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USS ENTERPRISE (CVAN 65)
Fleet Post Office
San Francisco 96601

USS ENTERPRISE

1973

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REGISTERED AIR MAIL

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From: Commanding Officer, USS ENTERPRISE (CVAN 65)
To: Chief of Naval Operations (OP-0502)

Subj: 1973 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

- Encl:
- (1) Basic History with Documentary Annex A.
 - (2) "Welcome Aboard" Pamphlet
 - (3) USS ENTERPRISE News - "Facts about ENTERPRISE"
 - (4) USS ENTERPRISE News - Biography of Commanding Officer
 - (5) USS ENTERPRISE News - Biography of Executive Officer
 - (6) USS ENTERPRISE News - Biography of New Executive Officer
 - (7) USS ENTERPRISE News - "ENTERPRISE Emblem"
 - (8) USS ENTERPRISE News - "ENTERPRISE Heritage"
 - (9) USS ENTERPRISE News - "Some advantages of Nuclear Power"
 - (10) USS ENTERPRISE News - "Safety Factors of Nuclear Propulsion"
 - (11) USS ENTERPRISE News - "Naval Tactical Data System"
 - (12) USS ENTERPRISE News - "ENTERPRISE Catapults"
 - (13) USS ENTERPRISE News - "Supply Department"
 - (14) USS ENTERPRISE News - "Integrated Operational Intelligence System"
 - (15) "The BIG E" Magazine (9) for 1973
 - (16) Photograph of Commanding Officer
 - (17) Photograph of Executive Officer
 - (18) Photograph of New Executive Officer
 - (19) Photographs (2) depicting the plight of the ST. CONSTANTINE and its crew
 - (20) Photograph of the Soviet Long Range Naval aircraft overflight of the USS ENTERPRISE
 - (21) Photographs (2) of USS ENTERPRISE in Drydock

1. In accordance with reference (a), enclosures (1) through (21) are forwarded as USS ENTERPRISE (CVAN 65) 1973 Command History. Annex A is USS ENTERPRISE Cruise Report.

EE Just
E. E. TISSOT

Copy to: (w/o Annex A encl (1) and encl (2) - (21))
Director of Naval History (OP-09B9)
CINCPACFLT
COMNAVAIRPAC

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BASIC NARRATIVE

1. (C) Command Organization

a. (U) Commanding Officer. Captain Ernest E. TISSOT, U.S. Navy.

b. (C) Mission and Function of Command. The mission of ENTERPRISE, as delineated in NWIP 11-20(B), is "to support and operate aircraft, to engage in attacks on targets afloat and ashore which threaten our control of the sea, and to engage in sustained operations in support of other forces." Designated tasks are:

(1) To operate offensively by means of embarked aircraft, capable of delivering nuclear and non-nuclear weapons, against targets afloat and ashore which threaten our control of the sea.

(2) To operate offensively by means of embarked aircraft, capable of delivering nuclear and non-nuclear weapons, against targets afloat and ashore in support of other forces.

(3) To defend against airborne, surface and subsurface attack by means of embarked aircraft as part of a coordinated defense system.

(4) To control aircraft.

(5) To defend against airborne attack by means of ship's armament as part of a coordinated air defense system.

(6) To provide command facilities and accommodations for a task force commander and staff.

c. Composition of Command:

(1) Personnel manning levels at critical periods of the year are shown below:

1 January 1973

Officers

Ship's Company	151
CVW 14	250
CTF 77/COMCARDIV 5	35

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Enlisted

Ship's Company	2791
CVW 14	1681
CTF 77/COMCARDIV 5	60

Civilians 35

15 June 1973 - End of Deployment

Officers

Ship's Company	150
CVW 14	250

Enlisted

Ship's Company	2880
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Civilians 15

31 December 1973

Officers

Ship's Company	153
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Enlisted

Ship's Company	2991
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(2) Attack Carrier Air Wing FOURTEEN was embarked on board ENTERPRISE for the 1972 - 1973 Western Pacific Deployment. Squadrons composing CVW 14 were VF 142, VF 143, VA 27, VA 97, VA 196, RVAH 13, and Detachment 1 of HS 2.

(3) From August through December several revisions to the Air Wing's complement of squadrons were made resulting in its becoming the most sophisticated and modern air wing within the Navy.

With the admission of HS 2 into the Air Wing on 6 August, ENTERPRISE began the transition from the concept of a CVAN to that of a CVN. On 1 September the air striking arm of ENTERPRISE was greatly enhanced with the introduction of the first two F-14 squadrons, VF 1 and VF 2, who replaced VF 142 and VF 143. The last change to the Air Wing's complement was made on 4 December when VAQ 137, equipped with the new expanded jamming capability of the EA-6B, replaced VAQ 131.

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(4) Location of Homeport. ENTERPRISE was homeported at the Naval Air Station, Alameda, California until 30 June when the homeport was changed to the Puget Sound Naval Shipyard, Bremerton, Washington for the remainder of the calendar year. To facilitate the lengthy lead time from the change of homeport to the actual departure of the ship for Bremerton, certain officers and enlisted personnel were sent TAD to Bremerton to serve as an advance housing liaison detachment. The purpose of the detachment was to provide assistance for families of ENTERPRISE crewmen in order to make the move from Alameda to Bremerton as pleasant as possible. This advance liaison proved to be a major asset for ENTERPRISE families.

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CHRONOLOGY

1-12 Jan	Special Operations Yankee Station
12-14 Jan	Transit to Subic Bay, R.P.
14-22 Jan	In port Subic Bay, R.P.
22-23 Jan	Transit to Yankee Station
23 Jan-24 Feb	Special Operations Yankee Station
24-25 Feb	Transit to Subic Bay, R.P.
25-27 Feb	In port Subic Bay, R.P.
27 Feb-3 Mar	Transit to Singapore
3-10 Mar	In port Singapore
10-12 Mar	Transit to Yankee Station
12-31 Mar	Debark CTF 77 Staff
31 Mar-5 Apr	Special Operations Yankee Station
5-7 Apr	Transit to Subic Bay, R.P.
7-15 Apr	In port Subic Bay, R.P.
15-16 Apr	Transit to Yankee Station
16 Apr-6 May	Special Operations Yankee Station
6-8 May	Transit to Taiwan Area
8-9 May	Blue Sky Exercise Taiwan Area
9-10 May	Transit to Subic Bay, R.P.
10-19 May	In port Subic Bay, R.P.
19-20 May	Transit to Yankee Station
20-27 May	Special Operations Yankee Station
27-29 May	Transit to Subic Bay, R.P.
29-30 May	In port Subic Bay, R.P.

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CHRONOLOGY

30 May-7 Jun	Transit to Pearl Harbor
7-8 Jun	In port Pearl Harbor, Hawaii
8-12 Jun	Transit to Alameda, California
12 Jun-26 Jul	In port Alameda, California
26-27 Jul	Offload Ammo Hunter's Point
27-30 Jul	In port Alameda, California
30 Jul-1 Aug	Enroute Bremerton, Washington
1 Aug-31 Dec	In port Puget Sound Naval Shipyard, Bremerton, Washington

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2. (C) SUMMARY OF OPERATIONS

a. WESTPAC Operations and Third Line Period (1-14 January):

From 1 to 13 January ENTERPRISE, CTF 77, her embarked staff, and Air Wing FOURTEEN concluded the 2nd half of their third line period at Yankee Station. Unlike the previous month when the tempo of operations was intensive as a result of conducting air strikes against the Hanoi/Haiphong industrial complex, air operations were now confined below North Vietnam's 20th Parallel. ENTERPRISE's aircrews were recognized on 12 January by Vice Admiral COOPER, CTF 77 as the last to fly combat sorties against targets in North Vietnam. Having completed strikes against known enemy troop locations, supplies, lines of communications and logistic bases in the northern military routes of South Vietnam on 13 January, ENTERPRISE and her embarked air wing set sail for Subic Bay for a well deserved period of rest and relaxation.

Underway replenishments were conducted with the USS SACRAMENTO (AOE 1) on 5 and 11 January and with the USS WICHITA (AOR 1) on 8 and 12 January.

b. WESTPAC Operations and Fourth Line Period (14 January - 25 February):

ENTERPRISE remained in Subic Bay from 14 January to 22 January. On 23 January the ship was underway for Yankee Station with the USS LANG (DE 1060) as escort. Upon arrival at Yankee Station on 24 January, ENTERPRISE commenced its fourth line period at a reduced tempo, flying combat missions in Laos only. 28 January was welcomed by the crew of ENTERPRISE not only because it established a cease fire in Vietnam and ended America's longest conflict, but because it meant the return of American Prisoners of War, some of them friends and shipmates of the men of the "BIG E".

February was an active month of ENTERPRISE as her Air Wing shifted its emphasis from air strikes to that of supporting the mine clearing force in Operation End Sweep. On 5 February aircraft from HS 2 Det 1 were tasked to provide direct support for the United States mine clearing operations in the Gulf of Tonkin. While in support of this operations, HS 2 flew several missions from the USS WORDEN (DLG 18) to Cat Bi Airfield (Haiphong) in North Vietnam transporting the negotiators from the United States and North Vietnam to various meetings required to initiate Operation End Sweep.

During the last two days of this line period ENTERPRISE commenced operating under a peace time environment. Except for photo reconnaissance, Force Defense and other support missions, tasking was oriented around

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ship and air wing training.

On 24 February ENTERPRISE departed Yankee Station for Cubi Point, Republic of the Philippines. During this period ENTERPRISE was visited by Captain GILLGRIST, USN (OPNAV) on 18 February; by General VOGT, USAF, Commander, U.S. Support Activity Group, Nakhon Phanom RTAFB; by Major General TALBOTT of that same command; Rear Admiral OBERG from CHFLTCOORD-GRP NKP on 19 February and by General WEYAND, USA, Commander, U.S. Military Assistance Command in Vietnam on 22 February.

Underway replenishment during the month of January was conducted with USS WABASH (AOR 5) and USS SAN JOSE (AFS 7) on 25 and 29 January respectively. During the month of February UNREPs were accomplished with USS SAN JOSE (AFS 7) on 1 February and with USS SACRAMENTO (AOE 1) on 11 and 19 February.

c. WESTPAC Operations and Fifth Line Period (25 February - 7 April):

The period 25-27 February was spent in port NAS Cubi Point. On 28 February ENTERPRISE departed and was enroute to Singapore, in company with USS MCCAFFERY (DD 860).

Arriving at Singapore on 3 March ENTERPRISE spent seven days in port at anchorage. During this period ENTERPRISE received the news that she had won her latest Battle Efficiency "E" for Attack Aircraft Carriers of the Pacific Fleet. This award is presented to the Attack Carrier whose performance in Battle Efficiency and Readiness is unexcelled. During this same time frame ENTERPRISE received notification that it had been awarded the Supply "E" and the Engineering "E". This was ENTERPRISE's fourth Battle Efficiency "E", first Supply "E" and her fifth consecutive Engineering "E". ENTERPRISE has been awarded the Engineering "E" every time the ship has been in competition since her commissioning on 25 November 1961.

The port visit to Singapore was made even more enjoyable as arrangements had been made by ENTERPRISE crewmen's wives to meet their husbands in Singapore and to spend the in port period with them. The chartered plane that had brought the wives from Oakland to Singapore, also took some of the crewmen of the ENTERPRISE back to Alameda for leave during the Singapore in port period. On 10 March the ship was again underway in company with the USS MCCAFFERTY (DD 860) for Yankee Station and her fifth line period. ENTERPRISE arrived at Yankee Station on 12 March. Throughout this line period ENTERPRISE continued its support of Operation End Sweep and initiated Flight Training Operations in order to continue to maintain a high state of Combat Readiness. On 20 March CTF 77 transferred to the USS CONSTELLATION after completing 151 days aboard ENTERPRISE. During this operating period UNREPs were

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conducted with: USS TOLOVANA (AO 65) and USS NIAGARA FALLS (AFS 3) on 15 March; USS PONCHATOULA (AO 148) on 20, 22, 25 March; USS WABASH (AOR 5) on 29 March and USS CAMDEN (AOE 2) on 2 and 5 April.

While underway for NAS Cubi Point on 6 April tragedy struck ENTERPRISE when a crewman was lost over the side. ENTERPRISE combed the seas for the lost sailor throughout the night and the following day but no sign of the man could be found after an extensive search.

d. WESTPAC Operations and Sixth Line Period (7 April - 10 May):

ENTERPRISE remained in port Subic Bay from 7-15 April. On 15 April the ship weighed anchor for Yankee Station in company with the USS CORRY (DD 889). On 16 April ENTERPRISE began her sixth line period. During this time frame Flight Operations consisted entirely of type training missions. On 23 April ENTERPRISE conducted UNREPs with USS CAMDEN (AOE 2) and USS WABASH (AOR 5). On 5 May an additional VERTREP was conducted with USS BUTTE (AE 27).

On 7 May the ship was enroute to the Taiwan Operations Area with USS CORRY (DD 817) and USS CRAIG (DD 885). Upon arriving in the Taiwan Operations Area on 8 May ENTERPRISE and Air Wing FOURTEEN participated in Project Blue Sky in conjunction with the Chinese Nationalist Air Force.

On 10 May, ENTERPRISE once more returned to Subic Bay, Republic of the Philippines for a short in port period.

e. WESTPAC Operations and Seventh Line Period (10 May - 28 May):

After spending 10 days of rest and relaxation at Subic Bay, ENTERPRISE was ready for her seventh and final line period of the deployment. This period began on 20 May with ENTERPRISE and CVW 14 continuing training missions and exercises in the South China Sea Operations Area. During the last week on the line, ENTERPRISE replenished USS TURNER JOY on 22 May and conducted an UNREP with USS CAMDEN on 24 May. On 26 May ENTERPRISE conducted her last UNREP with USS CAMDEN and VERTREP with USS SAN JOSE. On the evening of 27 May the "Big E" turned due East headed for Subic Bay and home.

f. TRANSIT - Subic Bay to Alameda, California (28 May - 12 June):

ENTERPRISE arrived in Subic Bay on the morning of 29 May for her last visit to the Philippines during her 1972 - 73 WESTPAC deployment. The ship remained in port for one day until the morning of 30 May when she was underway unaccompanied first to Pearl Harbor, Hawaii and then to her homeport of Alameda, California. ENTERPRISE "chopped" to the operational control of Commander THIRD Fleet on 4 June. On the first 5th of June

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ENTERPRISE was overflown by four Soviet Long Range Naval Aircraft. These aircraft were escorted by ENTERPRISE F4J Phantoms while in the vicinity of the ship. The Soviet aircrews demonstrated no hostile intent and maneuvered their aircraft safely and professionally while conducting surveillance of ENTERPRISE. The Soviet aircrews were friendly and waved to the escorting F4 crews on several occasions. On the second 5th of June ENTERPRISE was diverted from its course based on a VQ 1 EP-3 report of a Liberian Registry merchant vessel, the ST. CONSTANTINE being on fire and dead in the water, and made best speed towards the distressed vessel to render assistance. Within two hours of notification all 32 crewmen of the merchant ship were rescued by helicopters from HS 2, Det 1 and brought safely on board ENTERPRISE for passage to Pearl Harbor, Hawaii. Prior to leaving the abandoned ship, the Master of the ST. CONSTANTINE requested that the M. V. SEA TRAIN LOUISIANA, the first vessel to be within its vicinity, remain by the distressed ship until a decision was made on the disposition of the ST. CONSTANTINE. Once this was accomplished ENTERPRISE set sail for Hawaii. The stay in Hawaii was short, and less than 24 hours after arriving, ENTERPRISE was underway for California and the last leg of the transit. While at Pearl Harbor, ENTERPRISE embarked five repatriated POW's, all of whom were former "Big E" aircrewmembers, other guests which included sons of crew members, sons of other POW's and sons of men missing in action. On 12 June, ENTERPRISE was visited and welcomed home by Vice Admiral BALDWIN, COMNAVAIRPAC. As the "Big E" sailed under the Golden Gate she was accompanied by fireboats (spraying plumes of water), numerous private sailboats, motorboats and yachts. The morning was cold, damp and overcast, but the weather didn't dampen the spirits of the men of ENTERPRISE and Air Wing FOURTEEN, who had waited a long time for that day. At approximately 1100 the ship was moored starboard side to Pier 3, NAS Alameda to be welcomed by thousands of dependents, sweethearts and friends. A demanding nine month cruise, ENTERPRISE's sixth combat deployment, was over. Some of the men of CVW 14 had their homecoming earlier when most of CVW 14's aircraft left the ship on the 11th to return to their home bases at NAS Whidbey Island, NAS Lemoore, NAS Miramar and NAS Albany.

g. POST DEPLOYMENT, COLD IRON and ESRA (12 June - 31 December):

A well deserved 30 day leave period for the crew of ENTERPRISE began on 12 June when the ship arrived at Alameda. During this period a large percentage of the crew scattered to all parts of the United States to spend a leave with their families and friends. After a brief stay during which post-deployment conferences were conducted, ENTERPRISE departed July 30th on "Operation Northwest Passage" enroute to the Puget Sound Naval Shipyard, Bremerton, Washington. During "Operation Northwest Passage" dependents were invited on board ENTERPRISE for the three day transit to the shipyard. The operation was an overwhelming success with approximately 200 families embarked for the transit to Bremerton, Washington.

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ENTERPRISE arrived in the Yard 2 August, where she remained until after the first of the year.

3. (C) Extended Selected Restricted Availability (ESRA)

a. (U) ESRA Organization

As ENTERPRISE entered the middle of calendar year 1973, the ship's force overhaul planning and coordinating system (SOPACS) Department functioned as the direct link with the supervisor of shipbuilding and the shipyard for work coordination and industrial support. Briefly stated, SOPACS handled all work requests submitted by various departments for determination as to whether work would be performed by the ship's force or the shipyard. Additionally, SOPACS coordinated data on job completions and manhour statistics for computer compilation utilized in determination of overhaul job status.

b. (U) Progress

At the close of 1973, ENTERPRISE reported the following overhaul completion status on ship's force/shipyard force jobs.

Total Number of Job Orders:	1814/174
Total Jobs Started:	1814/174
Total Jobs Completed:	1662/125
% Jobs Completed:	91.60/0/720/0
% Overhaul Completed:	850/0/850/0
Total Productive Manhours Expended:	556,909

c. (U) Summary of ESRA

During this ESRA period the major projects accomplished included: Installation of the Versatile Avionics Shop Test (VAST) system for the F-14, new jet blast deflectors on #1 and #3 catapults, a conversion and an update of the combat information center and drydocking for a bottom cleaning and rudder shaft and screw repair. Additionally, the crew conducted many thousands of hours of work in the areas of combustible material removal and habitability to ensure a leable, safe ship.

d. (C) Communication Refurbishment

During the months of October through December, the Communications Department underwent modification and refurbishment of its equipment. In

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October the AN/WSC-1 (Satellite Equipment for TACSAT ONE) was modified/ redesignated AN/WSC-5 for the new Naval Communication Satellite. During November the number of on board shipboard offline systems was reduced to one installed and one uninstalled X1 systems. December was undoubtedly the busiest month for Communications as the majority of the refurbishment was accomplished during this period. For instance, air conditioning was installed in Transmitter Room 2 for support of our HF Transmitters and the AN/SSQ-65 (Communication Control Quality Monitoring System) was also installed; the SB 1203 Black Patch Panels were rewired and updated to meet current operational requirements, and all NTDS and HF Antennas were dismantled, stripped, cleaned and replaced.

e. (U) Engineering Refurbishment

During the six month ESRA, a great deal of work was accomplished by the Engineering Department in drydock and subsequently. All propulsion plant bilges were scaled to bare metal and were recoated with Mare Island Epoxy. All pumps were overhauled, including those in auxiliary systems, and all cyclic PMS was performed on machinery and equipment. The shipyard completed repairs to #1 and #4 High Pressure Turbines and overhauled the #3 Ship Service Turbine Generator. The shipyard also made repairs to the stern tube bearings of all shafts, to #2 and #3 rudder seals, and to the #4 shaft strut bearings. Three new distilling plant pumps were manufactured of stainless steel, as were two auxiliary machinery cooling water pumps and six smaller pumps associated with the Chilled Drinking Water System and the forward refrigeration units in what will eventually be a program of complete replacement of all salt water pumps with stainless or Monel Units. This change is necessitated by the severe erosion/damage to the pumps caused by the ship's extreme draft and the subsequent problems with sand and grit. Habitability projects included the cleaning of all ventilation systems, the installation of over 250 additional vent duct accesses, modernization of the Dry Cleaning Plant Ventilation, and a programmed effort toward repair of equipment and facilities in heads and washrooms. The crews' galleys were also renovated with a new deck in the after mess galley, as well as new ovens in both mess galleys.

f. (U) Supply Department Innovations and Renovations

The Supply Department was tasked to conduct a Supply Operations Assistance Program (SOAP) during the ESRA period at the Puget Sound Naval Shipyard. The nearly 50,000 aviation and 55,000 shipboard repair parts were offloaded, inspected, inventoried, restowed in modern Modular Drawer Storage (MDS) cabinets and relocated back aboard the ship. As a result of the SOA effort ENTERPRISE will start 1974 with a 98%-plus accuracy correspondence between repair parts in the storeroom and the inventory records maintained on the computer. ENTERPRISE is the first ship in the Navy to utilize MDS cabinets; should these storage aids prove effective, they will be installed on all carriers.

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During the ESRA period many of the supply spaces and much of Supply's equipments were overhauled by the ship's force. Over forty storerooms and three ship's stores were renovated and twenty-two of Supply Department's heads and berthing spaces were redecorated. In addition, a meat thaw box, thirty ovens and a new deck in the Aft Galley were installed.

g. (C) Operations Department

During the ESRA, the Combat Information Center (CIC) underwent extensive modification of its spaces and equipment. The newest generation Naval Tactical Data System (NTDS) equipment replaced ENTERPRISE's first generation system in a one-step transition installation. This new equipment, coupled with an NTDS computer program tailored for F-14 integration, provides ENTERPRISE with an unprecedented capability to direct fighter aircraft to their assigned air targets. Not only can these intercepts be accomplished without voice communications, but the Air Intercept Controller (AIC) can receive the F-14's track information on his NTDS/Intercept Control scope to augment the ship's air search radar presentation. New remote height finding indicators were also installed to replace outdated equipment. The new MK-XII IFF equipment installation provided CIC with an increased capability to distinguish friend-from-foe on both air and surface contacts. Internal and external communications equipment were modified to mesh with the new NTDS installation to provide CIC a wide range of communications in a flexible configuration. The integration of four NTDS/AIC Consoles into the Display and Decision module freed a large space for the inclusion of Anti-Submarine Command and Control equipment to be installed in Spring 1975 to accomplish ENTERPRISE's conversion to the CV Concept. Additionally, the Carrier Air Traffic Control Center (CATCC) became modernized with the installation of the AN/SPN-44 which replaced the AN/SPN-12. This modernization completed the CATCC suit of SPN-42/43/44.

The Intelligence Center (IC) underwent several changes during the ESRA to upgrade the system to the NIPS-19 configuration. In the Multi-Sensor Interpretation (MSI) area, the Stereometric Comparison Viewer (SCV) and all associated equipments, including the 30" Plotter, were offloaded at Puget Sound Naval Shipyard, Bremerton, Washington. In the Storage and Retrieval (S&R) area, a Random Access Memory (RAM) unit was installed to improve system response time and increase the overall system capabilities. The Electronic Data Processing (EDP) area received modifications to the three Magnetic Tape Processor (MTP) units. Additionally, the IC acquired its initial Remote Operating Station located in the Flag Command Center. This new station allows remote accessing of materials stored within the IOIC Data Base on a demand basis. Finally, the Intelligence Center received the hardware necessary to establish Link 21 and Link 24 communications between ENTERPRISE's IC and other fleet unit IC's. This also gives the Intelligence Center the capability to transmit analyzed intelligence to ships not possessing an IC of their own.

h. (U) Weapons Department

During the ESRA period, the storage and handling capability for the PHOENIX Missile was provided to the Weapons Department.

i. (U) Aircraft Intermediate Maintenance Department (AIMD)

Upon return to Alameda in June AIMD commenced the conversion to allow support of the F-14 TOMCAT. Included in the preparation was the submission and approval by CINCPACFLT of a manpower allowance increase from 133 to 153 billets.

4. (C) STATISTICAL DATA

a. Deck Department Activities

During the period 1 January 1973 to 12 June 1973, ENTERPRISE's Deck Department conducted 26 Underway Replenishments, transferred 5861 tons of bombs, bomb components, missiles, ammunitions and fleet freight. Twenty-four people were also highlined during this period. All of these replenishments were conducted without an accident or serious injury.

b. Dental Department Activities

During the year 1973 the Dental Department saw a total of 11,421 patients. There were 4,257 oral examinations and 6,148 roentgenographic examinations administered. ENTERPRISE dental officers inserted 364 prosthetic appliances, placed 8,802 restorations, performed 1,216 surgical procedures on their patients. The dental technicians completed 2,712 stannous flouride treatments and 3,109 plaque control instructions. By the end of the year 45% of the personnel on board were Class I, requiring no dental treatment. 35% were Class II which require routine but not early treatment.

In addition to ship's company and air wing personnel many patients from our escort and supply ships received emergency and routine treatment.

During the ESRA period the Dental Department was able to perform its normal services aboard with minimal interruptions.

c. Medical Department Activities

During the past deployment sickbay treated everything from the common cold to Meningitis and performed successfully such highly complicated surgery as the emergency removal of a ruptured spleen. From 1 January 1973 to 31 July 1973 the Medical Department examined and treated 31,047 patients requiring 30,521 laboratory tests, 5,516 X-Rays and 34,420 prescriptions

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issued with a total of 339 patients being admitted.

During the ESRA, 1 August 1973 to 1 February 1974, the sickbay remained fully operational throughout and treated 11,378 patients with 113 patients being admitted.

d. Communications Department traffic totals for 1973

<u>MONTH</u>	<u>OUTGOING</u>	<u>INCOMING</u>	<u>TOTAL</u>
JAN	6,567	26,931	33,498
FEB	1,458	7,755	9,213
MAR	398	4,210	4,608
APR	537	4,336	4,873
MAY	756	6,188	6,944
JUN	1,174	8,146	9,320
JUL	393	3,047	3,440
AUG	388	2,162	2,550
SEP	267	1,781	2,048
OCT	334	1,519	1,853
NOV	253	1,797	2,050
DEC	282	1,658	1,940
TOTAL	12,807	69,530	82,347

e. Aircraft Intermediate Maintenance Department

During the cruise AIMD processed an average of 4000+ components per month in support of the Air Wing.