-RMD staff maintained the ship's Library Multimedia Resource Center which consists of 2000 books and a computer lab of 29 computers servicing over 100,000 users on this deployment. The library is a favorite spot on the ship as it is a quiet, cool space to relax and keep in touch with family and friends as it is open 22 hours a day.

-Expediently processed 525 confidential AMCROSS messages to notify our crew members of crisis events and the birth of their children. 107 new babies were born on this cruise adding to the extended Navy family and RMD had the privilege of delivering the good news to each new Dad's chain of command.

-Communication is a challenge to families while deployed. RMD used the latest technologies to assist families stay close by coordinating over 1000 United Through Reading sessions and 165 Video Teleconferences. Sailors and Marines were able to communicate with their families allowing them to maintain a close relationship with their spouses and children.

- Organized and conducted 17 international Community Relations (COMREL) projects in 4 international cities located in 5th and 6th Fleet AORs. 428 participated in the COMRELS representing 2587 man-hours of volunteer service contributed to the host organizations. Participation allowed our Sailors and Marines to see a side of our host nations many never get the chance to view by meeting and interacting with the local population.

-Organized a series of mid-deployment Life Skills classes and end-of-cruise Return and Reunion briefs prior to return to home port. The classes were taught by Fleet and Family Service Center presenters to 4,800 Sailors and Marines throughout ENTSTRKGRP. Classes focused on finances, resiliency, return to intimacy, singles homeward bound, respect in the work place and effects of operational stress when returning to family.

- Planned and conducted memorial services for two crew members, as well as two burials at sea. The final burial at sea to be conducted aboard CVN 65 was for ETCS Kermit R. Baker, USN (Ret), a Big E Plankowner, and was conducted during Tiger Cruise prior to Big E's final homecoming.

- The final evening prayer at sea was offered at 2155 on 3 Nov, by Command Chaplain [REDACTED], the text of which is included below:

I don't know what Chaplain Ford prayed for in the first evening prayer offered aboard CVN 65 almost 51 years ago. But I am confident of this: were he to be

with us tonight, as ENTERPRISE prepares to return to port for the last time, completing her service to the Navy and the nation that commissioned her, he would acknowledge that his prayers have indeed been answered.

Joining our voices to the voices of ENTERPRISE crew members that have been lifted up in prayer for the past 50 plus years, I invite you to join me in prayer:

Almighty and gracious God, you are faithful. For over 50 years, you have accompanied this ship and her crew to sea. You have escorted them through perilous waters and equally perilous times. You have been her strong arm in battle, and delivered healing and hope through her compassionate intervention. You have suffered through our losses, and you have rejoiced at our triumphs. You have guided her through the world's oceans, and every time, returned her safely home. You have been faithful.

For your faithfulness, O God, we give you thanks, and for the faithfulness of the thousands of men and women who have brought this ship to life, we give you thanks as well. You have heard our prayers for courage and for healing, you have accepted our prayers of gratitude and grief. You have answered our prayers for guidance and protection, and you have accepted the faithful worship of your children, offered in places and ways known only to you. In all things, you have been faithful.

You know, O God, that it is not the ship that lives, but its crew. And yet this group of men and women—of which those of us aboard today are but the latest and the last generation—this dedicated and resilient group of men and women have indeed brought life to steel and steam, iron and oil. As this proud ship steams to her final homecoming with all reactors on line, and all four shafts and screws propelling her homeward, we offer thanks for her service, her strength, and her legacy.

To our ship we offer the words, "You have fought the good fight, you have finished the race, you have kept the faith. Well done, good and faithful servant."

May the same be said of each of us one day, O God, we shipmates aboard the Big E.

May God bless this ship, may God bless our crew, our air wing, and our strike group, and may God watch over and protect our loved ones at home. Amen.

Good night, Big E. Well done, and welcome home.

SAFETY DEPARTMENT

On 4 November 2012, USS ENTERPRISE (CVN 65) returned from her 25th and final deployment, thus ending one of the most storied careers in the fleet. Although her advanced age created a highly dynamic and challenging safety climate, once again the ENTERPRISE crew displayed unfailing professionalism, finishing up the year with zero Class A or B mishaps. With the onset of the Ship's Terminal Offload Program (STOP) on 4 December 2012, a shift in the safety paradigm occurred with the Safety Department once again leading the charge.

2012 began with a combined COM2X/JTFX and a record number of pilot carrier qualifications, keeping the flight deck crew busy. After a month-long POM, the final deployment began on 11 March 2012. Throughout 8 months out to sea in support of Operation ENDURING FREEDOM, complex evolutions such as aircraft launch and recovery, aviation fuel onload and offload, underway replenishments and straits transits were accomplished with zero Class a or B mishaps due to the unrelenting safety environment onboard ENTERPRISE. This involved detailed Operational Risk Management analyses and the application of Time Critical Operational Risk Management by All Hands.

The ENTERPRISE Safety Department was awarded both its third consecutive Green Safety "S," with its highest score yet, and the inaugural Environmental Protection and Energy Conservation (EPEC) Award. This is directly attributable to the combined efforts of both deck-plate leadership and all hands in creating a team safety environment.

The Safety Department worked diligently to ensure the occupational health of the crew by inspecting over 11,000 spaces, performing almost 400 respirator fit-tests and issuing more than 1,400 respirators. Quarterly audits of 14 NAVOSH programs were completed, and 118 asbestos samples were taken by our nationally accredited asbestos laboratory. As a result of a diligent safety training program which included monthly divisional Safety Petty Officer training, powerpoints both online and on Site TV, two safety stand-downs and alcohol booster training prior to each port call, we had a reduction of 26% in injuries and mishaps.

Despite being underway for most of the year, the ship continued to maintain a proactive driving and motorcycle safety program. ENTERPRISE led the way by mandating the entire crew to complete "Drive For Life" in advance of our return to home port, and now it is being recommended that the entire waterfront follow suit. Our ship's certified American Automobile Association (AAA) instructor conducted 10 Driver Improvement classes providing safe driving information to 243 Sailors.

On 1 December 2012, the USS ENTERPRISE was formally inactivated, and dismantling of the first nuclear aircraft carrier began. A new safety instruction, geared towards the STOP process and its unique safety hazards, was published by the Safety Department, to meet our newest challenge. As the year closed, we continue to diligently identify and track safety hazards during daily walk-throughs with our shipyard partners to ensure the safety of all members of the ENTERPRISE Team.

SUPPLY DEPARTMENT

Team Supply continued to work tirelessly preparing ENTERPRISE for departure on her 25th and final deployment. They had exceptional motivation ensuring the ship was operationally ready and mission requirements were met for a crew of 5,000 including CVW-1, comprised of eight squadrons, and DESRON 2.

Supply Department continued its dedication to superior support during the shortened work-up cycle and arduous eight month deployment. Services divisions orchestrated and coordinated the plan for embarkation of Enterprise Strike Group for deployment. Stock Control Division executed Fiscal Year 2012 close-out of three operating targets valued at \$125 Million and obligated all accounts to 100%. Expeditors requisitioned and tracked over 500 critical CASREPs and high priority requisitions valued in excess of \$3M during a challenging eight month combat deployment. Reorders were managed aggressively and consistently, processing requisitions in a timely manner ensuring all material, including high priority never out items, was replenished at every opportunity...keeping stock posture well above TYCOM requirements. Postal Division kept mail moving efficiently processing over 400,000 pounds of packages and letters. Material Division maintained a perfect Replenishment at Sea record, with zero safety incidents while successfully coordinating 30 RAS evolutions and the transfer of over 7,000 pallets of critical stores. In addition, over 1,500 pallets of various retrograde including Aviation DLRs, HAZWASTE and other excess material were offloaded ensuring the hangar bay was kept free and clear of unnecessary items allowing for safe maintenance and movement of aircraft. Immediately upon return from deployment, S-8 Division was instrumental in the major offload of material and various ship's equipment in preparation for ENTERPRISE's inactivation. Aviation Stock Control managed nine storerooms holding over 4,000 line items valued at \$175M. In conjunction with Norfolk expeditors, S-6 Logistics Specialists processed over 6,000 high priority NMCS/PMCS requisitions in excess of \$130K. In addition they processed and issued over 18,000 aviation and surface parts. The Readiness Divisions have truly kept ENTERPRISE Ready For Sea during our final deployment.

ENTERPRISE World Class Food Service Division provided exceptional five star service serving over three million meals including over 490,000 cookies!! Additionally, the Food Service team provided outstanding support for two Steel Beach/Morale Day picnics during deployment. They worked tirelessly providing superb service in the coordination of three high visibility receptions for high ranking foreign and military dignitaries hosted in Piraeus, Greece/Naples, Italy and also hosting the 5th Fleet Change of Command Ceremony in Bahrain.

Hotel Services supported over 575 officers during the 2012 deployment, coordinating the subsequent embarkations and debarkations of ENTERPRISE Strike Group. They provided exceptional stateroom service to numerous high ranking Distinguished Visitors during deployment.

Through innovative marketing techniques, the Retail Operations Division was directly responsible for the generation of more than \$4 million in sales and contributing over \$600 thousand to MWR. They expertly managed resources and personnel for the receipt of over \$1.5 million in stock. Laundry personnel processed more than one 400 thousand pounds of laundry. The female only WAVES salon had continued success providing services to over 400 embarked females

and the barbershop gave over 25 thousand haircuts. The always successful Starboard Joe's coffee counter served over 100 thousand cups of coffee, bringing in over \$300 thousand with a profit to MWR in excess of \$150 thousand.

Supply Department continues to be "Ready on Arrival," providing supreme customer service and logistics for ENTERPRISE to succeed during its 22ND and final deployment leading to in-activation.

- 2012 Supply Statistics

- Meals Served = 3,000,000
- Cookies made = 490,000
- Clothes laundered = 400,000 lbs
- Ships store sales = \$4,000,000
- Cups of Starboard Joe's served = 100,000
- Cargo moved = 8,000 pallets
- Mail moved = 500,00 lbs

TRAINING DEPARTMENT

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

Training Division

The Training Division is responsible for indoctrinating and acclimating all crewmembers to shipboard life on board Enterprise during shipboard indoctrination class. New Sailors receive instruction in financial management, anti-terrorism force protection, Morale Welfare And Recreation, educational services, electrical safety, radiological control training, Navy Marine Corps Relief, driver safety, stress/suicide awareness, operational security, warfare qualifications, alcohol awareness, basic 3M, QA, Operational Risk Management, watch standing principles, life skills, preventive health and Navy Rights And Responsibilities. The commanding officer, executive officer and command master chief make it a priority to speak with each class and personally welcome them aboard. Upon completion of the course, a formal "capping" graduation ceremony is held where each graduate receives an Enterprise ball cap.

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

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

TAD Office Division

The TAD Office Division annually processes more than 2,000 travel requests and is responsible for generating all TAD cost, no-cost, non-activity and NATO orders for the ship's crew. Orders are prepared for emergency leave, schools, beach detachments, force protection, Home Area Recruiting Program (HARP) duty, Blue Jacket HARP Duty, Navy Leadership Continuum Courses, fire-fighting schools, TAP classes and all other official travel. Additionally, the TAD Office is responsible for processing and liquidating travel claims, administering the Navy's Government Travel Charge Card Program and managing the ship's \$1.2 million annual Temporary Assignment Duty, Training and Readiness (TADTAR) budget.

WEAPONS DEPARTMENT

2012 was a success for Weapons Department and ENTERPRISE. The Redshirts successfully completed every operational challenge presented on an 8 month combat deployment that began in March, then returned to Norfolk in November and immediately shifted gears with the inactivation and set the pace for the ship's force during the Ships Terminal Offload Program (STOP). While deployed, Weapons performed brilliantly at the tip of the spear resulting in the successful combat expenditure of 53 Precision Guided Munitions, 5 AGM-65 Maverick missiles and 6,004 round of 20mm ammunition. A major milestone for the department to support the ship's decommissioning was the final offload of 3.1 million pounds of conventional ordnance. This offload was meticulously planned and executed resulting in the highly successful completion of 1,400 vertical and connected lifts in an unprecedented 72 hours. The department completed over 4,500 scheduled/unscheduled maintenance actions on over 2,500 items. During deployment our ordnance expertise was required on two expeditionary detachments supporting a multi-national exercise and a Foreign Military Sales engagement. In addition, Weapons Department fully supported an embarkation of PMA-242 while operating in 5th Fleet to install a critical software upgrade to 43 AGM-88 HARM missiles and 2 CATM-88 training missiles. Gunners Mates safely contributed to the qualification of 217 ENTERPRISE and CVW-1 Sailors in the proper operation and maintenance of small arms and crew served weapons while efficiently maintaining 41 magazine sprinkler systems. 2012 was a successful display of the Weapons Department's proficiency and achievement both in training and most importantly in operation.

Weapons (G1) Department - Flight/Hangar Weapons Handling

Flight Deck completed 342 required maintenance related actions while maintaining 8 emergency ordnance jettison lockers, 6 ready service lockers, and 10 ordnance emergency jettison ramps. G-1 division flawlessly planned and executed the safe handling and transfer of 1,400 vertical/connected replenishment lifts of conventional and precision guided ordnance totaling 3.1 million pounds and valued at over \$250 Million dollars.

G-1 Armament Weapons Support Equipment (AWSE) completed 1,448 scheduled/unscheduled maintenance actions on over 2,500 items totaling over 3,800 man-hours, AWSE was also responsible for the overhaul and rework on 53 MHU-191's (Munitions Handling Units) in support of USS ENTERPRISE and Carrier Air Wing One.

G-1 wasted no time in preparing for inactivation by offloading 24 EE Raymond Reach Forklifts, 18 Mule Pallet Jacks and 2,700 pieces of AWSE/IMRL within 30 days of returning from deployment.

Weapons (G2) Department - Weapons Armory

Onboard ENTERPRISE G-2 division's strict adherence and enforcement of safety contributed significantly to the proper maintenance of 239 small arms and the qualification of 217 personnel on small arms and crew served weapons. G-2 personnel vigilantly stood watch as .50 cal Mount Captains in support of Arabian Gulf operations, 10 Strait of Hormuz transits, 2 Suez Canal transits, numerous Force Protection drills and Special Sea & Anchor details. Additionally, the Gunner's Mates performed maintenance and testing on 41 magazine Sprinkler Systems.

Weapons (G3) Department - Weapons Assembly/Storage

G-3 division performed brilliantly during an extended combat deployment, the well trained team of ordnance professionals flawlessly on-loaded and offloaded 1.2 million pounds of 5th Fleet theater assets. The Division assembled/inspected 125 Precision Guided Munitions, 100 air missiles and 40,000 rounds of 20MM ammunition as well as, performing 83 missile software upgrades.

Weapons (G4) Department - Weapons Elevators

G-4 Weapons Elevator Division is a major player in the success of not just the Weapons Department but the entire command. G-4 is responsible for the upkeep and maintenance of thirteen weapons ordnance elevators and machinery rooms. The extraordinary men and women of the division performed more than 1800 preventative and 150 corrective maintenance actions ensuring that all weapons elevators were in outstanding working order not only for the safe movement of conventional ordnance supporting a daily flight schedule, but also to support the movement of supplies and medical emergencies. G-4 Division closed out the year by safely inactivating 11 elevators and expertly removing fleet wide shortfall components to be re-utilized.

Weapons (G5) Department - Administration, 3M, and Quality Assurance (QA)

G5 Weapons Administration Office played a key role in maintaining all incoming and outgoing weapons tracking and accounting messages, personnel training programs and quality assurance program, as well as providing the department career counselor for professional development of the entire department. G5 processed 40,000 items of correspondence that ranged from inspections/audits to personal achievement awards and Sailor evaluations. This highly professional group ensured all personnel and administrative requirements were met on time or ahead of schedule. Departmental 3M efforts coordinated the close out of 10 workcenters and 238 departmental spaces. The QA team revised the Departmental Central Technical Publication Library composed of 136 manuals and incorporated 23 IRACs. Their efforts ensured the most up-to-date information was available for all 5 divisions. The hard working Sailors in AOCC coordinated the stowage and inventory for the daily transfer of 90,000 pounds of ordnance in support of Carrier Air Wing One during Operation ENDURING FREEDOM.

4. Supporting Reports

See mailed disks, input by Commander, Carrier Strike Group TWELVE due to Enterprise inactivation.

1. Deployment report
2. Intelligence summary
3. Situation reports
4. Operational reports
5. Operational orders
6. Operations plans
7. Casualty reports
8. Reports of major training exercises
9. After action reports

5. Published Documents

See mailed disks.

USS ENTERPRISE official website: www.enterprise.navy.mil

Facebook page: <http://www.facebook.com/USS.Enterprise.CVN.65>

Flickr account: <http://www.flickr.com/photos/cvn65/>

6. Photographs

See mailed disks.