



DEPARTMENT OF THE NAVY

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Ref: (a) OPNAVINST 5750.12C of 29 JAN 1981

Encl: (1) ENTERPRISE 1981 Command History

1. In accordance with reference (a), enclosure (1) is forwarded as
USS ENTERPRISE's 1981 Command History.

R. J. Kelly

R. J. KELLY

Copy to:
Director, Naval History
CINCPACFLT
COMNAVAIRPAC (CODE 012)

NAVAL AVIATION HISTORY
MAY 19 1982

MAY 1982

THE HISTORY
OF
USS ENTERPRISE (CVN-65)
IN
1981

	RADM V. M. MOORE RADM W. C. WYATT	COMNAVAIRPAC STAFF CINCPACFLT MAINTENANCE OFFICER
6 AUG	ADM J. W. WILLIAMS	CHNAVMAT
3 SEP	ADM J. D. WATKINS	CINCPACFLT
13 OCT	RADM G. A. AITCHESON	COMCARGRU SEVEN
20 NOV	ADM H. G. RICKOVER	NAVSEA 08
1 DEC	VADM R. F. SCHOULTZ RADM V. M. MOORE RADM W. C. WYATT	COMNAVAIRPAC COMNAVAIRPAC STAFF CINCPACFLT MATERIAL OFFICER

The following sections, listed alphabetically by departments, provide a more detailed description of the ENTERPRISE activities during 1981. The sections are indexed as follows:

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I. AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT (AIMD)

During calendar year 1981, important AIMD readiness milestones were developed to accomplish maintenance facility/program improvements during post-COH availabilities. The primary objectives throughout have been to increase airwing/organic support capabilities through improved facility/work center readiness, aviation maintenance/supply support organizational consolidation, and continued special interest program management. Specific installations/accomplishments in those areas have included:

a. Facility/Work Center Readiness Improvements

(1) Equipment (Reinstallations/Verifications)

<u>DATE</u>	<u>TEST STATION</u>	<u>PROGRAM SUPPORT</u>
FEB	AN/ASM-398A (Projected Map Display) AN/AWM-55(V) (Armament Station Control)	A-7E A-7E
SEP	AN/AVM-11B (HUD Test Set) AN/APM-331A (Radar Module Test Set) AN/APM-335A (Radar Antenna RCVR/XMTR) AN/APM-336A(V) (Radar/Video SERVO Test Set) AN/APM-341(V) (Navigation Set Radar Test Set)	A-7E A-7E A-7E A-7E A-7E
DEC	AN/APM-334(V) (Antenna Align Test Set) AN/USM-403 (Hybrid Automatic Test Station)	A-7E S-3A

(2) Equipment (New Installations/Verifications)

<u>DATE</u>	<u>TEST STATION</u>	<u>PROGRAM SUPPORT</u>
FEB	AN/USM-429 (CAT-III D) VAST RACK BUILDING BLOCKS 31, 38, 52 (Station 4)	F-14A/E-2C/A-7E A-7E
MAR	AQM-24A (Sonar Test Set)	SH-3H
SEP	AN/ASM-608 (IMUTS 11) AN/USM-479 (Inertial Measuring Unit Test Set) Analog Augmentation Test Group	F-14A/E-2C/S-3A /A-6E A-7E A-7E

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(3) SHIPALTS

<u>DATE</u>	<u>ALTERATION</u>	<u>DESCRIPTION</u>
SEP	#5844-F-14 Tactical Air Reconnaissance POD System (TARPS) support.	Removed the RA-5C support system from the Airborne System Support Center (ASSC). Installed the TARPS POD maintenance stand, the KA-99 Camera Test Set, the AN/AAD-5 Receiver-Collimator Bench, and the KS-87 Camera Test Set.
OCT	#5881-Consolidated Mission POD stowage	Provides main deck stowage (hangar bay #1 forward, portside) for the AN/AWW-7B, TARPS, A-7E FLIR, AN/ARQ-41, AN/ALQ-123, and the AN/ASQ-T13 PODS.
NOV	#6152-NICAD Battery Locker relocation	Relocated the battery locker from compartment 1-167-4Q to 1-67-1Q and the IM-3 division office from 1-67-1Q to 01-115-1Q. Equipped the battery locker with required safety equipment and air conditioning.
DEC	#5847-AN/ALE-41 Support Facility	Provides stowage for fourteen AN/ALE-41 CHAFF PODS (Shelving) and modifies the monorail handling system in the existing 02 level stowage facility. Additionally modified 2nd deck (frame 111) voids for CHAFF carton storage.

(4) Alterations Equivalent to Repair

<u>DATE</u>	<u>ALTERATION</u>	<u>DESCRIPTION</u>
MAY	#AR-14-80 Non-Destructive Inspection (NDI) Booth	Installed a new X-Ray booth in the NDI shop.

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DEC	#AR-5-80 Aircraft Canned Engine Handling	Replaced the three ton centerline monorail, hangar bay #2, frame 240, with a five ton centerline and athwartships monorail system for improved engine handling.
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b. Maintenance/Supply Support Consolidation

In April, a comprehensive aviation maintenance/supply support program was developed to functionally integrate production control (AIMD/IM-1) and component control (Supply/S-6). Specific accomplishments in support of that program include the following:

(1) Space Reallocations

(a) Production Control/S-6 division office have been co-located in compartment 01-57-0Q.

(b) Production/Material Control and AMSU/Component Control have been established in adjoining centerline tunnel compartments.

(c) The rotatable pool has been relocated from the 02 level to the main deck, centerline tunnel.

(d) All AIMD Administrative/staff division functions, including Quality Assurance, Analysis, and the technical library, have been consolidated in adjoining 02 level compartments.

(2) Communications. In November, contractor installation of a 54 station Phillips Model M100P (Rauland Borg Corp) Aviation Maintenance/Supply Communications System was completed.

(3) Mechanized Repairables Management System (MRMS). In December, AIMD/Supply received type commander approval for procurement/installation of a WANG 2200MVP-64 computer system and importation of the mechanized repairables management system developed at NAS Lemoore. The system expands the Shipboard Aviation Management System (SAMS) currently installed on Pacific Fleet CV's by providing repair capability screening, specific component repair status, critical pool, and historical production/supply processing information. Expected to be operational by May 1982, the system will facilitate the AIMD/aviation supply support functional integration.

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c. Special Interest Programs.

(1) Training. AIMD pursued an aggressive formal/OJT training program during the calendar year. A total of 389 personnel were assigned temporary additional duty training quotas as follows:

214 - Formal Technical Training
175 - In rate OJT at shore based AIMD's

(2) Retention. Calendar year 1981 retention statistics for the department were:

1st term - 43%
2nd term - 62%
career - 71%

(3) DC/3M. During the type commander DC/3M inspection, AIMD achieved a "fully accomplished" on four spot checks and an associated Recorded Accomplishment Rate (RAR) of 98.7%.

(4) C-1A (Bureau Number 146057). The ship's C-1A aircraft has been based at Kitsap County Airport, Bremerton, Washington. In support of logistic and operational requirements, 430.5 flight hours were logged during 1981. The following airframes changes have been incorporated in the aircraft:

- a. AFC-481 - Hydraulic Emergency Brake Modification
- b. AFC-539 - C-1A Aircraft Brake Modification
- c. AFC-543 - Fuel System Float Valve Modification
- d. AFC-552 - Improved Cockpit Lighting
- e. AFC-555 - Automatic Life Raft Release Deactivation

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II AIR DEPARTMENT

The following significant accomplishments were achieved in 1981:

- a. January 1981 - JP5 Service Filters were equipped with elements and returned to an operational status.
- b. February 1981 - Hangar Bay Two was resurfaced with epoxy non-skid.
- c. May 1981 - ENTERPRISE saw helicopter operations on the flight deck for the first time in over 2 years.
- d. June 1981 - Arresting Gear became operational.
- e. September 1981 - (1) Pilot Landing Aid Television (PLAT) was restored to an operational status.

(2) Aircraft Elevators 3 & 4 were coated with wire sprayed aluminum as a non-skid coating.
- f. October 1981 - (1) JP5 Fuel was pumped to the flight deck for the first time in almost 3 years.

(2) Aircraft Elevators 1 & 2 were coated with PRC non-skid.
- g. November 1981 - Hangar Bay sprinkler system was tested in bay two.
- h. December 1981 - Non-skidding of hangar bay one commenced.

III COMMUNICATIONS DEPARTMENT

Although all scheduled work to be accomplished during the complex overhaul had been completed, Communications Department personnel continued to upgrade spaces and equipment.

a. Ship's force personnel completed the following work.

(1) Renovation of the following spaces, including repainting and addition of new furnishings.

(a) Flag communications office and message center.

(b) Teletype repair shop.

(c) Communications Department Office.

(d) Antenna Shop. This space was converted from an office space because no other space could be designated for this function.

(e) Flag bags.

(f) 010 level crew's head.

(g) 010 and 011 level weather decks.

(h) 010 level fan room.

(i) 09 level passageway. This space shifted from CR division to CS division for maintenance responsibility.

(2) CS Division refurbished flag bag label plates.

(3) R Division manufactured new belaying pins for the twelve empty spaces on the pin rail.

(4) CS Division refurbished and reinstalled all signal lights. Some searchlights were deteriorated beyond repair and replacements were ordered from Ship's Parts Control Center at Mechanicsburg, PA.

(5) CS division refurbished and reinstalled all damage control fittings on the 010 and 011 levels. Four deck drains were deteriorated beyond the capability of ship's force to repair and were deferred for repair during availabilities with the Supervisor of Shipbuilding, Overhaul, and Repair, San Francisco.

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(6) CS division cleaned and repainted binoculars. The ship's binoculars were overhauled at the Shore Intermediate Maintenance Activity, San Diego. AN/SAR-7 equipments were received from supply.

b. Puget Sound Naval Shipyard completed the following work:

(1) Flag storage bins for the bunting repair area were fabricated by the shipyard and installed by ship's force.

(2) The shipyard fabricated and installed new signal halyards.

(3) The shipyard did several jobs to convert new or reconfigured spaces to be useable for division administration by CS Division. This work included the fabrication and installation of a cover for the top of the elevator machinery in the CS Division training room and the installation of a nonwatertight bulkhead in a passageway to create a division office.

c. SHIPALT's requested or installed included:

(1) Installation of AN/USQ-69 (MPD) equipments in Main Communications, Flag Communications and Supply Support Center by a team managed by the Naval Electronics Engineering Center, Charleston, SC.

(2) A SHIPALT equivalent to repair was requested to permit installation of three additional UGC-167 equipments at the fleet broadcast receive position in the Message Processing Center.

(3) Funding was received for the purchase of a COMPUSCAN Corporation optical character reader. This equipment was being procured at the end of the calendar year and is expected to be installed in the message processing center in March 1982.

(4) The SHIPALT which installed the Single Audio System was completed. Hughes Corporation and TRACOR, Inc. conducted training on the system for ship's operator and maintenance personnel.

d. Other significant events:

(1) A visual TEMPEST configuration control inspection was successfully completed.

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(2) CR and CS Divisions implemented a new professional qualification standard (PQS) program. This program was promulgated by the Chief of Naval Education and Training and entitled "CV/CVN RM PQS".

(3) ENTERPRISE radiomen conducted exercise and drills with the USS CAMDEN and the USS FLINT. ENTERPRISE radiomen were assigned TAD to the USS O'CALLAHAN to assist during equipment testing at the sea trials due to severe personnel shortages on the USS O'CALLAHAN.

(4) The communication guard was shifted to the NTCC Puget Sound, WA for a one month period during a post-overhaul test and inspection of electronics equipment.

(5) Traffic volume remained light. An average of 22 outgoing and 173 incoming messages were handled per day with a monthly average of 5068 messages handled per month.

IV DAMAGE CONTROL DEPARTMENT

a. During 1981 the Damage Control Department concentrated on preparing for at-sea operating and completing shipyard work as part of the Complex Overhaul.

b. Preparations for sea included a series of inspections: Phase I and Phase II Crew Certification (in June and October respectively), the Post Overhaul Reactor Safeguards Exam (June), and Type Commander 3M and DC Visits. All inspections were passed successfully with high marks.

c. Shipyard work for DC Department involved support for the SFOMS project, complete overhaul of the Flight Deck/Hangar Bay AFFF Systems, and various shipyard repairs to DC systems. A partial ship alteration (CVN-6093) was performed to replace the solenoid operated pilot valves for AFFF systems. Through the efforts of Repair and Habitability Divisions, the DC out of commission list was greatly reduced.

d. One major fire occurred in 1981. It was a class A fire in an RM Division Void: 02-138-10-V. The fire was caused by spontaneous combustion. It took approximately 90 minutes to locate the source of the fire. No major damage resulted and no personnel casualties occurred.

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V DECK DEPARTMENT

The following significant events were accomplished:

- a. Spring 1981 - During the COMNAVAIRPAC 3M inspection, ENTERPRISE set a force all time high Planned Maintenance System (PMS) Performance Rate (PPR) of 89.2%. ENTERPRISE Deck Department's PPR was 96% - the highest among the CV Deck Departments. Reference is "Surface 3M Newsletter" NR 47 of September 1981.
- b. MAR 81 - Overhauled the Captain's Gig except for the engine components. This overhaul included removing the gig from the water and refinishing the hull, decks, and cabin spaces.
- c. 8-15 MAY 81 - Conducted underway replenishment (UNREP) training in port with the USS PYRO. This was the first realistic UNREP training conducted since entering Complex Overhaul (COH). This was valuable in the training of personnel for all stations.
- d. 8 JUN 81 - Deck Department instituted a "Provisional Qualification Board" in order to identify personnel to stand underway watches until such time as sufficient personnel fully accomplish required Personnel Qualification Standards after the ship leaves COH.
- e. 21-24 JUL 81 - Conducted UNREP training in port with the USS FLINT. This was the second realistic UNREP training conducted since entering COH. This was again very valuable in both training of personnel and in sustaining high departmental morale.
- f. 17-21 AUG 81 - Conducted UNREP training in port with the Dockside Underway Simulator (DUS).
- g. SEP 81 - Removed the engine from the Motor Whale Boat and replaced it in October 1981.
- h. Throughout the year, work was conducted on various Deck Department equipments including accommodation ladder #4 (stern), and port and starboard incinerators.

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VI DENTAL DEPARTMENT

During the period from January 1981 through March 1981 Dental services were rendered at the Naval Regional Dental Center by the ENTERPRISE's Dental Staff. Simultaneously, Dental Department completed overhaul work. The Dental Department moved back aboard ENTERPRISE and began providing dental care from their shipboard dental spaces.

a. Ships Forces:

- (1) Dental Department spaces and supply storeroom painted.
- (2) Installation of dust evacuation system in prosthetic laboratory.
- (3) Painted and tiled passageway in the enlisted berthing area.
- (4) Installation of a second door leading to the prosthetic laboratory.

b. Work accomplished by Shipyard Personnel

- (1) Replacement of false overhead (fiberglass tiles) throughout the Dental Department to sheet metal tiles.
- (2) Installation of Times Two Filing cabinets for Dental Records.
- (3) Routine dental operations were maintained and the department met the dental needs of the crew.

Dental Information Retrieval System (DIRS)

<u>ADA CODE</u>	<u>CATEGORY OF SERVICE</u>	<u>TOTAL CUMULATIVE PROCEDURES</u>
0100 - 0999	DIAGNOSTIC	9023
1000 - 1999	PREVENTIVE	6303
2000 - 2999	RESTORATIVE	9127
3000 - 3999	ENDODONTICS	102
4000 - 4999	PERIODONTICS	1730
5000 - 5999	PROSTHODONTICS (REMOVAL)	66
6000 - 6999	PROSTHODONTICS (FIXED)	716
7000 - 7999	ORAL SURGERY	526
8000 - 8999	ORTHODONTICS	26
9000 - 9999	ADJUNCTIVE GENERAL SERVICES	10685
0001 - 0099	LABORATORY SERVICES	2476

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VII ENGINEERING DEPARTMENT

a. A DIVISION

APRIL 1981 Number 9 Air Conditioning unit suffered a ruptured chiller tube. The shipyard replaced the chiller tubes and rebuilt the unit's compressor.

JUNE 1981 A-Division participated in and passed the Post Overhaul Reactor Safeguards Examination Program (PORSE).

JULY 1981 The Air Conditioning and Refrigeration workcenter participated in the Ship Quality Improvement Program (SQUIP).

AUGUST 1981 The Boat and Aircraft Crane control system malfunctioned and was rebuilt by the shipyard. The Catapult Supervisory Circuits for all catapults were installed and underwent preliminary alignment.

SEPTEMBER 1981 Number 16 air conditioning plant saltwater pump sheared a shaft due to cyclic stress, metal fatigue and misalignment. The shipyard overhauled and repaired the saltwater pump. All electric firepumps were returned by the shipyard and were operationally tested.

OCTOBER 1981 All steering gears were returned by the shipyard and were successfully tested. The motor whale boat engine was replaced with a new engine. The Emergency Diesel Generator workcenter participated in the Shop Quality Improvement Program (SQUIP). The division supported underway training by operating the steering gears.

NOVEMBER 1981 The initial alignment of all catapult supervisory circuits and receiver fill control systems was completed. Number 4 refrigeration compressor suffered a cracked block, broken connecting rod and scored piston due to liquid floodback. All emergency diesel

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generators were certified during the annual type commander's inspection. The number one O₂N₂ production plant work was completed by the shipyard, leaving the plant ready for sea trials.

DECEMBER 1981

Number 5 conditioning plant suffered ruptured chiller tubes which were replaced by shipyard. The shipyard also overhauled and operationally tested the unit. The boat and aircraft crane control system was tested after being rebuilt. New cables and an oil cooler were also installed on the crane. Number 1,2,3 and 4 high pressure air dryers were installed and tested by the shipyard.

b. E DIVISION

JUNE 1981

Electrical Division participated in and successfully passed the Post Overhaul Reactor Safeguard Examination.

OCTOBER 1981

The degaussing sytem was made fully operational after overhaul, rework and troubleshooting. Grounds in the "A" coil of the system had prevented its use.

AUGUST 1981

The ship's telephone (CKT J) wiring was rewired and a new Western Electric Dimension 2000 PBX telephone exchange was installed, replacing the old system.

NOVEMBER 1981

The ship's power shops refurbished thirteen second deck load centers, which included painting, repair of battle lanterns and lights. Safety matting was installed and the damage control gear was refurbished in those spaces.

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c. M DIVISION

Machinery Division spent the entire year supporting the Reactor Plant Test Program. Initially, the testing consisted of hot operations. This was followed by a brief but rigorous period of preparation in the area of operational drills, administration, training and material for the Post Overhaul Reactor Safeguards Examination in June. After successfully completing this difficult examination the initial reactor criticality in August was preceded in each of the plants prior to the critical testing of the associated reactors. By December, 6 of 8 reactors had been tested. Machinery Division supported this task by steaming 3 plants simultaneously from August thru December and staying in a very taxing shift work organization during this period. Throughout the entire year, Machinery Division's PMS accomplishment rate remained remarkably high. Since Machinery Division performs approximately 20% of the ship's PMS, M Division contributed directly to the ship's record grade on the formal type commander 3M inspection earlier in the year.

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VIII MEDICAL DEPARTMENT

The ENTERPRISE Medical Department in 1981 completed preparation for operation and deployment by installation of new equipment and materials throughout assigned spaces.

- a. JANUARY 1981 Biological Stores Reefer installed.
- b. April 1981 All Health Records converted to Terminal Digit
- c. July 1981 600 milliamp x-ray unit installed
- d. December 1981 Blood Bank reefer installed
- e. Overhaul work completed in 1981 included complete painting and tiling of department spaces, renovation of medical ward head facilities and battle dressing stations.
- f. Statistical data:
 - (1) Outpatient visits - 19,428
 - (2) Inpatient visits - 103

IX NAVIGATION DEPARTMENT

Navigation department continued to prepare for the completion of overhaul and a return to operational status. The thrust of this effort was directed towards underway training and provisional qualifications for key members of the bridge watch teams and navigation team.

a. Two dozen officers were involved in a program of bridge watchstanding training aboard various ships deployed to WESTPAC or local operating areas. Two officers qualified as underway OOD's aboard USS CORAL SEA and USS MIDWAY; one officer qualified as underway OOD aboard USS TRUXTUN; one officer qualified as JOOD underway aboard USS HOEL. These officers form the nuclei of future bridge watch teams. Navigation department conducted a similar program to gain at-sea experience and underway qualification for the Quartermasters. By the end of the year, all the Quartermasters had received underway training and six had earned qualification as Helmsman and QMOW on PACFLT carriers.

b. Navigation department's TAD and training programs bore fruit on the 17th of June when Phase I of Crew Certification was completed. This was a major milestone in preparation for departing the shipyard. The inspection consisted of oral and written examinations administered to all bridge watch standers and key members of the navigation team. The ship received an objective grade of excellent from the CNAP inspector.

c. Phase II of Crew Certification was completed on 14 October following an inspection by COMCARGRU 7 and Staff. The inspection involved a fast cruise which allowed the inspectors to view the manner in which ENTERPRISE's bridge teams will operate while at sea. The department's efforts were rewarded with an objective grade of outstanding.

X OPERATIONS DEPARTMENT

Relocation, upgrades and installation and testing of new equipment as well as extensive training was completed by Operations Department.

a. The following equipment modifications/installations were accomplished:

(1) The AN/SSQ-82, Multiplex Unit for Transmission Elimination (MUTE) was installed in February. The MUTE system provides a positive means of shipboard emission control.

(2) Installation of the 15G21 Carrier Air Traffic Control Center (CATCC) trainer was completed during March.

(3) During June, the Integrated Command ASW Prediction services for battle group ASW Sensors.

(4) Installation of the AN/SLQ-17 deception repeater was completed in December.

b. The following equipment relocations, upgrades were made:

(1) One AN/SPA-25 Radar Repeater was relocated to CIC from the Flag Bridge to improve reliability and consolidate surface plot and navigation in one area.

(2) Air and Surface tracking capabilities were upgraded and modernized through modification of three AN/SPA-74 repeaters to AN/SPA-50B configuration.

(3) Ships Inertial Navigation System (SINS) 10 KW motor generator set and frequency distribution unit were replaced to improve reliability of emergency back up power and alternate power during battery PMS.

(4) Numerous field changes and significant overhaul work was accomplished to prepare the AN/SPS-48C Air Search Radar for certification scheduled in JAN 82.

(5) Electronic Systems Support Division (OE-4) was established to consolidate support requirements for chilled water, air, and dry air for communications systems, data systems, and radar systems division. Included in OE-4 are work centers OE-04, Television systems; OE-15, test equipment; OE-16, electronic systems cooling; and OE-24, damage control.

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(6) Ships entertainment system and TV distribution systems overhauled and reinstalled. The television studio equipment and radio station equipment were reinstalled. The studio space was refurbished and protective matting installed.

(7) The SPN-42 Automated Carrier Landing System (ACLS) was tested and certified safe for Mode III (controller talk-down) approaches.

c. Training completed included the following:

(1) From January through December, the Carrier Intelligence Center (CVIC) personnel provided over 120 intelligence briefings to Navy commands in the Puget Sound Naval Shipyard area. Additionally, there was extensive training of CVIC personnel in maps, charts, publications, strike warfare, data base retrieval, display, dissemination, television production, photo interpretation, ocean surveillance, foreign military equipment and air wing operations.

(2) Carrier Air Traffic Control (CATCC) team training was conducted in four two week sessions aboard NATTC Memphis, Tennessee.

(3) Weather Division (OA) proficiency was maintained through the assignment of personnel TAD to the NAS Whidbey Oceanographic Detachment.

(4) CIC personnel attended four advanced and intermediate team trainers in San Diego. The RAVIR Air to Surface Missile Defense (ASMD) trainer was onboard on two occasions to exercise CIC personnel utilizing onboard equipment.

(5) Battle Problems were conducted during selected training weeks offering the opportunity for ships company officers from all departments to stay abreast in their warfare specialties.

d. Operational

(1) SSES Tacintel System activated. Tacintel is an integral component of the FLTSATCOM System and serves as a tactical extension of the Special Security Communications System.

(2) In November, the first successful Radiosonde balloon was launched.

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XI SAFETY

Awareness of the crew has played a major role in prevention of accidents and material related damage during 1981. Only one major fire occurred during the year. Compartment 02-138-10-V a fan room plenum/void was consumed in fire 01 June 1981. The fire was most probably started by spontaneous combustion from poorly stowed gear. Only cosmetic damage was incurred. Post fire inspection of similar spaces was conducted.

No deaths were recorded due to automobile or motorcycle accidents. Two automobile accidents resulted in major injury with partial disability to the victims. The major source of minor injuries was in the careless use or operation of small hand tools and injuries occurring while on liberty.

XII SHIP'S FORCE OVERHAUL MANAGEMENT

SYSTEMS (SFOMS) DEPARTMENT.

a. The highlight of the department's efforts was the conclusion of the six million dollar NAVSEC Self-Help Project. In two and one-half years the Habitability Division refurbished 114 berthing and 68 sanitary spaces. The program was concluded with touch-up and turn over of spaces during the spring of the year. Installation of new pop-up type water faucets in lavatories and a new water saver shower was begun by Hab and by year's end was about 60% complete. The project was turned over to Damage Control Department's Habitability Division.

b. Tool Issue and Firewatch remained the last two functioning SFOMS divisions at the end of the year. Firewatch drew down to approximately 40 members who continued their fine record of not having a serious fire started under Firewatch control.

c. The SFOMS management group played an important part in monitoring shipyard work and acting as liaison between the ship and the yard. The group took on the job of Repair Officer until Damage Control relieved them in late summer. This responsibility included processing of 2-Kilo through the Type Commander and providing information to the shipyard to begin work on accepted jobs.

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XIII SUPPLY DEPARTMENT

Among the many tasks accomplished by Supply were:

a. On 15 August 1981 the Supply Overhaul Assist Program (SOAP) was completed and all Coordinated Shipboard Allowance List (COSAL) stocks loaded aboard.

b. On 10 December 1981 the renovation and modernization of food service spaces was completed.

XIV TRAINING DEPARTMENT

Training Department's accomplishments include the successful completion of Phases I and II Crew Certifications. These were accomplished on 12 June and 15 October respectively.

XV WEAPONS DEPARTMENT

The following significant events were accomplished by Weapons Department:

A. MAJOR INSPECTIONS/VISITS.

- JULY 81 FOX Division represented the Weapons Department in the ship's Phase I Crew Certification Inspection conducted by COMNAVAIRPAC staff. All training records were reviewed and overall the Department achieved a grade of outstanding in NSSMS, CIWS operator training, 3M and General Damage Control PQS qualification completions and material condition of readiness.
- AUGUST 81 Pre-SQT (Ship's Qualification Trials) Team visited the ship. CAPT MATHIS, Commanding Officer, Naval Ship Weapons Systems Engineering Station, Port Hueneme, CA and Mr. Marvin Block, O-in-C of SQT Team briefed the Weapons, Operations, Supply, and Engineering Departments personnel on SQT schedules and procedures.
- OCTOBER 81 Nuclear Weapons Training Group (NWTGP) sent a group of instructors (9013 Team) for a Tech Assist Visit aboard the ENTERPRISE and W Division personnel received technical training.

A. EQUIPMENT INSTALLATION/SHIPALTS/TESTS.

- AUGUST 81 SHIPALT 4300.00K Completed installation and checkout of three Phalanx Close-In Weapons Systems and these systems were turned over to the ship's force for operation and maintenance.
- NOVEMBER 81 SHIPALT 5656.00K Ship's force accomplished this particular shipalt by completing conversions of the ship's Ten Wet type magazine sprinkler systems to Dry systems.

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C. TRAINING.

JANUARY, MARCH, JUNE, AUGUST 81	Department personnel were involved in Weapons Build-Up training augmented with a Weapons Detachment to NAS Fallon, Nevada in support of CVW-3, CVW-8, and CVWR-30 operations and received extensive weapons handling training.
MAY, JUNE 81	Weapons Department personnel participated in Weapons Build-Up training in support of NAS Whidbey Island, WA.
AUGUST 81	Department personnel were involved in Weapons UNREP Handling and Movement training with USS PYRO at Pier #3, Puget Sound Naval Shipyard, Bremerton, WA.
OCTOBER 81	Departmental personnel participated in Pacific Fleet Surface Missile Systems Conference in San Diego, CA.

D. EXERCISES.

JANUARY, MARCH, AUGUST, SEPTEMBER, NOVEMBER 81	Department personnel were involved in Aircraft Tracking exercises with NATO Seasparrow Fire Control Radars. Aircraft (A-6 and EA-6B) were provided by squadrons from NAS Whidbey Island. Personnel received extensive console operator and tracking training.
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