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E. M. CHANIK

COMMAND HISTORY
UNITED STATES SHIP ENTERPRISE
(CVN 65)

1 JANUARY - 31 DECEMBER 1999

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Mission

To provide a responsive, mobile strike force in support of national interests; launch, recover and support mission-capable aircraft; communicate, coordinate and operate with joint and allied forces; provide the wherewithal for on-target/on-time ordnance delivery.

Organizational Structure

TYCOM: Commander, Naval Air Force, U.S. Atlantic Fleet
ISIC: Commander, Cruiser-Destroyer Group TWELVE

ENTERPRISE (CVN 65)

Commanding Officer
Captain Evan M. Chanik
Executive Officer
Captain Robert J. Gilman (Jan. 1 - Aug. 23)
Commander Lawrence S. Rice (Aug. 24 - Dec. 31)
Command Master Chief
ETCM (SW) Randy Hardin

Duty Station

Norfolk Naval Base, VA

CVN-65 1999 CHRONOLOGY

➢ Port Visit	Souda Bay, Crete	4-7 Jan
➢ Port Visit	Antalya, Turkey	14-17 Jan
➢ *Operation DELIBERATE FORGE*	Mediterranean Sea	20-24 Jan
➢ Port Visit	Livorno, Italy	27 Jan-4 Feb
➢ C6F Exercise INVITEX PLUS 99	Ionian Sea	5-8 Feb
➢ *Operation DELIBERATE FORGE*	Adriatic Sea	22-26 Feb
➢ Port Visit	Trieste, Italy	27 Feb-2 Mar
➢ C6F Exercise JUNIPER STALLION	Mediterranean Sea	7-12 Mar
➢ *Operation SOUTHERN WATCH*	Arabian Gulf	18-24 Mar
➢ Port Visit	Jebel Ali, UAE	25-28 Mar
➢ *Operation SOUTHERN WATCH*	Arabian Gulf	29 Mar-12 Apr
➢ ORSE	Atlantic Ocean	27-30 Apr
➢ Tiger Cruise	Virginia Capes Area	3-5 May
➢ AMMO Transfer with USS Seattle	Virginia Capes Area	9-11 Jun
➢ ESRA 99	NAVSTA Norfolk/NNSY	20 Jun-31 Dec

AIR DEPARTMENT

Air Department's accomplishment for 1999 can be summarized by saying we did everything necessary to launch and recover over 13,400 fixed wing and over 1,415 rotary wing sorties. The Air Department divisions worked together to pump the fuel, maintain the equipment, prepare and maintain the flight deck, make the aircraft available for maintenance, train the personnel, and safely execute the mission. From June through December 1999, ENTERPRISE was relocated to Newport News Shipbuilding company for Ships Restricted Availability where air department successfully completed over 1,000 work packages.

V-1

V-1 Division started the year off with a port visit at Souda Bay, Crete, during which the crash and salvage crew craned off a stricken F/A-18 (305) Hornet to be transported Stateside to a NARF facility for rework.

On February 19, the crew got the word to head to the Adriatic Sea in support of NATO forces considering action in Kosovo.

In early March an S-3 Viking had an emergency landing in OVDA Airbase, Israel. Again the crash and salvage tram was called to configure the aircraft so the damaged main mount could be repaired, installed and back up flying again.

Then back through the ditch in support of operation SOUTHERN WATCH the V-1 team had to flex their muscle during the ever changing situation within theater where they were put to the test on a daily basis, as flight plans changed on a moments notice, and they were pumping out 100+ sorties per day.

During 1999 crash and salvage professionally responded to over seventy-two miscellaneous aircraft emergencies.

The ship then entered an Extended SRA where V-1 beautified the island, catwalks, 46 internal spaces and completely reconfigured 02—225-6L berthing, greatly enhancing the quality of life for the division. Finally, contractors removed and replaced over 189,000 square feet of non-skid on the flight deck.

The flight deck handling crews safely and expeditiously moved over 18,000 aircraft and operated 1,021 aircraft elevators without incident during 1999. The flight deck was scrubbed six times completely and spot cleaned over 30 times in various areas, using approximately 120 barrels of flight deck soap. In November 1999, a COMNAVAIRLANT handling team performed SRA phase 1 of our training evaluation cycle, yielding satisfactory results.

V-2

V-2 division began 1999 on Mediterranean Deployment 99-1 and ended the year in Newport News, Virginia conducting extended selective restricted availability. While deployed on Med 99-1, V-2 division supported flight operations in the Persian Gulf and the Adriatic Sea.

On the many stations during deployment, the catapult and arresting gear teams supported intense flight operations to the tune of 8,700 safe launches and arrestments in a safe and effective manner, maintaining 97% catapult and arresting gear availability. Catapult One reached its 125,000 shot and arresting gear reached its 300,000 overall arrested landing milestones respectively.

A detailed divisional training plan ensured that USS ENTERPRISE deployed with a full complement of qualified watchstanders despite having only 74% of the designated V-2 manning. This training plan enabled 637 watch station qualifications to be achieved by Catapult, Arresting Gear, and Integrated Launch and Recovery Television System crewmen during the high operational pace of the deployment.

ESRA-99 saw the refurbishment of all four catapults systems, five arresting gear systems, and the entire visual landing aids components. Skilled technicians in fourteen separate work centers completed over 18,000 preventative maintenance and over 2,500 corrective maintenance evolutions.

V-3

During 1999, Hangar Deck division personnel safely and efficiently completed 1,300 elevator runs and 2,730 aircraft move evolutions while deployed in the Mediterranean Sea and Persian Gulf in support of OPERATION SOUTHERN WATCH. The V-3 team handled all these challenging requirements with the utmost professionalism and dedication to duty, allowing the ENTERPRISE/CVW3 battle group to maintain a mission ready aircraft greatly enhancing combat battle readiness for the entire Battle Group.

Upon arriving back in Norfolk Virginia, the Division conducted a highly successful and expeditious off-load of air wing personnel and equipment. Then in preparation of the upcoming Extended Ship's Restricted Availability (ESRA-99) began the extensive on load of the industrial equipment and necessary materials needed during ESRA-99.

In July the ENTERPRISE transited to Newport News Shipyard and Hangar Deck personnel began the total rehab and preservation of divisional spaces. During this time, they completely refurbished over 40 spaces and replaced over 35,000 square feet of non-skid.

V-4

During 1999, the approximately 90 Sailors of Fuel Division safely onloaded 9,600,000 gallons and issued 10,060,000 gallons of aviation fuel, supporting 7,345 sorties for JTG 99-1 Deployment.

Fuel quality was ensured through 3,380 samples, proving V-4 met stringent standards for fuel purity from receipt and storage through the eventual delivery of fuel to U.S. Navy combat aircraft.

In preparation for ESRA 99, 640,000 gallons of fuel were offloaded to enable proper maintenance and overhaul of the over 180 tanks and the necessary piping, pumps, filters, valves and fueling stations of the extraordinarily complex Big E fuels system.

During ESRA 99, V-4 completed the following maintenance and overhaul jobs:

- Overhauled 5 stripping pumps
- Overhauled 2 fuel purifiers
- Overhauled 3 service pumps
- Overhauled 60 overflow boxes
- Overhauled 56 tank level indicators
- Overhauled 16 CLA valves
- Overhauled 13 hose reels
- Overhauled 20 defuel pumps
- Overhauled 23 reduction gears
- Overhauled 23 coupling guards
- Overhauled transfer manifolds

- 350 hoses tested
- 23 fueling stations rehabbed
- 886 filter elements replaced
- 78 tank inspections completed

V-4 completed piping repairs in 3,4 and 5 pumprooms, ventilation modifications on refueling stations, inside tank piping repairs and removal of inactive AVGAS system piping and equipment.

During ESRA 99, the first female "Grape" was assigned to V-4 and immediately began to contribute to overhaul efforts within the Damage Control work center.

All systems were reassembled and standing by for Fuels Certification during Sea Trials and Flight Deck Certification. Aircraft fueling is a critical element of flight operations, and the men and women of Fuels Division made essential contributions to Big E's future combat readiness by preparing all fuel system for the estimated 20,000+ sorties in the coming training cycle and deployment.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPT.

Throughout 1999, AIMD provided Carrier Air Wing THREE (CVW 3) and the Enterprise Battle Group improved readiness through vigilant maintenance practices providing repair and services. CVW 3, with its 72 onboard aircraft, improved readiness to 84 percent full-mission capable, 88 percent mission-capable while flying 17,200 hours. Aggressive leadership, exceptional technical expertise and an extraordinary team effort characterized AIMD's superb performance with the department processing 41,058 induction's achieving a 91.3 percent Ready For Issue (RFI) rate while reducing component turnaround time from fleet average of 4.5 days to 3.2 days. After deployment, AIMD provided 91 test bench components on temporary loan to four aircraft carriers and two naval air stations.

IM1: Admin, QA, Maintenance/Material Control, Manpower, Personnel & Training

Starting the new year found IM1 division in the midst of what would be a very successful deployment. Key to this success during JTG 99-1 was QA Division's ability to build a solid working relationship with CVW-3. Maintaining constant vigilance over quality in maintenance, QA was able to decrease repeat maintenance discrepancies by 38 percent and reduce maintenance turn around time by 15 percent.

Upon return to Norfolk, IM1's focus was shifted to the ESRA and rehabilitation of spaces. A cross-functional AIMD Rehabilitation Team was established to reconditioned 86 AIMD/CVW living areas and work centers. Expending over 13,400 man-hours during the ESRA, a team of 14 professionals produced direct savings to the Navy in excess of $500,000. The team also took the lead in providing for the ship's women-at-sea modifications, consisting of converting two large berthing areas, construction of one new head and total reconditioning of another.

QA division continued to push ahead, maintaining 8,500 technical publications, 2,200 technical directives, and conducting over 280 maintenance process audits. Great effort was taken to utilize the low maintenance time of the ESRA to better prepare our troops for the future deployment. Training spearheaded the scheduling of over 250 schools, utilizing over $7500 in funding, although most were no cost orders. Another function performed by Training was the processing of TAD orders for IM4's SE rework detachment, which has utilized over $25,000 in funding to provide housing and subsistence for 14 personnel living at the rework site.

Material Control closed out a great year in IMRL management, transferring over 1,200 pieces of vital SE to other organizations during our post deployment period, all while maintaining an impressive 100 percent CNAL comparison rate.

IM2: General Maintenance

The Aircraft General Maintenance division completed a successful Mediterranean/Arabian Gulf Deployment and ESRA period this year. Airframes maintained an 80 percent Ready for Issue (RFI) rate including the repair and overhaul of over 500 aircraft components. NDI completed over 1,300 inspections totaling over 4,710 items processed. Our NDI technicians supported the Battle Group Intermediate Maintenance Activity (BFIMA) concept, often on short-notice tasking, performing the DCB-91 rotor hub inspection of all battle group H-60 aircraft, while simultaneously supporting embarked air wing. The Tire/Wheel work center maintained a 93.7 percent RFI rate. The Aviation Life Support Equipment branch processed over 3,000 pieces of survival equipment while maintaining a 97 percent RFI rate. During the ESRA period, 300 square feet were added to the Floatation Shop increasing the workspace used to test life rafts.

The Power Plants branch consisting of the Jet Shop, Air Refueling Stores (ARS) and Oil Analysis Lab completed another stellar year. During JTG 99-1, the Jet shop produced 63 engines and Auxiliary Power Units for CVW 3. The Oil Lab continued to be certified on the Joint Oil Analysis Program (JOAP) and the Physical Properties analyzing BFIMA and shipboard oil, hydraulic, and Coolanol samples. Between JOAP, BFIMA, and shipboard requirements, the Oil Lab analyzed over 6,500 samples during the year. The ARS work center was tasked as a full time flight deck crew in support of buddy stores, which proved invaluable in maintaining a 100 percent mission completion rate.

The Hydraulics Branch personnel maintained an 85 percent RFI rate to include the troubleshooting and overhauling of 650 hydraulic/pneumatic components, manufacturing of over 500 hose and tube assemblies, assisting the squadrons embarked in troubleshooting their aircraft hydraulic systems and actively supporting the BFIMA concept greatly enhancing mission capability. A high degree of morale was also maintained with 100 percent of work center personnel advancing in rate.

Upon arrival home in May, IM2 integrated the majority of their personnel into Light Industrial Facility (LIFAC) and numerous other ship's Tiger Teams to conduct the rehabilitation of approximately 600 ship spaces.

IM3: Avionics, Armament Equipment and Calibration

The Avionics Division had a busy year although not only dealing with avionics equipment. Our most significant events were the ship's alterations. Implementing a Ship's Force Work Package of 106 separate maintenance actions, completed in six months with an 80 percent execution rate. These maintenance actions entailed the management and expenditure of 56,000 man-hours, in the complete overhaul of 66 compartments. Other accomplishments:

- Added a monorail joining the mezzanine to the MER/TER shop on the main deck allowing armament personnel to issue Aircraft Armament Equipment (AAE) to the air wing during inclement weather and chemical biological attacks;
- Removed and transferred one RSTS AN/APM-446 (SN 0015) test station and one RADCOM AN/USM-467 test bench (SN PPD-088).
- Deployed as first carrier with Common Rack and Launcher Test Set (CRALTS) capable of running diagnostics on most of the missile launchers, bomb racks and associated equipment. The test set proved to be rugged, easy to use and was used to test more than 1,500 items of AAE

during the deployment. This CRALTS will replace over 20 individual pieces of testing equipment.

- The Calibration Laboratory (CAL LAB) processed over 4,250 transactions, maintaining a readiness rate of over 90 percent in support of ship and air wing operations. The ENTERPRISE FCA participated in the planning survey for the new Metrology Automated System for Uniform Recall and Reporting (MEASURE 21) program. This new program will replace the MEASURE Automated Information System PC (AISPC) program throughout the fleet and give FCAs more control over inventory and report management. The ENTERPRISE Cal Lab is scheduled to implement the system becoming one of the first operational fleet units to utilize the MEASURE 21 system.

IM-4: Support Equipment

Support Equipment (SE) branch maintained a 98 percent Ready for Issue (RFI) rate and 100 percent availability rate for 1,517 items of SE and material handling equipment during Med/Arabian Gulf deployment.

Once back at homeport, IM-4 independently operated a SE rework detachment at Norfolk Naval Shipyard (NNSY) for the complete rework/overhaul of 417 items of equipment. ENTERPRISE was the first detachment to utilize the facilities at NNSY. IM-4 was a substantial influence in the establishing of Standard Operating Procedures (SOP's), equipment staging areas, equipment tear down areas, equipment repair/re-assembly areas, transport procedures to and from Norfolk Naval Base (NOB) to NNSY and Saint Julian's Creek.

Utilizing the talents of the Sailors in this division, policies were established, operated, tested for efficiency and effectiveness and set in place. These procedures have since been adopted and endorsed by NNSY and are being utilized by not only Sailors but also DYNCORP and civilian contractor personnel.

IM-4 also organized a small rehab team to tackle the complete rehab of 22 shipboard spaces. This team accomplished this well ahead of proposed schedule and well under estimated budget, adding to the quality of life onboard ENTERPRISE.

COMBAT SYSTEMS DEPARTMENT

The mission of the Combat Systems Department is to provide and maintain all communications, computers, dissemination, tactical air and surface search radar, navigation, and weapon systems onboard ENTERPRISE. We strive to provide superior tactical, administrative and Quality of Life systems in support of ENTERPRISE, embarked air wing and battle group staff.

December of 1999 marked the end of one of the longest and most preparatory periods in support of the upcoming Y2K event. All computer systems were tested, upgraded or pronounced sat for Y2K. This was a major combined effort between CNAL, SPAWARS and ENTERPRISE.

Combat Information Systems Function (CIS)

Responsible for the operation and administration of all ship's communications systems, including terrestrial and satellite systems, and communications planning, to support operational and administrative requirements. CIS consists of two divisions and over 100 officer and enlisted personnel supporting the gamut of C4I requirements.

Combat Systems Communications Division (CS1):

The mission of CS1 Division is to operate all installed communications systems, including satellite and conventional RF systems, to support the operational and administrative missions assigned. CS1 Division manages satellite bandwidth, and the RF spectrum, real time, to provide voice, video and data services to the embarked battle group commander, air wing commander, and their staffs, along with the crew of ENTERPRISE. During the past year, CS1 Division:

- Performed numerous flawless communications shifts between ocean areas as ENTERPRISE transited between the Atlantic, Mediterranean, and Indian Ocean communications areas.
- Integrated advanced communications technology, such as Advanced Digital Networking System (ADNS) and Navy EHF Communications Controller (NECC) into day to day operations.
- Provided outstanding communications support to Commander, Second Fleet and staff during Joint Task Force Exercise (JTFEX) 01-99.

Combat Systems Information Division (CS2):

The mission of CS2 Division is to operate and administer all networked systems aboard ENTERPRISE, including over 1,200 PC/workstations on the IT21 LANs, and all systems associated with IT21, classified and unclassified. CS2 Division provides 24 hour "first response" to trouble calls and last year responded to thousands of requests for assistance from ENTERPRISE crew members and embarked commands. Additionally, CS2 Division:

- Maintained the IT21 LAN at over 96 percent availability during JTG 99-1 deployment to the Mediterranean Sea and Arabian Gulf. This availability rate facilitated the processing of over 5,000,000 e-mail in support of operations and crew quality of life during that deployment.
- Established the first afloat INTRANET web page to facilitate onboard information exchange of such critical items as the Plan of the Day, and other important administrative matters.

Combat Systems Maintenance Function (CSM)

Responsible for the maintenance, repair, and upgrade of all radar, communications, computers, weapons, navigation, telephone and site TV hardware systems onboard. CSM consists of five division and over 100 officer and enlisted personnel. Dedicated to the total support of all tactical and non-tactical electronics systems installed.

Combat Systems Data Division (CS5):

The mission of CS5 Division is to maintain, repair and upgrade all tactical display and dissemination systems, and tactical and administrative computer systems installed onboard ENTERPRISE. These systems include the Advanced Combat Direction System (ACDS) utilized in the Combat Direction Center (CDC) and Tactical Flag Command Center (TFCC), the Joint Maritime Command Information System (JMCIS), and over 1,200 personal computers (PC)/workstations attached to the IT-21 Local Area Network. The equipment is used to visibly display all tactical radar and communications data for use by CDC as they monitor both enemy

and allied ships and aircraft. The PC equipment is used to bring the Internet and Electronic Mail (e-mail) to all departments on the ship. We are dedicated to providing prompt, professional, and courteous service to all customers. Specific events include:

- Installed Advanced Combat Direction System (ACDS) Block 0 Level 10 Software Upgrade.
- Installed Automatic Identification (Auto ID) System and removed same for crossdeck to USS GEORGE WASHINGTON.
- Installed OJ-707 Software 4.4 upgrade.
- Installed Global Command and Control System - Maritime (GCCS-M) and Joint Maritime Command Information System (JMCIS) 98 software and hardware modifications.
- Performed XYLAN switch software consolidation modification.
- Installed an additional 52 class and unclass LAN drops in support of IT-21.

Radar Division (CS6):

The mission of the Radar Division is to maintain all search radar, navigation, Precision Aviation Landing System (PALS), and navigational aids including Tactical Air Navigation (TACAN), and the Ship's Inertial Navigation System (SINS). Specific events include:

- AN/SPS-49 (V)5 antenna foundation repaired by Newport News Shipbuilding to meet radar roller path specification.
- AN/SPN-41 Field Change 13 installed, azimuth and elevation cables replaced and radomes refurbished.
- Upgraded ECDIS hard drives for Y2K compliance
- Replaced AN/SPS-67 and AN/SPN-43 synchro amplifiers
- Removed OJ-314 CATTC Communication System console and associated equipment
- Upgraded the following METOC systems: AN/SMQ-11, AN/UMQ-12, AN/UMK-3
- Overhauled TAS IFF antenna
- Main Mast Preserved and painted
- Overhauled 20 UPA-59 IFF Decoders
- NAIAS pre-certification repairs
- Overhauled 38 Alignment Output Boxes (AOB)

Ship's Self-Defense Systems Division (CS7):

The mission of CS7 Division is to maintain and operate all ship's self-defense weapons and fire control systems' onboard ENTERPRISE. These systems include the AN/SPS-48E 3D Primary Air Search Radar, NATO Sea Sparrow Surface Missile System (NSSMS), Close-In Weapons System (CIWS), and the Target Acquisition System (TAS) radar. Our mission is to provide ships self defense to all air threats including aircraft, anti-ship cruise missiles and surface threats. Specific events include:

- Successfully conducted missile firing exercises (NSSMS #2) in April 99. TALD destroyed by direct hit. Scored 100 percent on exercise.
- Successfully conducted CIWS Live firing exercise. Towed Drone Unit (TDU) destroyed by Mount #22 in April 99. Scored 100 percent on exercise.
- Ten Successful Pre-Action Aim Calibration Firing (PACFIRE) Maintenance Actions accomplished.
- Completed Competitive AAW exercises for CIWS and NATO, AAW-20-SF, AAW-21-SF, AAW-11-SF, awarded grades of 100 percent each.

- Awarded COMNAVAIRLANT NSSMS Certification.

Exterior Communications Division (CS8):

The mission of CS8 Division is to maintain the flow of communications both on and off the ship. From bouncing a phone call or e-mail off satellites across the world, to downloading target imagery, CS8 does it all. They support flight deck HYDRA comms and communications for the departure, recovery and control of air wing aircraft. Additionally, they support circuits connecting the ENTERPRISE flagship to the rest of the battle group. Specific events include:

- Installed a new AN/WSC-8(V) Challenge Athena Satellite antenna platform. During deployment, ENTERPRISE experienced loss of modem synch at high speeds. Extensive troubleshooting by ship's company, SPAWAR and Puget Sound Naval Shipyard determined the platform and sponson were vibrating at resonant frequencies equal to the ship's blade rate at high speeds. A new platform design has been developed, in conjunction with an antenna overhaul to correct this problem. Installation is scheduled for Jan 00.
- Scaled Interior Voice Communication System (SIVCS) overhaul. The OJ-314 has been removed leaving the SIVCS TEDS as the primary CATTC communication system. All TA-970s (45) that had been replaced with a PICT have been removed. Low PICT failure rate during Med 99 proved redundancy of red phones was no longer required.
- Battle Group Information Exchange System (BGXIS) repaired. FTSCLANT in conjunction with ship's company solved fleet wide BGXIS problems.
- Made dramatic improvements in the AN/SRC-55 HYDRA Flight Deck Communication System. Worked extensively to improve ILS support for this COTS system. Established viable supply route via SPAWAR, as part support via Navy channels had been nonexistent. Established an inventory and ordering system for all parts including a parts usage history and analysis during deployment. Performed equipment inventory updating Weapons System File and OMMS database. Completed $150,000 overhaul on all helmets and radios, vastly improving the material condition. Replaced UPS batteries extending their life another 3 years.
- Vastly updated 2M/MTR lab capabilities. Improved tracking and documentation procedures. Received BZ by CNAL for most repairs accomplished by any Carrier ever during a sixth month deployment, 410 thousand dollars saved.
- Completed ADNS SOVT.
- Removed AN/SRC-47 Flight Deck and PVPCS below decks communication systems. Ship's force removed these systems which provided fleet additional equipment assets and removed over 4,000 ft of cable in already overburdened cableways.
- Overhauled all UHF/VHF/HF antennas. Repaired/replaced 51 communication antennas vastly improving their material condition and extending their life through the next deployment at a minimum.
- Developed covers for small boat VHF radios. This will dramatically reduce failure rate due to water corrosion.

Site TV/Telephone/Copier Division (CS9):

The mission of CS9 Division is to provide professional, reliable technical support for the ship's state of the art Definity telephone system, Sailor Phones, Entertainment/Information television, Secure television, Video Tele-Conferencing and Xerox monochrome and color reproduction copiers. Specific events include:

- Completed an overhaul and upgrade of storage space 1-250-4-C, transforming this space into a functional Xerox Repair facility.

- Installed and phased replaced eight copiers. The installs consisted of four Xerox Docucenters (332) and four Xerox 214 digital copiers. The phased removal consisted of three Class IV and two Class II copiers.

DECK DEPARTMENT

As we entered the new year, we also entered the Mediterranean Sea. January 1st found Big E transiting the Suez Canal heading for ENTERPRISE's second port visit, Souda Bay, Crete. Following two months of operations in the Mediterranean, we again wound our way through the Suez to support Arabian Gulf operations. A port visit to Jebel Ali, UAE, gave Deck Department a much-needed opportunity to paint the entire ship over the span of three days.

With a fourth and final Suez Canal transit, ENTERPRISE headed toward Mayport, FL to drop off the air wing and pick up Tigers. Never missing an opportunity to paint, Deck once again shifted to the pier in Mayport for an all hands painting evolution lasting from arrival to departure.

Homecoming in Norfolk proved to be a spectacular line-handling event. The Sailors of Big E were able to moor the ship in under one-half hour. Subsequent to the stand-down following deployment, Deck Department's superlative efforts during the ammunition off-load lent credence to its reputation. ENTERPRISE was able to complete entire evolution in two-thirds of the estimated time.

Following a period of leave and upkeep the department returned to the ship ready to attack ESRA-99. Deck Department was able to complete over 500 jobs throughout the department to include some much needed preservation and repair work on spaces and equipment alike.

The year 1999 carried some impressive statistics for Deck Department: 13 underway replenishments, receipt of over 15 million gallons of fuel, nearly 4,000 hours of boating operations, 15 larne target deployments, over 400 ammunition lifts, 12 moorings and 8 anchorages. Every evolution was conducted in the estimated time or less with zero mishaps.

1st Division

First Division conducted eight scheduled anchorages to include deep-water anchorages. First Division supported all restricted water transits by maintaining a prepared and manned forecastle throughout each evolution. During ESRA-99 the forecastle underwent major cosmetic changes. Coupled with the beautification process came dramatic improvements in the material condition of the forecastle and all divisional spaces.

2nd Division

Second Division's versatility shone through with each new underway replenishment. Conducting UNREPs in almost every type of weather, Deck Department received fuel and stores from several different ship types to include DETROIT, the battle group oiler. Through the course of the deployment ENTERPRISE demonstrated its ability to refuel other battle group assets. Between GONZALES and NICHOLSON Big E flew its Destroyer Rig three times, sending fuel and further proving ENTERPRISE's overall flexibility.

3rd Division

Third Division enjoyed tremendous success through the operation of small boats. With a compliment of four 50-foot utility boats and three 40-foot personnel boats organic to the ship,

ENTERPRISE boasts the largest inventory of boats aboard any U.S. warship. Team ENTERPRISE saw the dedicated professionalism during extremely treacherous weather and seas when the ship's boats were the only liberty vessels running while inport Livorno, Italy. Although the civilian water taxis refused to operate, 3rd Division's boats ran 23 hours daily to enable liberty call for the ship. Every port call found the ship's boats repainted, refurbished and ready for use at a moment's notice.

The air wing depended upon 3rd Division to deploy the larne off the fantail for 15 bombing/targeting exercises.

Personnel

Subsequent to the post-deployment stand-down, LCDR Griffin gave up the reins of Deck Department to LT Bow'Les. LCDR Griffin left a highly trained department, having earned the Blue "E". Under his leadership, Deck Department earned accolades from every visiting dignitary and inspection team that came aboard. LCDR Griffin went on to pursue a Master's Degree at Fort Leavenworth, KS. LT Bow'Les came to ENTERPRISE from being Officer-in-Charge of the Naval Brig, Rota, Spain.

1999 left in its wake an entire turnover of departmental leadership. Every chief and division officer as well as the ship's bos'n turned over. Each new khaki brought years of experience to ensure the year 2000 would be as successful as 1999.

DENTAL DEPARTMENT

The ENTERPRISE Dental Team provides the highest quality, customer service oriented comprehensive dental health care to all assigned and embarked Sailors and Marines. Additionally, we provide services to escort ships and serve as a specialty referral base for forward deployed, afloat dental departments. Our goal is "Dental Health through and beyond Operational Dental Readiness".

During the 1999 Mediterranean Sea/Arabian Gulf deployment the Dental Department achieved a sustained, combined Operational Dental Readiness (ODR) of 95 percent for ship's company, embarked Carrier Air Wing THREE and Commander, Cruiser Destroyer Group TWELVE personnel. The department implemented an aggressive system to track and improve the "Dental Health" (personnel in a dental class 1 status) of assigned personnel. These efforts resulted in a 200% increase in Dental Health statistics during the deployment.

A summary of the Dental Department's Mediterranean Sea/Arabian Gulf treatment procedures were as follows:

- Total number of annual dental examinations: 2,960
- Total number of treatment procedures: 26,964
- Total number of patient seatings: 7,573
- Adjusted Dollar Value of Treatment: $1 million

A total of 151 sailors from 5 ships of the Battle Group received routine and emergent dental treatment during the deployment. Additionally, a dental officer was transported to the HRMS JACOB van HEEMSKERCK to provide emergency dental treatment to three Dutch sailors.

While in the Extended Ship Repair Availability (ESRA), the Dental Department accomplished a comprehensive renovation of its clinic spaces. Patient treatment was transitioned to shore based dental treatment facilities at Branch Dental Clinic Norfolk, Branch Dental Clinic SupShip, and the Floating Administrative Facility used by USS NIMITZ (CVN 68). The oral surgeon utilized oral surgery facilities at NMC Portsmouth.

Clinic renovations included modifying dental treatment room and central sterilization room layout, installing built-in cabinetry, a new oral surgery treatment room, new PRC decking and a complete paint-out of all clinic spaces. A new ventilation and power system was installed to include improved lighting fixtures and a new high velocity suction system. The waiting room was enlarged and a new records filing system was installed. These efforts significantly optimized space utilization and enhanced customer service.

Special Recognition of Personnel (Awards):

(1)	LT J. Mansfield	Navy/Marine Corps Commendation Medal
(2)	DTC D. Garcia	Navy/Marine Corps Commendation Medal
(3)	LT J. Malloy	Navy/Marine Corps Achievement Medal
(4)	LT D. Sampson	Navy/Marine Corps Achievement Medal
(5)	DT1(SW) J. DeCampos	Navy/Marine Corps Achievement Medal
(6)	DT2 J. Reid	Navy/Marine Corps Achievement Medal
(7)	DT3(SW) C. Givens	Navy/Marine Corps Achievement Medal
(8)	DT3 M. Myers	Navy/Marine Corps Achievement Medal
(9)	DT1 B. Hock	Good Conduct Medal (3rd)
(10)	DT2 J. Reid	Good Conduct Medal (3rd)
(11)	DT3 M. Myers	Good Conduct Medal (1st)
(12)	DT3 G. Dortch	Good Conduct Medal (1st)
(13)	DT2 D. Betancourt	Flag LOC
(14)	DT3 J. Wilson	Flag LOC
(15)	DT3 G. Dortch	Flag LOC
(16)	DT3 M. Johnson	CO LOC
(17)	DT3 G. Ray	CO LOC

SSOQ/JSOQ

(1)	DT1 J. DeCampos	Dental SSOQ 3rd Qtr 99
(2)	DT1 B. Hock	Dental SSOQ 4th Qtr 99
(3)	DT3 R. Hernandez	Dental JSOQ 3rd Qtr 99

Promotions:

(1)	LT John C. Malloy	Selected for promotion to LCDR

Advancements:

(1)	DT1 B. Hock	Advanced to present rate
(2)	DT1 D. Archer	Advanced to present rate
(3)	DT2 D. Betancourt	Advanced to present rate
(4)	DT3 R. Hernandez	Advanced to present rate
(5)	DT3 G. Dortch	Advanced to present rate
(6)	DT3 M. Myers	Advanced to present rate

Special Warfare Qualifications:

(1)	LT J. Mansfield	Surface Warfare Medical Department Officer

(2)	LT J. Malloy	Surface Warfare Medical Department Officer
(3)	LT D. Sampson	Surface Warfare Medical Department Officer
(4)	DT1 J. DeCampos	Enlisted Surface Warfare Designation
(5)	DT3 C. Givens	Enlisted Surface Warfare Designation

ENGINEERING DEPARTMENT

A-Division

EA01 – Hydraulic Shop

- Troubleshot and overhauled #4 After Steering Starboard unit Sperry flow control valve after rudder timing could not be corrected. Replacement was estimated at about $1,000 for the assembled unit.
- Overhauled #3 aircraft elevator hand operation bevel gearbox and linkages, restoring full operation of all elevators (including Disneyland stops). Research for replacement parts were unavailable through the supply system, with vague system and component diagrams.
- Replaced #2 deck edge door long travel operating wire rope, after rope parted. When replacement parts were available, ship's force completed and tested the job in two days, without outside technical assistance. This saved contract costs and flying in a repair team from Norfolk Naval Shipyard to the Mediterranean Sea.
- Overhauled #2 steering starboard unit stroke control limiter tower. Unit was unreliable, causing the rudder to constantly swing up to four degrees motion on its own. Normal repair would be by tech rep from Vickers, Inc.
- Manufactured and certified new topping pin for the boat and aircraft crane.
- Repaired #1 RAS winch filter block leak (weld repair).
- Used aft #7 RAS winch (station 11) for sending fuel – hoses required length adjustments.
- Repaired #5 Capstan electrical modification (Power Shop).
- Adjusted all aft steering rudder swing and control times to be the same.
- Completed benchmark testing of #2 rudder to correct indicated angle differences.
- Completed braze repair of #4 aft steering port unit accumulator piping.
- Repaired and realigned #2 vertical stores conveyor, after upper sprocket bolts sheared.
- Replaced seals in boat davit hydraulic piping.
- Researched and replaced clamp operating chains on bridge travel crane (missing for more than two years).
- Repaired island elevator counterweight governor cable.
- Adjusted island elevator counterweight height to correct high motor amperage.
- Various aircraft elevator safety stanchion and platform lock bar repairs and adjustments.
- Replaced aircraft elevator vickers hydraulic pump #11 and #16 compensator control seals.
- Repaired broken lock hand crank shafting on #2 aircraft elevator.
- Tested all aircraft elevator and aft steering relief valves.
- Replaced RAS winch ASD belt and broken coupling bolts.
- Replaced door hinges on #2 pilot's elevator.
- Completed preservation of #4 deck edge door operating winch.
- Completed Tag-out Guide Lists for maintenance.
- Completed preservation of hangar divisional door wire rope sheaves.
- Repaired #1 RAS winch circ pump motor.

- Repacked aircraft elevator pumps suction and discharge valves
- Overhauled Aircraft Elevator Vicker's (#1- #4) pump stroke and compensator assemblies.
- Repaired #2 elevator air flask manhole leak.
- Groomed #1 and #2 pilot's personnel elevators.
- Overhauled elevator stanchions and locks, universals, and linkages.
- Repaired B&A crane wire rope drum assembly.
- Completed space preservation of B&A crane machinery room.

EA02 – Steam Heat Shop

- Overhauled clutch assemblies on two, 200 lb. washers.
- Replaced three, 30-qt. mixer belts.
- Replaced 3 steam kettle ball valves.
- Tested and set 4 steam kettle relief valves.
- Overhauled Flag dishwasher pump assembly and associated line.
- Manufactured steam coil and repaired steam admission valve for the form-finishing machine.
- Overhauled 6 shore steam riser valves.
- Performed 21 emergent asbestos rip-outs in support of repairs.
- Replaced 4 exhaust silencers on pressure cookers.
- Replaced 8 gages on scullery machines.
- Replaced 5 final rinse pressure regulators.
- Replaced one and repaired one steam kettle lid.
- Replaced four garbage grinder mechanical seals.
- Replaced two saltwater solenoid valves for garbage grinder.
- Repaired five laundry washer door latches.
- Replaced four laundry press closing cylinders.
- Replaced twenty laundry press air switches.
- Replaced 3 water heater regulator sensing elements.
- Replaced 25 solenoids for space ventilation heaters.
- Replaced 12 dual position thermostats for space reheaters.
- Overhauled shop package A/C unit.
- Replaced #5, 6 and 7 dryer coils.
- Overhauled fwd and aft starboard shore steam risers.
- Overhauled 04 level water heater.
- Manufactured 6 lagging pads for laundry.
- Replaced wash motor on forward scullery.
- Replaced 6 scullery gages.
- Overhauled #2 50 lb. drier gearbox.
- Repaired broken chain on same drier.
- Replaced starboard aft scullery conveyor chain.
- Rebuilt M Division's water heater CXT.
- Replaced 10 water heater relief valves.
- Replaced port aft scullery conveyor motor.
- Installed new pressure cooker hinges.
- Changed 3 kettle drain valves in Wardroom I.
- Repaired spectacle flange gasket.
- Replaced reducer drive belt on #5 200 lb. washer.

- Replaced F/W solenoid on forward garbage grinder.
- Replaced valve manifold on #1 20 lb. washer.
- Changed pressure cooker door in aft galley.
- Changed #6 drier steam coil.
- Installed basket belt and hasp on 100 lb. washer.
- Repaired and repacked in excess of 100 service steam system valves.
- Replace bottom shell gasket on laundry water heater.
- Completed in excess of 500 trouble calls.

EA03 – Air Conditioning and Refrigeration Shop

- Overhauled #16 300-ton air conditioning compressor.
- Overhauled #7 air conditioning unit salt water pump.
- Overhauled #1 refrigeration compressor.
- Overhauled #2 refrigeration compressor.
- Overhauled #4 refrigeration compressor.
- Overhauled #5 refrigeration compressor.
- Overhauled #6 refrigeration compressor.
- Replaced coupling on #6 chill water pump.
- Replaced numerous solenoid coils on reefer circuits.
- Assisted shipyard in replacing 10" gate sea suction valve on #3 air conditioning unit.
- Assisted shipyard with installing numerous cooling coils through out the ship.
- Replaced numerous dehydrator cartridges.
- Replaced various solenoids on cooling coils.
- Replaced WRV on #5 aft refrigeration unit.
- Replaced numerous cage assemblies in HXVs on aft refrigeration system.
- Pressure tested and evacuated aft refrigeration system.
- Replaced numerous cage assemblies in HXVs on fwd refrigeration system.
- Replaced various TXV bulbs to aft refrigeration system.
- Replaced various TXV bulbs to fwd refrigeration system.
- Replaced numerous solenoid coils on reefer circuits.
- Spent numerous hours venting chill water loop, due to installation of numerous cooling coils.
- Pressure tested and evacuated fwd refrigeration system.

EA04 - Boat Shop

- Replaced mechanical seals on fire pumps #2 (twice), 5 and 15.
- Replaced eductor overboard discharge valve in #4 Emergency Diesel Generator (EDG).
- Replaced diaphragm on #20 fire pump discharge check valve.
- Replaced shaft seal on #3 EDG lube oil keep warm pump.
- Replaced #3 EDG keep warm pump.
- Repaired ruptured line on inlet to lube oil y-strainer on #3 EDG.
- Repaired bent rudder on #4 utility small boat steering system.
- Replaced water propeller on #4 utility small boat.
- Repaired fuel oil supply line on #2 personnel boat.
- Clean and inspect fuel oil day tanks on all four EDG.
- Drained, flushed, replenished and treated jacket water system on #2 EDG twice.
- Replaced 4 cylinder pyrometers on #1 EDG.

- Preserve and painted all four EDG spaces and Boat Shop.
- Replaced tachometer drive on #1 and 3 EDG.
- Replaced starter motors on four small utility boats.

EA05 - Machine Shop

- Assisted in a myriad of shipwide repair efforts completing over 2500 jobs ranging from the removal of broken studs/bolts, to the design and manufacture of special equipment to perform in place machining of the SSTG Nozzle Block poppet seats.
- Performed in-place machining of #4 Main Engine throttle valve block seats, this was a repair normally performed at depot level, allowing the ship to maintain full operational capabilities.
- Manufactured a new shaft for number one aircraft elevator servomotor assembly following a casualty during the ESRA testing of the aircraft elevators.
- Manufactured a shaft adapter and foundation to fit the replacement motor to effect repairs to #5 SSTG gland seal exhaust fan.
- Manufactured 12 split studs that allowed ships force to disassemble, repair, and reassemble the main condensers in place. This repair allowed the ship to meet operational commitments.
- Machined over 30 sets of couplings ranging from small straight bore couplings to larger dual taper bored couplings used on the main feed booster pumps.
- Machined and stoned the slip rings for #3 and #4 SFMGs in place.
- Machined the disc and seats on 20 main steam drain line valves in support of the ESRA.
- Performed the vital task of removing broken studs/bolts from various equipment and fitting including over 150 deck drains, #3 SSTG casing, 2 gyro repeaters, 3 antenna foundations, 2 JP-5 fueling stations, #16 Vickers pump, and numerous valve bodies.
- Assisted in the refurbishment of #3 and #16 A/C salt water pumps, #2 SSTG condensate pump, #4 and #5 CHT pumps, and #3 main feed booster pump, by machining impeller clearances, performing dimensional checks, and other machine shop services.

EA06, 16 – Cryogenics Shop

- Producer desiccant change out.
- Liquid Nitrogen cryogenic pump overhaul.
- Liquid Oxygen cryogenic pump overhaul.
- Overhaul of #9, 10, 11, 12 high pressure air compressors.
- Repaired reefer suction gage.
- Overhauled CO2 and air drier valves on producer.
- Answered 31 LP Air trouble calls.
- Technical representatives for 32 LP Air jobs performed by Newport News Shipbuilding.
- Producer desiccant change out.
- Liquid Nitrogen cryogenic pump overhaul.
- Overhaul of #5, 6, 7, 8 high pressure air compressors.
- Repaired split freon line on reefer.
- Overhauled air drier and CO2 absorber valves on producer.
- Answered 11 HP Air trouble calls.
- Technical representatives for 27 HP Air jobs performed by Newport News Shipbuilding.

EA08 – Catapult Steam Shop

- Repaired 8 accumulator temperature probe gaskets.
- Supplied Steam for over 44,000 successful catapult launches.
- Replaced 32 sight glasses for the catapult accumulators.
- Repacked and overhauled over 270 valves.
- Received "Best in Fleet" for 1999 Operational Reactor Safeguards Exam for catapult material condition.
- Rebuilt and overhauled 8 fill valve positioners.
- Replaced 8 fill valve piston seals.
- Performed 18 month Strength and Integrity Inspection on all 4 catapult accumulators.
- Repaired 15 leaking orifice drain stations.
- Replaced float assemblies in 4 Gems water level indicators.
- Repaired steam leak in piping in DC Tech Office.
- Repaired #1 Catapult expansion joint.
- Repaired steam leak in Lower Nuclear Office.
- Replaced all 4 Launch Valve Room Steam smothering isolation valves.
- Replaces feed blowdown valves in #1, 2, and 4 catapults.
- Repaired steam leak on piping in compartment 02-111-4-A.
- Repaired/replaced piping on Fwd/Aft cross-connect line in 02-138-10V (2 sections).
- Repaired Low Pressure Blocking valves in all 4 catapult consoles.
- Re tiled Catapult Steam Shop.
- Removed and reset 12 steam relief valves.
- Manufactured over 60 lagging pads to replace deteriorated lagging.

EA40 – Damage Control and Filter Cleaning Shop

- Cleaned over 9000 non-disposable air filters throughout the ship.
- Maintained damage control equipment in 86 divisional spaces.
- Performed over 500 PMS checks on divisional damage control equipment.

E - Division

EE21 Support Shop

- Expertly rigged temporary power for support of major shipwide events such as.
- Provided power for Mary Chapin Carpenter and Carole King musical concert.
- Provide power for President George Bush's visit to the ship.
- Provide power for Hootie and the Blowfish.
- Provide power requirements for ENTERPRISE's homecoming.
- Answered and repaired over 6,000 trouble calls and 700 2Ks from various departments.
- Rewired berthing space 02-225-6-L
- Rewired female CPO berthing.
- Electrically overhauled three spaces due to major shipboard fires.
- Completed all eight zones of the ship's receptacle modification to reduce overloading of the ship's lighting circuits.
- Repaired Radio's ABT.
- Installed new security system in the ship's store.
- Installed new CD music sampler in ship's store.

- Cleared over 100 grounds on the ship's 110 volt distribution.

EE02 Power Shop

- During the Mediterranean Sea/Arabian Gulf Deployment the Power/Rewind Shop rewound over 30 motors in support of ENTERPRISE's mission as the Battle Force IMA.
- Received various accolades from several battle group COs for their exhausting efforts, saving the Navy over $500,000 in repair costs on the equipment listed below.
- Lube oil purifier, ventilation, and gray water motors for USS NICHOLSON.
- Reefer air circulation motor for USS DETROIT.
- Auxiliary machinery space ventilation motor for USS GETTYSBURG.
- Chill water flushing motor for USS KLAKRING.
- Garbage grinder motor for USS PAUL F. FOSTER.
- Replacement of # 14 Fire pump Manual Bus Transfer.
- Replacement of # 15 Fire pump motor bearings
- Overhaul of the Forward IC 10KW motor generator set.
- Performed Class "B" Overhaul of #5AC Unit Controller, normally a contractor repair, saving the Navy over $10,000.
- Performed repaired to #1A & #1B CHT pump controllers, restoring vital pumping capabilities.
- Repairs to the port and starboard accommodation ladder (Water grounding limit switches).
- Performed repairs to # 1 & 2 potable water booster pump motor.
- Performed repairs to # 3 distilling unit brine pump motor.
- Performed operational test of over 500 ventilation motors throughout the ship after deployment.
- Installation of two incinerator room motor controllers and repair of over 500 feet of power cable damaged from the incinerator room fire, which occurred during deployment.
- Replacement of auxiliary contacts for # 2 & 6 air conditioning units.
- Replacement of # 1 & 2 portable water pump motor bearings.
- Complete installation of the new X-ray Machine for Medical Department; preventing automatic start-up x-ray machine, so there is no voltage spikes to equipment upon lost of power in engineering plants.
- Troubleshot and repaired # 5 capstan.
- Performed emergent repairs to # 2 & 5 AC motor controllers.
- Performed emergent repairs to forward, aft, port and starboard scullery ventilation systems, saving the navy more than $15,000.00.
- Performed emergent repairs # 5 CHT pump.
- Performed bearing replacement of AFFF reserve feed motor, following flooding of space with CHT.
- Performed rewind for ventilation motor located in 1B Repair Locker.
- Performed critical repairs to reactor berthing ventilation system.
- Performed critical repairs and rewind of slow & fast speed coil for # 2 AC ventilation systems.
- Performed bearing replacement of # 7 fire pump motor.
- Replaced contacts in # 2 steering automatic bus transfer, due to misalignment of contacts.
- Research, procured, and replaced air conditioning unit for the Chapel.
- Performed bearing replacement of aft galley exhaust ventilation motor.
- Performed bearing replacement of forward IC gyro room recirc motor.

- Performed rewind of CAAC ventilation motor.

EE11 Battery Locker

- Replaced several alternators, voltage regulators, starters, circuit cards, batteries and lighting fixtures in the small boats.
- Replaced door switches, transformers. heating elements and oven contactors in the galley.
- Installed juice dispenser, Coke dispenser, coffee maker and Cappuccino machine for the comfort of the crew.
- Replaced garbage grinder, dishwater motor in the scullery.
- Replaced solenoid operated pilot valve and contactor in the HiCAP station.
- Replaced resistance temperature detectors, contactors, and shredders in the plastic waste plants.
- Replaced PLC and washer contactors in the ship's laundry.
- Replaced the temperature switch, thermostat and heating element in the deep fat fryer.
- Replaced the on/off switch in the Frisbo machine.
- Replaced the augar motors and condenser motors in the ice machine.
- Replaced the heating element in the food warmer.

EE06 Navigation Shop

- Assisted FTSCLANT in the repair of the MK 19 3F gyrocompass static power supply.
- Replaced faulty heading amplifier in forward MK 19 3F gyrocompass and a type 1 amplifier.
- Assisted Newport News shipyard in groom of 6 synchro signal amplifiers associated with the MK 19 3F gyrocompass.
- Conducted electromagnetic log voltage simulator alignment to indicator transmitter
- Replaced 450-volt rotary switched in steering gear rooms 1, 2, 3 and 4. Allowing the proper transfer of port and starboard steering units.
- Overhauled rudder angle and rudder order systems.
- Overhauled propeller order telegraph system with assets obtained from USS AMERICA to ensure 100% system operability.
- Overhauled propeller revolution indicator system throughout engineering plant.
- Overhauled engine order telegraph system with assets from the USS AMERICA.
- Assisted with installation and testing of new helm console and ensured all system were operating 100%.

EE07 Central Announcing/Sound Powered Telephone Shop

- Assisted CEMAT in the groom of the 2JV1, 2JV2, 5JV2, 4JG, 1JV, 11JZ, 5JV-1, 6JG, X21J, 1JG, 2JG, JA, 3JV, 12JZ, X50J, X21J, 2JZ, 3JZ, 4JZ, 5JZ, 6JZ, 7JZ, 8JZ, 9JZ, AND X1JV sound powered telephone circuits.
- Assisted CEMAT in the groom of the 21MC, 4MC, 19MC, 30 MC, 30MC-2, and 23 MC intercommunication unit systems and installed a shipalt to improve operation.
- Tested all 84 flight deck speakers and replaced 10 speakers bringing the 5MC amplifier system up to specifications and improving flight deck safety.
- Overhauled 3MC catwalk announcing system and replaced over 15 speakers ensuring improved hangar bay safety.

- Assisted CEMAT in the groom of the 1MC general announcing system including isolating over 70 grounds, replacing over 30 speakers, and replacing 7 connection boxes.

EE08 Alarm and Warning Shop

- Assisted CEMAT in groom of circuit VS. The valve position indication system was improved from 75% over 90% operability. This involved correcting nearly 75 wiring deficiencies and replacing over 25 cam switch connection boxes.
- Installed the Chillgard halocarbon detector system, replacing the costly and unreliable Foxboro Halocarbon detector units.
- Overhauled 7 H2S hydrogen sulfide stations which included running 250 ft of cable, replacing 32 detector heads, and 24 detector holders bringing the system up to 100% operation.
- Assisted CEMAT in the installation of MACH ALT 06-15 which consisted of installing 30 airflow panels, and 30 sensors and remote alarms. Ship's force ran over 300feet of cable and ensured all alarms worked in Central Control.
- Assisted Seward Marine in the replacement of Impressed Current Cathodic Protection anode #9, which was grounded.
- Assisted CEMAT in the overhaul of the ship's CHT alarm system and replaced all floats in the 7 tanks, moved 3 connection boxes from 8th deck floodable voids to 4th deck spaces.
- Replaced the grounding strap for all 4 shafts. Ensuring proper protection of all shafts.

EE04 Electrical Distribution Shop

- Rebuilt 2 SFMG.
- Replaced Solenoid valve 2SFMG.
- Relugged and groomed line to Load Connection for 7 Leroi.
- Replaced Bearings for 2A and 2B PNAC.
- Replaced bearings for 3SSTG circ water pump.
- Repaired 1 SSTG temp indication.
- Replaced 1 DFT TLI.
- Performed VS circuit repairs.
- Supported 5S modifications to install new LC 514 that supplies power to the reverse osmosis units.
- Repaired 3SW-V3 motor controller and valve position indication.
- Supported the construction of #5 AGEF including new shaft and rewind jobs.
- Replaced indicating light for several 450V breakers.
- Performed over 1600 motor vibration analysis sound tests throughout the ship which identified the impending failure of 25 motors.
- Replaced and calibrated shaft torque indications.
- Repaired 3 and 4 SFMG frequency regulators by replacing the "vernier" resistor banks.
- Supported the modification of all E-board and implant LC ABT.
- Repaired 5 SSTG output breaker.
- Supported fastener repairs to all EDG external covers.
- Repaired and replaced over 20% of all propulsion plant lighting systems.
- Repaired secondary boundary valve position indicators for 2 and 3 plant.
- Repaired #1 ELOP after class 'C' fire.
- Supported the modification to CVIC installing backup power from LC 410.
- Supported modification to TFCC power supply change to LC 511.
- Supported modification to OWWS increasing the storage capacity onboard ship.

- Supported the repairs to pot water and fuel oil tank level indicators.
- Refurbished the deck in 2/3 and 5/6 SWGRs and Central Control.
- Replaced bearings and balanced a 1 plant supply ventilation fan.
- Replaced motor for 1AGEF.
- Repaired 4 EDG supply ventilation motor controller.
- Repaired numerous benchboard and EPSUP disagreement breaker light indications.
- Repaired LC 47 by replacing the auxiliary contact relays.
- Replaced bearing for 4 DU brine pump.
- Replaced generator and slip rings for 3 SFMG.
- Repaired 4 Main Engine Vent Fog precipitators.
- Repaired 3 Main Engine Inlet Temperature Indicator.

EE09 Flight Deck Lighting

- Repaired the Pri-Fly lighting control panel in record time which caused no change in the flight schedule.
- Responsible for the maintenance and repair of all window wipers controls and drive units on the bridge.
- Kept all navigation lights up and running which required numerous man-hours trouble shooting and repairing. This included 15 waterline security lights, 5 running lights, 4 bow surface coaming lights, and the 65 lights numerous repairs and replacement.
- Replaced all stern light fixtures.
- Coordinated the Christmas display lights which the ship took second place in its category.

EE19 Aviation Support Shop

- Repaired 400Hz ABTs which allowed AIMD to perform all the maintenance and repairs to shipboard aircraft.
- Rebuilt programmable logic computer for the island elevator, which resulted in less down time.
- Repaired 30 AESS cables that were damaged to allow maintenance of aircraft.
- Overhauled the ship's port and starboard whistle, which allowed the ship to meet its required mission.
- Repaired various problems with the ship's elevators, #1 pilots elevator bearing, #2 pilots elevator brake, and replaced horns used for personnel safety on the aircraft elevators.
- Removed and replaced all Detroit switches for JP-5 service/transfer pumps.
- Overhauled #1 dumbwaiter.
- Refurbished all divisional spaces.
- Assisted ESU with the MACALT for all 4 aircraft elevator stations.
- Assisted Shop 31 with the installation of 20 AESS breakers allowing power to be secured locally.

EE20 Electrical Safety and Tool Issue

- Trained 2500 personnel in electrical safety.
- Trained all E-div personnel in CPR.
- Restored power to the Ship's HYDRA system following damage by fire.
- Corrected more than 1,000 electrical safety violations and hazards.

EE22 Cableway Inspection and Improvement

- Performed cableway inspections in 403 spaces.
- Cleared more than 500 dead ended cable resulting in the removal of more than 3 miles of dead ended cable.
- Rehabbed the cableways on the bridge.
- Trained 25 personnel in cableway improvement and inspections and established a cableway improvement program.

EE40 E-Division Damage Control

- Updated and corrected all E-division CCOLs.
- Installed new 3M photoluminescent markings in E-division berthing following rehab.
- Replaced the decking in 1 E-division passageway.
- Corrected DC discrepancies in E-division berthing and head.
- Rehabbed E-division water-tight doors and hatches.

M-Division

EM07 Machinery Division Technical Work Center

- Repaired various plumbing vents.
- Installed Bilge & Striping Pump AER.
- Modified 1MS-V108, Cat Riser.
- Modified 2A-MS-V277, Cat Riser.

EM11 No. 1 Main Machinery Room

- Repaired #1 shaft seals.
- Repaired #1 SSTG lube oil leaks.
- Performed a Level I replacement of 1DD-V761, 1DD-V748, 1DD-V770, 1DD-V797, 1DD-V771, 1DD-V700, 1DD-V701 and 1DD-V745.
- Repaired 1A MFP lube oil cooler leak.
- Performed valve replacements on 1DD-V956, 1DD-V597, 1DD-V762, 1DD-V814, 1DD-V866, and 1DD-V816.
- Overhauled 1AE-V6, 1AE-V8, 1AE-V14, 1AE-V15, and 1AE-V16.
- Performed internal hydro on #1 DFT.
- Overhauled reserve feed manifold.
- Performed grooming on lower hagan.
- Repaired #1 MCWP lube oil leak.
- Repaired MFBP coffer dam.
- Overhauled #1 RFTP pump.
- Completed eddy current testing on #1 SSTG condenser.
- Repaired ship fuel fill & transfer mainfold.
- Completed eddy current testing on #1 main condenser.

EM14 No. 4 Main Machinery Room

- Replaced 4C MFP bowed rotor.
- Overhauled #4 DFT relief valve.
- Replaced WOG valve in CHT system.
- Performed valve replacements on 4DD-V790, and 4DD-V791.
- Repaired 4CN-V11.
- Replaced TDFP Wog valve.
- Repaired #4 SSTG lube oil leaks.
- Completed eddy current testing on #3 & #4 SSTG condensers.
- Completed eddy current testing on #1 main condenser.
- Replaced ELOP coupling.

EM22 – No. 2 Main Machinery Room

- Repaired lube oil cooler on #10 TDFP.
- Replaced carbon seals #2 SLOP.
- Repaired aux sea water piping.
- Performed valve replacements of 2MS-V15, 2MS-V14, 2AE-V13.
- Replaced #2 LOP friction clutch block.
- Performed valve replacements on 2ES-V201, 2SW-V65, 2MS-V19, 2MS-V32, 2MS-V33.
- Replaced #7 SSTG gland seal reducer.
- Replaced coupling 2B MFP.
- Replace coupling 2B MFBP.
- Replaced zincs in over 12 heat exchangers.
- Overhauled valves 2AE-V16, 2AE-V15, 2AE-V14, 2AE-V21, 2AE-V22, and 2AE-V16.
- Completed eddy current testing on #2 main condenser.
- Completed eddy current testing on #2 SSTG condenser.
- Replaced labyrinth seals on 2B MFP.

EM23 No. 3 Main Machinery Room

- Completed eddy current testing on #5 Aux gland exhaust condenser.
- Refurbished high and low reserve feed manifolds.
- Performed valve replacement on 3AE-V1, 3AE-V36, 3AE-V13, BF-V83, 3DD-V911, 3RS-V29, 3RS-V70.
- Repaired 3MS-V108 drain orifice.
- Overhauled 3A MFBP.
- Replaced Ellison Door leading to MMR.
- Completely rebuilt #3 MCWP.
- Overhauled JP-5 manifolds.
- Modified bilge and stripping operations.
- Overhauled #4 cat steam riser.
- Completed eddy current testing on #3 main condenser.
- Completed eddy current testing on #8 SSTG condenser.
- Replaced expansion boot on MCWP.
- Completed eddy current testing on #6 Aux gland exhaust condenser.

EM31 No. 1 Auxiliary Machinery Room

- Replaced auxiliary machinery cooling water relief valve.
- Replaced # 2 SSTG bubblers.
- Replaced #5 distilling unit aux exhaust dump valve.
- Rebuilt fire main augmenter station.
- Replaced #2 cat steam riser valve.
- Performed ultrasonic testing on inport dump condenser.
- Performed eddy current testing #2 Aux gland exhaust condenser.
- Performed eddy current testing on #2SSTG condenser.
- Overhauled #4 low pressure air compressor.
- Replaced rotor #2 SSTG.
- Overhauled #1 and #2 high pressure air compressors.

EM32 No.2 Auxiliary Machinery Room

- Replaced fresh water drain collecting valve.
- Overhauled #5 low pressure air compressor.
- Overhauled various potable water manifolds.
- Replaced gage glass for reboiler shell.
- Replaced reduction gear shaft seal for #5 SSTG turbine.
- Replaced shaft seals #6 SSTG turbine.
- Repaired lube oil leaks #5 and #6 SSTGs.
- Replaced dirty drain piping.
- Install new ALOP on #5 Elliot.
- Performed eddy current testing #5 and #6 SSTG condenser tubes.
- Performed ultrasonic testing on #5 and #6 SSTG condenser shell.
- Overhauled JP-5 manifolds.
- Replaced 1 & 2 oily water waste separators.
- Replaced piping on oily water waste separators and oil content monitors.
- Completed eddy current testing on #4 Aux gland exhaust condenser.
- Replaced #3 cat riser valve.

Damage Control Division

ED00 - Administration

- Rewrote the damage control training guide.
- Incorporated damage control petty officer training program
- Created damage control indoctrination program, ensuring that all newly reported personnel receive damage control training.
- Administered the Basic Damage Control and DCPO exam to 1,770 personnel

ED02 – Chemical Warfare

- Completed CBR inventory
- Rehabbed all repair lockers by installing shelving in all repair lockers
- Cleaned out two large voids enabling CBR storage to be more closely inventoried
- Collected all flash gear and reissued flash gear

- Issued portable ventilation through out yard period, ensuring that all harmful fumes were ventilated to the outside atmosphere.

ED07 – CO2/Halon/APC

- Completed 50 jobs off CSMP.
- Assisted CEMAT in rebuilding 23 CO2 hose reels.
- Replaced spare Halon cylinders.

ED10 – Light Water (AFFF)

- Rehabbed 12 of 17 AFFF stations and forward and aft transfer stations.
- Relabeled all AFFF valves on 17 AFFF Stations.
- Rebuilt AFFF hose reel in 1 MMR upper level.
- Hydrostatically tested all AFFF hoses in main engineering spaces.
- Replaced Master Solenoid operated pilot valve in HICAP 7.
- Rebuilt Master Solenoid operated pilot valve in HICAP 1, 5 and 12.

ED40 – Firemain

- Replaced two 12 inch firemain Zebra Valve.
- Assisted in installation of Ammunition handling area sprinkler system.
- Facilitated the hydrostatic testing of fire hoses for 82 divisional DCPOs.
- Completed 140 tank accesses.
- Tagged out over 40 tanks to accomplish tank inspections.

Repair Division

- Quickly responded when a major steam leak developed in the #1 catapult steam drain piping, repairing welds in less than eight hours, with no detriment to flight operations during critical combat sorties.

- Repair Division performed over 300 weld and braze repairs to pipe systems, valves, and flanges for a cost avoidance exceeding $140,000.

- 14 potable water system piping repairs.

- Eight emergent repairs to ruptured service steam system piping.

- Four catapult steam drain line repairs.

- Major pipe replacement in catapult trough system following a major space fire.

- Manufacture and replacement of six feet of four-inch potable water system pipe.

- Over 40-propulsion plant weld repairs to level 1 steam system valves and piping
- Planned and maintained a continuous ship-wide availability, completing over 1200 weld and brazes repairs.
- Excavated and repaired several failed welds resulting from aircraft induced stress in the vicinity of #4 catapult. Normally a depot-level task.

EXECUTIVE DEPARTMENT

Executive Department started 1999 underway on ENTERPRISE's Mediterranean/Arabian Gulf deployment. The divisions of the Executive Department planned and executed myriad events impacting personnel movements, awards processing, security issues, public relations, advancement opportunities, and the crew's morale. LCDR Reid Baldwin was the Administrative Officer.

The Afloat Training Group Personnel Admin Training (PATG) Assist Visit (April 6-10) provided training on administrative procedures in Personnel, Legal, and Disbursing. A through review was conducted of current practices and recommendations were given to better serve the crew and improve the accuracy of our recorded documents.

The responsibility for the preparation and tracking of all NAPERS 1070/606s (Record of Unauthorized Absence), NAVPERS 1070/607s (Court Memorandum - NJP results), and inputs to Disbursing to effect pay procedures was transferred to the Legal Department.

Morale, Welfare and Recreation (MWR) Division and accountable equipment were transferred to the Executive Department from the Training Department in May 1998. The new X-6 Division's mission is to provide MWR services to the crew and maintain physical fitness equipment in three gyms.

Division Officer Turnovers. ENS Dave Little relieved LTJG Kevin Barnett as Ship's Secretary (X-2 Division Officer) in December 1999.

Personnel and Manpower Accounting (X-1)

- Implemented a comprehensive personnel arrivals/departures schedule for Mediterranean/Arabian Gulf Deployment. Personnel Routing Instructions were appropriately reviewed and revised to ensure effective and accurate routing of inbound personnel to ENTERPRISE. Personnel departures received port call instructions for return to CONUS, with transportation arranged as required to meet available flights).
- Provided effective and expeditious customer service to a crew of more than 2,800 with a less than 2% error rate in administrative discrepancies. Successfully overhauled the ship's database (COMPASS) bringing it online for ship-wide use.

- Enlisted Personnel Actions

  - 2,956 (average) enlisted personnel service records maintained
  - 548 Permanent Change of Station (PCS) transfers executed
  - 504 separations/discharges performed
  - 94 Fleet Reserve Transfers processed
  - 7,635 leave papers processed
  - 2,152 active duty military identification cards issued

- Enlisted Manning (E1-E9)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	3149	3149	3149	3149	3149	3149	3149	3129	3129	3129	3129	3129
NMP	2955	2955	2955	2955	2950	2918	2980	2999	2999	3024	3060	3061
COB	2714	2710	2698	2702	2711	2755	2764	2819	2814	2890	2913	2921

- Khaki Leadership (E7-E9)

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
BA	206	206	206	206	206	206	206	206	206	206	206	206
NMP	186	186	186	183	183	184	183	186	186	186	186	186
COB	189	187	185	184	181	185	174	200	203	201	202	200

- Command Information Program Manager

ENTERPRISE continues a consistent upward trend with another assessment graded outstanding by COMNAVAIRLANT. The retention team has entered the 21st century by converting from the individual Career Information Management Program (CIPM) of each department to using the command COMPASS program. This shipwide data base has put all department career counselors online with the career counselor, personnel accounting, and training petty officers. This has shown great dividends in the timely exchange of information, and prompt identification of all crewmembers needs. Additionally as one of the first ships to have the Job Assignment Selection System (JASS) the ship has installed at-sea capability through the IT-21 Internet connection. This has worked extremely well for the crew with no interruption in detailing services anywhere the ship is located:

	Eligible	Not Eligible	Reenlisted	Gross %	Net %
1st Term	414	75	190	38.9%	45.9%
2nd Term	82	3	50	58.8%	61.0%
Career	154	2	108	69.2%	70.1%
Over 20	19	0	6	31.6%	31.6%
Totals	669	80	354	47.3%	52.9%

Processed:

Retention Action Forms: 201
Harp Duty Request: 94
1306/7 Request: 523
Encore Request: 140
Fleet Reserve Request: 55

During the deployment to the Arabian Gulf, 133 Sailors reenlisted onboard for over $2,916,361.71 in tax-free Selective Reenlistment Bonus (SRB).

Ship's Office (X-2)

- Officer Personnel Actions

  - 174 (average) officer service records maintained
  - 55 Permanent Change of Station (PCS) transfers executed
  - 3 retirements processed
  - 18 separations/discharges performed

- Awards Processed and/or Presented

Defense Meritorious Service Medals	2
Meritorious Service Medals	10
Joint Service Commendation Medals	3
Navy & Marine Corps Commendation Medals	128
Joint Service Achievement Medals	4
Flag Navy & Marine Corps Achievement Medals	289
Commanding Officer Navy & Marine Corps Achievement Medals	188
Flag Letters of Commendations	340
Commanding Officer Letters of Commendations	310

- Official Mail Expenditures

  - $22,072.93

- Print Shop

Provided ENTERPRISE, attached air wing and embarked units with all of their printing and laser engraving needs, which included engineering logs to pilot knee boards, change of command programs, ship's Plan of the Day, familygrams and the ship's daily newspaper, technical manuals and various PQS booklets. The Print Shop produced over 2 million impressions per month. Total annual production run costs of $46,440.

- Familygrams. Produced quarterly in port and monthly when deployed. Averages 18 to 22 sheets per familygram, with a production of 3,500. Equates to 57,200 sheets per run or 12 cases of paper at an annual cost of $6,192.
- Plans of the Day. Produced daily - 200 copies in port and 300 copies at sea - 3 or 4 pages, totally a minimum of 900-1000 sheets per day. Equates 30,000 sheets per run or 6 cases of paper per month at an annual cost of $3,096.
- Green Sheets. Produced daily when at sea. Averages 360 sheets, 10,800 sheets per month at an annual cost of $912.
- Air Plans. Produced daily when at sea. Averages 210 sheets, 18,900 sheets per month or 11 cases of paper at an annual cost of $1,892.
- Big "E" News at Noon. Produced daily when at sea. Averages 3 to 4 pages, 700 copies or 2,100 sheets per day at an annual cost of $6,364.
- Big "E" Shuttle. Produced daily when at sea. Averages 3 to 4 pages, 700 copies or 2,100 sheets per day at an annual cost of $6,364.
- Early Bird. Produced daily when at sea. Averages 14 pages at 50 copies for 700 sheets daily, 21,000 sheets per month for an annual cost of $2,064.
- Welcome Aboard Booklets. Printed for distribution at special functions, ship's tours and Sponsor Program packets. 10,000 copies printed when in port. 10,000 copies printed for use during foreign port visits. Average cost for production run is $250.
- ESWS/EAWS PQS Books and Study Guides. Averages 90 sheets each and 500 per month copies of each book, for a total of 180,000 sheets of paper or 36 cases of paper. Average cost for production run is $1,548.
- Knee Boards. Produced only when at sea. Averages 1,500 sheets per run at an annual cost of $1,566. Produced 5 to 6 different knee boards daily.

Security Division (X-3)

- Physical Security

Ship's Self Defense Force (SSDF). Security Division monitors all alarms for response purposes. Training personnel on Security Alerts, covering some 30 alarmed spaces and duress situations. Training of the SSDF was facilitated via live-action drills and ongoing classroom training showcased by 25 in-depth lectures and PowerPoint presentations.
Ships Surveillance System. Implementation and monitoring of the Ship's Surveillance system has contributed to 15 cases being solved.

- Patrol/Investigations

  - Processed 135 Incident/Complaint Reports.
  - Pro-active preventive patrols in six zones throughout the ship provided a high sense of law enforcement presence.
  - Through aggressive investigative techniques and close liaison with the Naval Criminal Investigative Service, investigations maintained a 65% solved case rate.
  - Coordinated random Military Working Dog inspections.
  - Provided armed brow sentries. Conducted personal baggage searches (100% too random) to prevent the compromise of the security posture.
  - Completed over 120 fingerprint cards for command security clearances.
  - Processed over 33 arrest warrants and subpoenas issued by local authorities.

- Crime Prevention

Operation ID Program. Property registration to identify ownership of all personal equipment brought on-board ENTERPRISE . This program is set up to help identify stolen personal property and is conducted daily by the Security Division.

Security Education Awareness Program: Plan of the day (POD) Notes. Established the "Security Corner" in an effort to educate crew members on crime prevention, anti-terrorism awareness, military, uniform and related topics. Over 75 POD notes were published.

Safety Program. Contributions to Ship's Safety Program initiated a safety reporting program within Security. Security completed 861 Safety Hazard Reports, which advise the Safety Office of potential shipwide safety hazards. Through use of these reports, the Safety Office was able to identify and ensure correction.

Urinalysis Program in support of the Navy's Zero Tolerance policy. Provided assistance to Air Wing attached to ENTERPRISE during deployment 98/99. Collected 6,718 urine samples, which resulted in the return of 81 positive samples.

- Brig

Corrections: Provided a safe and secure confinement facility for pre-trial and post- trial members, as well as restoring discipline in prisoners and returning them to productive service. Provided counseling services for all confined prisoners.

a) 27 three (3)-day bread and water prisoners
b) 12 Summary Court Martial prisoners

- Training

  - Designated a full-time training petty officer and four Field Training Officers to increase overall training and documentation.
  - Conducted training an average of 60 hours per month on various aspects of law enforcement including the UCMJ and Phase I & II law enforcement training.
  - Conducted Shore Patrol training for all assigned shore patrol units while forward deployed.
  - Maintained divisional training records.
  - Created long and short term training outlines.
  - Wrote a training syllabus for Pier Sentry watches. Conducted training for 100 Petty Officers who stood Pier Sentry.

- Customs

Coordinated the clearance of Custom for ENTERPRISE. Presented a smooth transition for over 5,000 crew members.

Public Affairs Office (X-4)

The ENTERPRISE Public Affairs Office continued where it left off in 1998, making efforts to promote crewmembers, the ship, the air wing, and the battle group. In January, the ship hosted a major media embark when elements of the battle group sailed into the Adriatic Sea for routine familiarization operations. The battle group arrival coincided with heightened tensions in the Yugoslavian province of Kosovo, and more than 20 representatives from media outlets around the world were gathered by SIXTH Fleet to fly to Big E.

As deployment rolled on, the Public Affairs Office arranged several distinguished visitor embarks for prominent citizens and military members in both the Mediterranean Sea and Arabian Gulf regions.

Many members of the U.S. government also visited ENTERPRISE, including Ms. Anita K. Blair (Chairman, Congressional Commission on Military Training and Gender Related Issues), Hon. Phillip Lader (U.S. Ambassador to the United Kingdom), Hon. Hilarion Martinez (U.S. Consul General in Italy), Rep. Porter Goss (R-FL), and Sen. Olympia Snowe (R-ME). ADM James Ellis, Jr. (CINCUSNAVEUR) and VADM Daniel Murphy (COMSIXTHFLT) also embarked the ship.

During port calls, Public Affairs coordinated ship visits for more than 5,000 local citizens, and media visits for more than 100 local media representatives. The X-4 team was also intimately involved with arranging official calls by members of the chain of command to government officials in port cities, and with coordinating crewmember participation in numerous social functions ashore.

The division supported the three-day Tiger Cruise by designing the official program, scheduling family-friendly television programming, and producing a music video of the event.

The Public Affairs Office played a key role in the ship's homecoming festivities, both in Mayport, Fl. and at Norfolk. The Public Affairs Officer, Lt. David C. Sims, flew to Mayport the day prior to the ship's arrival to ensure successful media coverage of the battle group flagship's return, and the office sent a JO1 ahead to Norfolk to participate in planning for the primary homecoming.

Internally, ENTERPRISE continued to produce two daily newspapers underway and to generate news releases on all significant shipboard events. The ship's familygram was produced monthly and served as the primary source of information to family members back on the beach. The familygram was awarded Third Place in the CHINFO Merit Award competition. The PAO staff also shot and produced four music videos capturing the essence of life on board an aircraft at sea.

Following deployment, the Public Affairs Office turned its attention to producing support material for the Family and Friends' Day Cruise, and eventually towards the ESRA workload. The division prepared numerous news releases documenting the extensive labor of crewmembers to improve quality of life and operational readiness during the stay at Newport News Shipbuilding.

The Public Affairs Officer also developed a post-deployment PowerPoint brief for the Commanding Officer that was delivered to several audiences on the East Coast.

Education Services Office (X-5)

- Enlisted Advancement Results

- January 1999 CPO Examination Statistics

Exam Candidates	179	
Selection Board Eligible	179	(100%)
Selected Board Ineligible	0	
Selected for Advancement	41	(23%)
Failed	0	

- March 1999 E4/5/6 Examination Statistics

	E4	E5	E6
Participated	330	558	310
Selectees	190	85	37
PNA	113	445	255
Failed	15	28	18
Authorized Strikers	12		
Percent Advanced	58%	15%	12%

- September 1999 E4/5/6 Examination Statistics

	E4	E5	E6
Participated	303	545	271
Selectees	179	78	41
PNA	102	444	219
Failed	15	23	11
Authorized Strikers	7		
Percent Advanced	59%	14%	15%

- Officer Accessions/Education programs

Program	Applied	Selected
ECP	1	1
OCS	6	4
LDO/CWO	11	Awaiting results
BOOST	1	1
Seaman to Admiral	2	2
NROTC	7	4

- Education Programs

  - 34 enrolled in computer-based PACE courses
  - 138 enrolled in instructor based PACE courses
  - 125 completed instructor based PACE courses
  - 8 enrolled in Academic Skills courses
  - 8 completed Academic Skills courses
  - 13 enrolled in the National Apprenticeship Program
  - 3 enrolled in Independent Study courses

- College Admission Examinations Administered

  - 41 Scholastic Aptitude Tests (SAT)
  - 12 Assessment Test (ACT)
  - 122 College Level Examination Program (CLEP) - General and Subject exams
  - 47 DANTES Subject Standardized Tests
  - 9 Graduate Record Examinations (GRE)
  - 10 Automotive Service Excellence test
  - 4 Regents College Examination Program

- Continued Old Dominion University Master Degree Program - Video Teleconferencing (VTC) Program.

Morale, Welfare and Recreation (MWR) (X-6)

- Command Sponsored Events

- MWR sponsored the following events that increased the morale of the crew and their families:

  - Suez Canal Fever — January
  - Souda Bay, Crete port Visit — January
  - Antalya, TK Port Visit — January
  - Livorno, IT Port Visit — Jan-Feb
  - Cannes, FR Port Visit — February
  - Trieste, IT Port Visit — March
  - Suez Canal Fever — March
  - Jebel Ali, UAE Port Visit — March
  - Suez Canal Fever — April

• Tiger Cruise	May
• CVW-3 Homecoming	May
• Homecoming	May
• COMNAVAIRLANT Summer Slam	June
• *Star Trek* Convention	June
• Friends and Family Day Cruise	June
• Big "E" Summer Picnic	July
• Big "E" Golf Tourney	September
• ENTERPRISE-NIMITZ Challenge Race	October
• Big "E" Golf Tourney	October
• Command Rifle Qualifications	Oct-Dec
• ENT-NIMITZ Basketball Challenge	November
• Command Holiday Party	December

- Port Visits

- Souda Bay port visit: Crewmembers from ENTERPRISE and USS DETROIT participated in 2000 tours, and 60 participated in a basketball tournament. Managed bus service that transported 40,000 ENTERPRISE and DETROIT sailors. Earned $25,000 for the Recreation Fund through concession sales.
- Antalya port visit: Crewmembers from ENTERPRISE participated in 900 tours, and 50 participated in basketball and soccer games with local teams. Managed bus service and transported 36,000sailors.
- Livorno port visit: Crewmembers from ENTERPRISE participated in 1,700 tours, and 80 participated basketball and soccer games against local teams. Managed bus service for ENTERPRISE and PHILIPPINE SEA sailors to local US Army base.
- Cannes port visit: Set up over a dozen tours but all were canceled due to operational commitments.
- Trieste port visit: Crewmembers from ENTERPRISE participated in 1,100 tours. Managed bus service to Aviano Air Force Base.
- Jebel Ali port visit: Crewmembers from ENTERPRISE participated in 1,500 tours, and soccer, 5K run, softball tournament, rugby and golf. Managed bus service and transported 30,000 sailors. Earned $60,000 for Recreation Fund in concession sales.

- Fitness Centers

The three gyms are outfitted with the finest equipment available and have greatly boosted the morale of the crew. Our gyms are the single most popular MWR service offered with over 1,800 crewmembers using them daily. Our hangar bay gym began an extensive overhaul which will consist of enclosure, climate control, and all new equipment.

MWR sponsored and funded basketball, shooting, rugby, soccer, softball, golf and running teams. These teams competed at home and during port visits.

- Ticket Sales

MWR sold discounted tickets to museums, golf, car races, concerts, sporting events, shows, movies, theme parks, dinner theaters, skating and numerous local trips.

LEGAL DEPARTMENT

ENTERPRISE sent 56 Sailors to a summary court-martial, 8 Sailors went to a special court-martial, but none to a general court-martial. Approximately 477 report chits were generated, resulting in 361 nonjudicial punishments.

ENTERPRISE legal processed 128 Sailors for administrative separation. Of those, 89 resulted in other -than-honorable discharges.

ENTERPRISE legal assisted over 561 Sailors. Of those, 400 received powers of attorney and notarizations, 20 received wills, and the remainder received assistance with a myriad of personal legal matters.

ENTERPRISE legal prepared 35 line of duty investigations.

ENTERPRISE legal provided assistance to 1,362 Sailors with their taxes. Of those, 1,024 received their refund via electronic filing.

MAINTENANCE DEPARTMENT

Maintenance Support Center (MSC)

1999 brought on the Space and Naval Warfare Systems Command (SPAWARS) Y2K up-grade to the IT-21 system. This up-grade helps to ensure that our fiber optic integrated system will continue to reduce the turn around time for new equipment identification, installation and Coordinated Shipboard Allowance List (COSAL) support into the year 2000. Usage of the IT-21 system has indirectly resulted in a reduction in equipment down time and has enhanced our ability to provide system support in a shorter amount of time.

During 1999 MSC provided outstanding service to over 4000 customers. Their personnel processed over 480 Configuration Change forms, submitted 17 Advance Change Reports (ACR) and 43 Fleet COSAL Feedback Reports to keep the ship's configuration and maintenance records updated to the fullest extent possible. They also submitted 102 Casualty Reports to support the timely and efficient repair of equipment onboard, thus maintaining the ship's material readiness and combat effectiveness at peak levels.

Five hundred and eighty Problem Worksheets (PW) were completed to support new equipment and previously unsupported equipment, ensuring extremely accurate COSAL support. On-site validations were conducted on all new installations and removals. MSC personnel and Applied Technical Systems (ATS) personnel worked together to ensure that all validations were prompt and accurate.

The Technical library's dynamic inventory resulted in 13,000 publications being verified and updated. Library personnel implemented 6457 changes to the Technical Library Management System (TLMS) and performed 1694 changes and revisions to current technical manuals. They requisitioned and processed 1040 new and replacement technical manuals and processed 805 deletes, ensuring the best technical support possible onboard. 21,000 aperture cards in the Ship's Drawing Index (SDI) were inventory and verified. They also received, inventoried and added an additional 3,200 drawings to the SDI system.

The Ship's Coordinated Shipboard Allowance List (COSAL) was updated with the installation of 5 Automated Monthly COSAL Maintenance Action Reports (MICMAR) consisting of 1604 adds, deletes and Allowance Appendix Pages (AAP) to the COSAL. In addition, they processed over 458 line items from Newport News Shipyard.

There were 24 Automated Shore Interface (ASI) tapes processed resulting in the implementation and verification of 139,455 line items adds, changes and deletions, updating the

Ship's Configuration and Logistics Support Information System (SCLSIS), Weapons System Equipment File (WSF), and Organizational Maintenance Management System (OMMS).

Additionally, MSC received new research tools and computer programs to enhance the effectiveness of the customer services area. Included in this was 4 quarterly Haystack Parts for windows upgrades, 12 monthly Haystack APL for windows updates, and 12 monthly Federal Logistics Data Programs updates. MSC also received and installed 2 semiannual Naval Logistics Library Data updates and 4 quarterly Fleet Support Cross Reference File updates, which ensures MSC has the most up to date research information possible.

Quality Assurance Division (QA)

The Quality Assurance Division provided quality assurance support for both propulsion plant and non-propulsion plant controlled maintenance.

- Reviewed and approved over 111 Controlled Work Packages and 150 Formal Work Procedures, ensuring that critical maintenance items were successfully completed within all required technical specifications. Scope of packages included the replacement and repairs of numerous steam valves and various piping systems.
- Generated and tracked 12 Liaison Action Request (LAR) and 15 Departure from Specifications (DFS).
- Developed, organized, and instructed a shipboard Quality Assurance Training Course which has provided 56 ship's force personnel with the baseline knowledge to commence and qualify as Quality Assurance Inspectors (QAI),and Controlled Material Petty Officers (CMPO).
- Scheduled and tracked the performance of 80 Quality Assurance audits and surveillances, ensuring the ships compliance with all quality assurance procedures.
- Provided baseline QA training to 424 newly reported personnel.
- Performed the training and proficiency testing of 61 Quality Assurance qualified personnel ensuring all inspecting personnel maintained their qualifications and knowledge.
- Completed the ship-wide implementation of change 2 to the CINLANTFLT/ CINCPACFLTINST 4790.3.

Non-Destructive Testing (NDT)

Provides IMA level support in the certification of both nuclear and non-nuclear NDT inspectors.

- Performed 50 Ultrasonic (UT) and 25 Metalographic Test (MLT) inspections in support of the ship's welding/brazing qualification program.
- Performed over 100 informational ultrasonic inspections in support of the carbon steel piping inspection program.
- Performed ultrasonic inspections of 450 sites in the four Main Machinery Rooms to boiler blow and main steam piping inspections.
- Level II NDT Inspectors certified to perform VT, PT, MT, UT, and MLT, inspections of both nuclear and non-nuclear systems.

Maintenance and Material Management (3-M)

The 3-M Division has effectively installed the automated scheduling program (SKED 2.1) onboard ENTERPRISE. The user-friendly program significantly reduces the amount of time

required to install a force revision and manage the 3-M program. The 3-M Division has also implemented into the PMS program the automated TFBR (Technical Feedback Report) process in which TFBRs can be submitted electronically, eliminating the problems associated with the hard-copy method. The 3-M Division continues to meet all the requirements to ensure and determine the effectiveness of PMS accomplishment, continuing to reduce man-hour and workload of our Sailors.

The 3-M Office provides three team members of the NAVSEA-chartered Integrated Ship Maintenance and Supply Readiness (ISMSR). Our members convene to reengineer the shipboard maintenance process to fully integrate maintenance scheduling, planning, supply (parts) availability/issue, tag-outs, technician requirements and maintenance discrepancy documentation.

3-M performed quality reviews on the Weekly, Quarterly and Annual Preventative Maintenance Schedules for 177 work centers in 18 departments. These quarterly reviews verified proper scheduling of over 70,000 PMS assignments. Additionally, 3-M processed 186 Technical Feedback Reports (TFBRs), submitted to improve work center PMS requirements.

ENTERPRISES's Organizational Maintenance Management System (OMMS) and Maintenance Resource Management System (MRMS) continued to provide CVN-65 with the necessary tools to manage the ship's CSMP and manage the ship's maintenance. During 1999, ENTERPRISE completed 5,663 Automated Work Requests. Additionally, 8,135 Automated Work Requests have been screened through OMMS and MRMS as deferred Maintenance Actions so that future repairs can be planned and completed.

The ship's zone inspection program underwent numerous changes and extensive reorganization during 1999. The previous zone inspection program was analyzed, and it was determined that the program did not provide adequate monitoring/documenting of material control and safety discrepancies. The zone inspection program was restructured so that officers (O-4 and above) would conduct inspections of the space, with an E-7 or above presenting the space. This, along with a more detailed Zone Inspection Discrepancy List (ZIDL) sheet containing more categories for more adequate coverage of discrepancy types, ensures that a wider range of problems and discrepancies are found, noted, and rectified.

In addition, the ship's 410 Report, a listing of all spaces contained on the ship, was updated and made available to the ship's crew via the IT21 network shared drive. This allows the entire crew to access and view the 410 Report for themselves when information on a space and/or its discrepancies for a specific zone inspection is needed. It also enables the zone inspection coordinators to access and modify the 410 Report from any network computer, as well as allowing many processes to be automated that had been previously done by hand, thereby saving the zone inspection coordinators time and effort.

Battle Force Intermediate Maintenance Activity (BFIMA)

BFIMA continues its operations during the 1998-1999 Mediterranean/Arabian Gulf Deployment. The ENTERPRISE BFIMA coordinator worked closely with COMNAVAIRLANT, COMCRUDESGRU 12, and SPAWARS through Logistics Conferences and personal efforts to provide the groundwork for smooth flowing logistics and repairs during the Mediterranean/ Arabian Gulf Deployment. ENTERPRISE composed a technical expertise identifier list identifying the core capabilities of the ENTERPRISE Battle Group (ENTBATGRU).

During the 1998-1999 Mediterranean/Arabian Gulf Deployment, the BFIMA coordinator screened 298 job requests, rejecting 3 and completing 295, 8 of those completed were CASREP level repairs. These repairs expended $5,368 and 1599 production hours.

Technical Information Center (TIC)

During ESRA-99, ENTERPRISE formed the Technical Information Center. As the direct liaison between the command and Newport News Shipbuilding (NNS), successfully processed over 2,770 work permits and 570 work authorization forms. System isolation for Master Steam and Main Mast tag out involved a major coordination effort between multiple departments and included over 600 Danger Tags to ensure safe system isolation for repair.

Extended Selected Restricted Availability (ESRA) Ship's Force Work Package Organization

Established a Ship's Force Overhaul Material Support (SFOMS) function. Worked closely with COMNAVAIRLANT representative to establish a material requirement list to support the Ship's Force Work Package (SFWP). This resulted in a warehouse full of 3,396 parts at a cost of $2,415, 150 to support over 550 SFWP jobs and tiger team tasking.

Worked closely with the COMNAVAIRLANT sponsored Carrier Availability Support Team (CAST) to create a ESRA work package database, created from the Current Ships Maintenance Project (CSMP) and the Newport News Shipbuilders Approved Work Package (AWP). The database displays an instantaneous progress report on over 10,627 line items.

Established a 90 person Paint Team systematically spray out 600 spaces as workcenters complete repairs and spray out preparations. Established a 42 person Vent Cleaning Team to systematically clean and preserve 800 Ventilation systems.

Established a 42 person Vent Screen replacement team to systematically install 115 non-corrosive composite screens in place of old metal screens. Established a 20 person Deck Team to systematically remove 15 linear miles of tile and Terrazzo and coordinate the installation 130,460 square feet of PRC, Terrazzo and tile. Established a 25 person Head Re-Hab Team to virtually overhaul 38 heads on board ENTERPRISE and greatly improve the crew's quality of life. The lagging team consisted of 8 personnel to replace 100,000 square feet of lagging on 110 jobs in the SFWP. The firewatch monitor team that inspected over 140,000 hot work evolutions and ensured implementation of fire safety throughout the ESRA period. The Door Repair Team was established to systematically repair 537 Watertight Doors and Scuttles throughout ENTERPRISE.

The Light Industrial Facility (LIFAC), with 20 assigned personnel, expended 15,122 man-hours in 6 months, completing 718 jobs. LIFAC refurbished 256 shipboard joiner doors, fabricated hundreds of sheet metal projects, and machined shipboard accessories.

MEDICAL DEPARTMENT

Sick-call/Treatment Room

More than 41,441 patient contacts were made in sick-call and the treatment room, an average of 3,453 patients per month. There were 58 medical emergencies onboard to which the Medical Response Team responded. To test the medical staff's ability to handle medical emergencies, 23 Medical Response Team Drills and 11 Mass Casualty Drills were performed throughout the year.

Pharmacy

The pharmacy dispensed 27,807 medication requests, an average of 2,321 a month, which included 620 inpatient prescriptions, 7,200 over-the counter requests, and 19,987 outpatient prescriptions. Over-the-counter medication requests exceeded 6,490 for the year.

Laboratory

Two Advanced Laboratory Technicians headed the busiest afloat laboratory in the Atlantic Fleet during 1999. Well over 25,000 laboratory tests were completed in 1999. Over 5,000 HIV draws were done in 1999. A new procedure was implemented that enabled the Laboratory to mail tissue samples (pathology samples) to Naval Medical Center Portsmouth for testing. An average of 50 tissue samples were mailed monthly and all were completed in a four week turn around timeframe with results forwarded to the health care provider.

Aviation Medicine/Physical Examination Office

Aviation Medicine was responsible for numerous patient encounters. Of the 1, 317 screenings/physicals performed during the year, there were 168 flight physicals, and 512 flight deck physicals. Other physicals/screenings ranged from periodic, re-enlistment screenings, separation, retirement, specials schools, security clearances, explosive ordnance handler and driver physicals, and overseas screenings. Additionally, there were 2,800 Audiograms and 278 eye exams.

Preventive Medicine

Numerous inspections throughout the ship's spaces were performed including 63 food service inspections of galleys, wardrooms, and messes. Over 100 habitability inspections of barber shops, ship's stores, gymnasiums, laundry spaces, heads & beds, CHT system spaces, potable water spaces, vending machines and a brig.

There were 72 occupational physical examinations, 1084 respirator medical screenings, 270 food attendant screenings, and 142 pest surveys/treatments. Numerous classes, both scheduled and impromptu, were provided on several topics to include: Food Service Sanitation, CHT Exposure, Potable Water Sanitation, Hearing Conservation and Heat Stress.

Mass immunizations were provided for anthrax (900+), influenza (2300+), and hepatitis "A" (350+). All this while coordinating the development of a SAMS medical database from the ground up.

Radiation Health

One ORSE Inspection, one visit from the Navy Propulsion Mobile Training Team (NPMTT), and one External Audit (NEHC) was performed. Throughout the year, the Radiation Health Office performed 506 Radiation Worker physicals, processed 604 TLD requests and approximately 40 Dose Investigations/Dose Estimates and managed a Radiation Health Program for over 1,200 personnel.

Inpatient Ward/Intensive Care Unit

One hundred eleven patients were admitted to the Ward and ICU during the at-sea periods in 1999. Admissions ranged from Same Day Surgical Procedures (admissions in the morning and discharged the same day - normally for diagnostic and minor elective surgical procedures) to several day inpatient monitoring periods.

Radiology

Five hundred and seventy four (574) patients received a collective total of exposures totaling one thousand four hundred and forty two(1442) exposures. Of these, 1,317 exposures were made with the portable machine versus only 125 exposures with the main x-ray unit.

During this time, the radiology work center maintained an average repeat rate of 6.2% with the portable machine. A percentage of 4% repeats was attained on the main unit. Equaling 5.1% total repeat rate. This number is extraordinarily low considering the conditions upon which most x-rays were done.

The old x-ray unit went down at the end of January 1999, at that time, the portable x-ray machine was utilized. As evidenced in the exposure record, the portable machine was then used to perform all x-ray procedures for the remainder of the 1999 calendar year. A Picker Clinix VP4/Synergen X-ray machine, table and wall bucky were installed and brought on line beginning of January 2000, as well as a new Kodak M6B Film Processor.

Counseling and Assistance Center (CAAC)

The Command CAAC evaluated 157 clients for alcohol abuse/dependency in 1999. There were eight Level 0.5 Alcohol-IMPACT classes (81 patients), five Level I Outpatient Counseling Programs for Alcohol Abuse (35 patients), and 1 weight management program was conducted throughout the year. This year Level II Intensive Outpatient Counseling program had five sessions (30 patients) throughout the year. Nine patients were recommended for Level III inpatient counseling. CAAC also conducted several American Cancer Society Smoking Cessation Programs and held weekly Aftercare Group Counseling Sessions.

Medical Administration

Medical Administration logged and tracked more then 981 sick-in-quarters chits. One of the most daunting administrative problems was managing requests for medical specialty consultations. More than 600 consults were arranged. Over 115 non-naval health care claims were processed, assisting crew members in the liquidation of medical bills received outside military medicine.

Telemedicine

ENTERPRISE Medical Department continues to be at the forefront with deckplate telemedicine using VTC, e-mail store and forward, and teleradiology capabilities to obtain timely specialty consultation with major military medical facilities. The telemedicine suite has been a centerpiece during distinguished visitor tours of the medical spaces. This year capabilities were

enhanced through the installation of a new digital slit-lamp camera workstation, digital radiography workstation, and multi-purpose digital camera.

As well as a diagnostic tool, the USS ENTERPRISE Telemedicine VTC suite was used to enable shipboard personnel to communicate with seriously injured patients medevaced to CONUS Naval Medical Centers.

Psychology

During the year of 1999, the Psychology section of Mental Health was involved in roughly 363 patient contacts by the Psychologist and the Psychiatry Technician. Psychology consultations: 296 patients resulting in 5 inpatient hospitalizations on the ward, and 1 medical evacuation to a CONUS medical treatment facility.

- Underway Stress Management class: 27 patients for Feb, March, April 1999
- 40 Air Department members received Critical Incident Stress Debriefing (CISD) due to traumatic flight deck incident in April 1999.

Mental Health has continued to prepare for meeting the needs of the crew by appropriating the most current psychological testing materials coupled with corresponding computer software. Mental Health continues to be a liaison with all USS ENTERPRISE Departments as well as other local ships and shore commands to include USS EISENHOWER) while they await the arrival of their own organic ships company Psychologist. These services have facilitated maximizing the mental and physical assets onboard USS ENTERPRISE all based on a Navy trial experiment to see if the services of a licensed Psychologist could be utilized by the Commanding Officer of an aircraft carrier.

Since LCDR Dave Hart reported in September 1998 to join the USS ENTERPRISE medical staff, his services have been utilized by the Medical Department, all shipboard departments, and collaborative efforts with Religious Ministries Department to improve the quality of life for all crew members onboard USS ENTERPRISE.

Physical Therapy

The Physical Therapy Division averaged 250 patient visits per month. Patients were seen in sick call, satellite gym programs and regular appointments. Back School and Knee School were each taught twice a month. These interventions had a direct impact on the total absence of back injuries during ESRA and a 34% decrease in total injuries during 1999.

Of additional significance was the absence of any non-surgical Orthopedic medevacs while deployed on a 6 month major Mediterranean deployment. This was directly due to the presence of a licensed, certified, Physical Therapist and a Physical Therapy Technician. CDR Patterson assists at the Oceana Naval Air Station Branch Medical Clinic Physical Therapy Department. To date, over 200 patients have been evaluated locally at the air station, thus saving over 800 man-hours in a 4 month period.

Professional Development

- CDR Patterson
  - Passed second Board Certification as a Certified Strength and Conditioning Specialist
  - Qualified Surface Warfare Medical Department Officer
- HMC Hamilton
  - Only Physical Therapy Technician promoted to HMC navy-wide
  - Qualified Enlisted Surface Warfare

NAVIGATION DEPARTMENT

January 1st, 1999 found USS ENTERPRISE at Sea and Anchor Detail in the Gulf of Suez, heading north to transit the Suez Canal and enter the Mediterranean Sea. Just days away, Souda Bay, Crete awaited the crew. The crew, in turn, awaited their opportunity to take hard-earned liberty after the successful completion of OPERATION DESERT FOX.

Navigation Department Sailors remember Souda Bay as a beautiful port with great liberty opportunities, in spite of the gray, rainy weather. After the best part of four days in Souda Bay, ENTERPRISE got underway for Antalya, Turkey. After three more days of liberty, ENTERPRISE headed north to patrol the Adriatic Sea in support of developing peacekeeping operations in the Serbian province of Kosovo. Skills honed in the warmer waters of the Arabian Gulf were put to the test in the frigid conditions of the Adriatic in January. In spite of the heat of the catapults, snow accumulated on the flight deck and weather decks, "deep enough to make a snow man. And when it snows on the ocean, sir, it's cold."

The reward for this fortitude was nine days in Livorno, Italy. ENTERPRISE crew took the opportunity to enjoy leave and liberty with their families in this historic port on Italy's northern coast and to travel throughout the region. On the February 5, ENTERPRISE put back to sea, UNREP'd with USS PHILIPPINE SEA, and headed west for the coast of France and the next liberty port, Cannes. On February 20, well aware of the deteriorating situation in Kosovo, the crew went ashore in Cannes just before lunchtime. By 1500, however, Papa flew from the signal bridge and the crew was returning as quickly as possible. Early the next day, ENTERPRISE slipped its lines and began a full speed run for the Adriatic to bring Carrier Air Wing THREE to bear on the deteriorating situation on the ground in Kosovo.

After a week of operations in the Adriatic, ENTERPRISE offered its crew a consolation for the abrupt departure from Cannes with two days liberty in Trieste. Then it was time to cross the Mediterranean and transit the Suez Canal again, going south, and cross from the Bab el Mandeb strait to the Strait of Hormuz to take up station in the now familiar waters of CVOA-4. ENTERPRISE spent the month of March working the Arabian Gulf, dodging uncharted oil rigs and conducting flight operations in support of OPERATION SOUTHERN WATCH.

Having worked their ship hard, the crew took ENTERPRISE to Jebel Ali for a chance to spruce it up for the long-anticipated return to the United States. On March 29, ENTERPRISE got underway for the last, long leg of its deployment. ENTERPRISE spent the month of April reprising its deployment, leaving CVOA-4, transiting through the Barbara Mandrell straits and the Suez Canal and, to everyone's relief, coming to port for the Straits of Gibraltar. On April 26, ENTERPRISE entered the North Atlantic for the transit home.

Mayport, Florida welcomed the Big E back to the U.S.A., and the Tigers embarked. That afternoon ENTERPRISE headed north up the coast for Norfolk. Three busy, but seemingly endless, days later USS ENTERPRISE triumphantly steamed up Chesapeake Bay for Naval Station Norfolk and Pier 11.

After a month's much needed standdown, ENTERPRISE headed back to sea twice more, for two days of ammunition offload with USS DETROIT, and for Friends and Family Day. ENTERPRISE found a patch of blue in an otherwise overcast sky, and select elements of Carrier Air Wing THREE treated Big E's guests to a spectacular air show complete with low altitude supersonic fly-bys.

On August 13, the crew delivered ENTERPRISE to the professionals at Newport News Shipbuilding for much needed maintenance. The crew and the shipyard workers turned to, upgrading, maintaining, and repainting ENTERPRISE until its spaces and passageways recovered the gleam and polish befitting the finest, hardest working warship in the world. On

December 18, the crew brought ENTERPRISE back to Naval Station Norfolk, finished the remaining work of the availability, and got the ship ready for Sea Trials. In keeping with the motto of its Battle Group – "Ready On Arrival" – ENTERPRISE arrived at NAVSTA in full Christmas regalia; the judges awarded the ship second place, close behind the state-subsidized HARRY S. TRUMAN.

OPERATIONS DEPARTMENT

Air Operations

ENTERPRISE's Carrier Air Traffic Control center (CATCC) conducted a total of 6,422 fixed/rotary wing operations while deployed on Joint Task Group 99-1. A total of 6,087 sorties (3,764 day/2,323 night) were flown from the deck of ENTERPRISE which resulted in 11,346 flight hours (7,780 day/3,566 night) including combat operations over Iraq during Operation SOUTHERN WATCH.

While supporting Exercise JUNIPER STALLION and Operations DELIBERATE FORGE and SOUTHERN WATCH, the CATCC team was responsible for the safe and expeditious recovery of aircraft during 1,337 carrier approaches. Their professionalism resulted in an overall boarding rate of 93.9 percent.

Additionally, the Air Transfer Officer (ATO) was responsible for the movement of 1,337 passengers, 166,350 pounds of mail and 185 tons of cargo. ENTERPRISE's CATCC personnel were recognized for their excellence as evidenced by the selection of AC1(AW/SW) James K. Moses as the Vice Admiral Robert B. Pirie Naval Air Traffic Controller of the Year and the selection of AC1(AW/SW) Troy A. Moonen for the Seaman to Admiral Program.

METOC

The METOC function began a very productive 1999 supporting ENTERPRISE and ENTBATGRU during JTG 99-1. Several METOC firsts were achieved by the division including on-demand Siprnet e-mail of tailored forecasts providing comprehensive environmental support to battle group ships sailing in company with ENTERPRISE throughout the deployment. In addition the division hosted a METOC Siprnet homepage which provided satellite imagery, daily forecasts, hourly observations, and tactical environmental summaries for exploiting electromagnetic atmospheric conditions for ships and the air wing and acoustic oceanographic conditions for USW operations.

OA division personnel also had an extremely successful year. This was demonstrated by the selection of AG1 (AW/SW) Fisk as the ENTERPRISE Senior Sailor of the last Quarter 1999. Petty Officer Fisk was also Operations Department Senior Sailor of the Month for August and November 1999. In addition, AGAN Bradley was selected as Operations Department Bluejacket of the Month for April, 1999, and AG2 (SW) Benton was selected as Operations Department Junior Sailor of the Month for October, 1999.

Equipment upgrades are an integral part of METOC support, and 1999 was no exception to this fact for ENTERPRISE. The Mini-Rawinsonde System received the field 5 upgrade in August. OA also upgraded it's Joint METOC Viewer software twice during the year, first to version 3.1, and finally to version 3.1e. This software upgrade allows access to the latest in atmospheric and oceanographic forecasting models and customized electronic charting.

Intelligence

Starting off 1999 on the heels of their OPERATION DESERT FOX success, the Intelligence Function immediately geared up to support OPERATION NOBLE ANVIL and then resumed back to Response Option Strikes against Iraq in the Arabian Gulf a few months later. Following cruise, we hosted COMSECONDFLT for JFK' JTFEX and then moved into a six-month ESRA.

Although a much less intrusive ESRA than during our last yard period, the changes were significant and kept all personnel hopping to meet the required timeline. In addition to our operational successes, key events for the year include the addition of OW division to the Intel Function, reconfiguration of SIAC, Main Photo, and SSES Monitor, and hosting C2F for JFK's JTFEX.

OP Division

Photo Division wrapped up deployment with accolades from around the globe resulting from the acquisition, production, and transmission of 1,100 images during cruise. Per CHINFO, no other aircraft carrier had even come close to this milestone. Many of these photographs were on the front pages of the world's largest newspapers and magazines, such as *the London Times, Washington Post, USA Today, U.S. News and World Report*, and *Newsweek.*

Over the course of the last year, OP division completed 2,534 photographic/graphic work requests, including 12,000 feet of TARPS reconnaissance film, 2,000 8x10 & 11x14 B&W prints. The draftsmen effectively documented Naval history with acrylic paintings of such high quality that they were accepted into the U. S. Navy's Art Collection in Washington, DC.

The division captured many key events on film to include ongoing repair to critical reactor systems. These photographs were instrumental in communicating with Naval Reactors in Washington, DC as to the extent of damage and level of effort put forth for repair, demonstrating that a picture is truly worth a 1,000 words. By digitally scanning the images and then transmitting them Newport News Shipyard, experts could accurately evaluate the proper protocol for repair.

OP was also active in documenting Distinguished Visitors for the PAO, including the visit of Former President George Bush with the rock band Hootie and the Blowfish and visits by the CNO/MCPON and the SECDEF.

Following cruise, the main photo lab was reconfigured to provide additional training space and enhance customer access. Additionally, OP Division purchased new state-of-the-art Nikon cameras to replace the unreliable and aging Canon camera equipment. These new cameras dramatically improved the quality and capability of photography and inspired division photographers to explore new ideas and concepts.

OS Division

During the 98/99 deployment, SSES consistently excelled in all areas as evidenced by the numerous fleet and national level accolades. While serving as the Signal & Search Development (SSD) debut platform for W41PC Signals Analysis system, SSES conducted in-depth front-line signals analysis, recordings, and detailed reporting of over 700 collected signals including 32 COMSIXTHFLT and COMFIFTHFLT high interest targets.

Team ENTERPRISE's aggressiveness and technical expertise contributed to improving C5F SSD mission readiness in a hostile environment. Another first was the utilization of numerous real-time relay chat channels established with local and national-level entities 'on the beach', significantly enhancing Battle Group situational awareness. This increased awareness was

further improved with the SSES managed daily SI Video Teleconference between ENTBATGRU and Fleet commanders. OS division also provided direct support to Battle Group units during the deployment.

The CTMs established a critical HF point-to-point OPINTEL circuit with USS GETTYSBURG during their casualty, providing the sole source of tactical I&W while conducting operations in COMFIFTHFLT AOR. They also excelled personally, registering 100% success rate on the Enlisted Surface and Aviation Warfare boards. Of the 10 CT's that went up before the board, all 10 left as surface or aviation 'warriors', demonstrating the superior teamwork and dedication they applied to all tasks/assignments.

Following cruise and despite the division's focus on ship improvements and installations, OS Division promoted six of nine CT's, one of which made chief petty officer.

Since return from cruise, OS Division has been busy installing the Navy's most advanced cryptologic system to date, BGPHES, The Battle Group Passive Horizon Extension System. Coupled with the Common High Bandwidth Data Link – Surface Terminal (CHBDL-ST), BGPHES will provide USS ENTERPRISE with an Over-the-Horizon extension to exploit conventional communication signals of interest.

Concurrent to the BGPHES/CHBDL upgrade, OS Division has been busy conducting maintenance during this six-month ESRA yard period in Newport News. Highlights include: the Y2K testing and compliance of all critical systems, replacement of 90% of decks, including P-ways and work centers, the painting of all compartments, the repair of all lagging, and the identification of all potential INSURV discrepancies.
Additionally, 80% of OS Division's workcenter tables have been replaced to meet operator specs and enhance habitability. Contractors responsible for the majority of this work include Signal Corporation, MILCOM, and ATG.

Outside of ESRA work and system installs, OS Division cryptologists supported C2F during JFK's Battle Group JTFEX. Additionally, OS Division personnel were responsible for organizing the first ever Battle Group Cryptologic Syndicate at the working-level, sponsored by COMCRUDESGRU 12.

OZ Division

The Intelligence Division began 1999 exactly the same way 1998 came to a close – by providing direct support to warfighters. After having provided unsurpassed intelligence support during OPERATION DESERT FOX, a four-day TLAM and TACAIR strike against targets in Iraq, OZ Division personnel quickly changed their focus from activity in the Arabian Gulf to reports of growing tension in the Former Republic of Yugoslavia (FRY).

Transiting northbound through the Suez Canal in early January, Intelligence Specialists assigned to the Strike Intelligence Analysis Cell (SIAC) and Multi-Sensor Interpretation (MSI) had already begun researching potential Serbian targets while closely monitoring Serb military activity near Kosovo. Simultaneously, personnel assigned to the Supplementary Plot (SUPPLOT) provided in-depth briefings and analysis on the potential threat to U.S. Naval Forces posed by units of the FRY Navy.

The detailed preparations proved extremely beneficial in the weeks and months following as ENTERPRISE operated in the Adriatic Sea and provided direct intelligence support to Commander SIXTH Fleet. In recognition of the combined sustained superior performance in two theaters of operations, the Intelligence Team was awarded the National Military Intelligence Association's VADM Rufus L. Taylor Award for Intelligence Excellence.

Upon returning from deployment, the Intelligence Center (CVIC) became the focal point of shipboard operations as Commander SECOND Fleet embarked ENTERPRISE in July in order to

direct the Joint Task Force Exercise (JTFEX) for USS JOHN F. KENNEDY (CV-67). CVIC and the surrounding Flag spaces were utilized around the clock for greater than three weeks while ENTERPRISE remained pierside.

OZ Division personnel augmented the SECOND Fleet Staff with over 20 Intelligence Officers and Intelligence Specialists. VADM William J. Fallon, Commander SECOND Fleet later noted that working with deployment-seasoned intelligence professionals contributed greatly to the overwhelming success of JTFEX and also helped train those with less knowledge and experience.

When JTFEX concluded in late July, CVIC personnel quickly transitioned from an operational intelligence center to the shipyard environment as part of the Extended Ship Repair Availability (ESRA) period. Highlights of the August through December upkeep included redesigning the SIAC watch floor, improvements to the structural configuration of the Intelligence Officer's office, and numerous modifications throughout CVIC and Flag spaces. At the completion of the yard period on December 18, 1999, CVIC was again fully operational and OZ Division personnel were eagerly anticipating the many at-sea periods they would encounter in the new millennium.

Combat Direction Center

The Combat Direction Center (CDC) began the year with a 02 JAN transit of the Suez Canal enroute to eastern Mediterranean operations. In total, during 1999 the CDC team coordinated 7 choke point transits superbly (3 of the Suez Canal (January 2, March 14 and April 19), 2 of the Strait of Bab El Mandeb (March 16 and April 16) and 2 of the Strait of Hormuz (March 19 and April 13).

Once in the Mediterranean, ENTERPRISE conducted presence operations and port visits in Souda Bay, Crete and Antalya, Turkey. Following this period, ENTERPRISE conducted the first of two Adriatic Sea line periods in the vicinity of the Former Republic of Yugoslavia (FRY) in support of Operation DELIBERATE FORGE from January 20-24. As the executive agent for the Commanding Officer of USS ENTEPRISE in his role as ENTERPRISE Battle Group Sea Combat Commander, CDC (USW and SUW modules played leading roles) devised an innovative concept of operations in support of 24 hour maritime surveillance operations in the vicinity of the FRY coastline.

This CONOPS fused ENTBATGRU, CVW-3, LAMPS and shore based Maritime Patrol Assets provided by CTF-67 in a comprehensive and coordinated effort. It featured ENTBATGRU's first operations with the P-3C ASUW Improvement Program aircraft with its imagery, JMCIS and enhanced weapons capabilities as well as the first use of a Pioneer Video ground station onboard ENTERPRISE to download imagery of the FRY coastline in real time.

Following a port visit in Livorno, Italy, ENTERPRISE and its battle group were the focal point of the NATO exercise INVITEX 99 in the Ionian and Tyrrhenian Seas from February 8-17. Participating with units from Italy, France and the Netherlands ENTBATGRU units and CVW-3 participated in a variety of anti-submarine, anti-surface and anti-air warfare scenarios. While the scale of INVITEX had been significantly reduced by the increased NATO commitment in the Adriatic in response to the situation in Kosovo, excellent training was still achieved in numerous mission areas including quick reaction strike procedures, sea area control and OPDEC.

In addition, on February 13 east of Sardinia ENTERPRISE completed a safe live fire Close In Weapons System (CIWS) shoot resulting in CIWS Mount 24 achieving a direct hit on a Towed Drone Unit (TDU) trailed from a COMFAIRMED contract Lear Jet aircraft.

The breakdown of the Ramboulliet Peace Talks and the approaching NATO ultimatum regarding withdrawal of Serbian forces from Kosovo necessitated ENTERPRISE's emergency

sortie from a port visit in Cannes, France on February 20. Returning to the southern Adriatic on February 23, ENTERPRISE CDC once again assumed the role of executive agent for the Commanding Officer as CTF-60 Sea Combat Commander. Upon arrival ENTERPRISE CDC personnel played a key role in the generation of a Joint Concept of Operations which coordinated surveillance and defensive efforts in the vicinity of the FRY coastline between CTF-60, the French FOCH Task Force and the NATO Standing Naval Forces Mediterranean. ENTBATGRU support to OPERATIONS DELIBERATE FORGE and NOBLE ANVIL were the prelude to OPERATION ALLIED FORCE which commenced following ENTERPRISE's return to Southwest Asia.

Following departure from a port visit in Trieste, Italy on March 3, ENTERPRISE participated in EXERCISE JUNIPER STALLION March 7 - 12 with Israeli Defense Forces. JUNIPER STALLION provided little real training for CDC, other than exposure to the operational environment in the eastern Mediterranean. Most events involved CVW-3 aircraft and ENTBATGRU units.

After a March 14 transit of the Suez Canal, ENTERPRISE and CVW-3 returned to the Arabian Gulf transiting the Strait of Hormuz on March 19 in support of OPERATION SOUTHERN WATCH. While in the Arabian Gulf, the USW performed duties as Arabian Gulf SAR Coordinator and the Air Warfare Module controlled Northern Arabian Gulf CAP stations and tanking operations. The FOTC Module assumed duties as Arabian Gulf FOTC that it held until being relieved by KITTY HAWK BATGRU FOTC on 17 April.

Following a April 19 transit of the Suez Canal, ENTERPRISE and its Battle Group commenced their return transit to respective homeports. On April 27, CDC conducted a firing anti-ship missile defense exercise south of the Azores which resulted in a direct hit on a Tactical Air Launched Decoy (TALD) dropped from a VFA-37 F/A-18C. The team effort by all modules and supporting ship's departments resulted in a safe and superb evolution. The now expected direct hit was achieved by NATO system 2 at maximum range with a COMPEX grade of 100 resulting.

This was truly a Team ENTERPRISE success with CVW-3 playing a large role with a VAW-126 Seahawk E-2C providing surveillance and the VFA-37 Bulls F/A-18C launch platform. Special credit goes to the Tactical Action Officer, Ship's Weapons Coordinator, the Air Warfare and Detection and Tracking Modules as well as CS-9 Fire Controlman from NATO Sea Sparrow and CIWS Mount 24 providing safety backup.

During ENTERPRISE's Tiger Cruise between May 2-5, CDC played host to hundreds of visiting Tigers as well as providing assistance to the Coast Guard during the rescue of a disabled civilian sail boat encountered 180 NM off the coast of North Carolina on the ship's transit north.

Worthy of specific note during the JTG 99-1 deployment was the first extensive use made of IT-21 technology by ENTERPRISE CDC personnel in the daily performance of their duties. This included the use of SIPRNET, NIPRNET and NetMeeting tools for 2 real time coordination with other units. The ability to access SIPRNET web pages ensured that CDC always has the most current directives and guidance as well as access to tactical libraries ashore for the latest threat data.

All ENTERPRISE CDC turnovers (including turnovers with DWIGHT D. EISENHOWER, ABRAHAM LINCOLN, THEODORE ROOSEVELT and KITTY HAWK) made extensive use of SIPRNET data transfer. Only the IKE turnover was a face-to-face affair and that was only to address a few remaining items after the majority of data had already been exchanged. With IT-21, the turnover began prior to leaving the pier. Furthermore, the use of IT-21 also allowed for real time coordination with organizations ashore including CINCLANTFLT, COMUSNAVCENT, COMNAVAIRLANT, COMSIXTHFLT, COMFAIRMED, CTF-67,

COMSUBGRU SEVEN and others resulting in mission success where previously there might have been failure due to lack of communications.

Throughout the deployment CDC maintained an M-1 rating in all warfare mission areas and achieved the completion of all required competitive exercises for the CY99 COMNAVAIRLANT Battle "E" with a final average of 96 prior to the end of April.

Following the JTG 99-1 deployment CDC's Extended Selected Restrictive Availability (ESRA) package of 236 jobs and 159.292 greatly enhanced mission effectiveness, material condition and quality of life. CDC Sailors supported all ESRA Tiger Teams and CDC khaki stood up the Rehabilitation Division that completely overhauled 38 of the ship's heads as well as the ship's Firewatch Division. Additional CDC khaki supported both the ESRA Production Division and the ESRA Tile Team.

Strike Operations

See attached Calendar Creator schedules.

RELIGIOUS MINISTRIES DEPARTMENT

January-March

- Provided diverse and dynamic occasions for ENTBATGRU personnel to worship on Ash Wednesday, throughout Lent and Palm Sunday.

- Furnished spiritual support to ENTBATGRU, C5F, and C6F ships through coordination of over 18 "Holy Helo" services.
- Supplied comprehensive spiritual support throughout OPERATIONS: SOUTHERN WATCH, DELIBERATE FORGE, and various joint exercises.
- Ensured ENTBATGRU's awareness of spiritual concerns through regular briefs regarding religious customs, traditions, and requirements both general and area specific.
- Coordinated and officiated five burials-at-sea.
- Responded to call by USS PAUL F. FOSTER (DD 964) for chaplain presence due to loss of helo on March 23. There was injury to pilots and aircrew, but no loss of life. Provided Critical Incident Stress Debriefs of helo detachment, counseling, and worship celebrating with thanksgiving the sacredness of life.
- Liased with Navy Family Service Center, Navy-Marine Corps Relief Society, and Virginia State Troopers to alert our people to the nuances and develop strategies for Return and Reunion.
- Supported 13 Community Relations Projects in 4 ports involving over 325 volunteers.
- Offered a successful "Adopt-A-Sailor" program in Livorno, Italy.
- Hosted C6F Rabbi, CDR Jonathan Panitz for CVN familiarization training and provision of Sabbath Services in ENTERPRISE.
- Developed and marketed two new spiritual study options that targeted the care and feeding of night shift personnel and newly committed Christians.

April-June

- Performed burial-at-sea for SSGT Bragg, USA, grandfather of FN Bragg assigned to Engineering Department.
- Transfer of LT P.J. Shaughnessy, CHC, USNR, 09 June.
- Reported onboard LCDR V.A. Salamoni, CHC, USNR, 03 June.
- Sent Chaplain Salamoni TAD to "Suicide Prevention Training" at the Menninger Institute, Topeka, KS.
- Increased home visitation schedule to meet greater demand and need, 4 home visits per week.
- Spearheaded an 18 days "Hidden Keys To Loving Relationships" Video Series by Gary Smalley for ENTERPRISE/CVW3 Sailors and Marines to better adjust them for Return and Reunion.
- Hosted, coordinated and provided support for ENTBATGRU Easter Sunrise Service which ministered to 1,000 personnel.
- Celebrated the passion and resurrection of Christ with multiple worship opportunities, on a variety of ENTBATGRU platforms reaching well over 2000 personnel.
- Liased with NMCRS administrators to provide onboard training for forty NMCRS caseworkers during transit back to Norfolk after a major deployment.
- Developed and delivered marriage awareness seminars which targeted "at risk" relationships.
- Offered 92 classes for Return and Reunion program during the transit across the Atlantic Ocean.
- Provided diverse worship opportunities for all during "Friends and Family Day Cruise".
- Furnished spiritual counsel and support to ENTBATGRU, C5F, C6F, AND C2F ships through aggressive coordination of 16 "Holy Helo" flights netting over 28 worship events.

July-September

- Revitalized involvement in Personal Excellence Partnerships (Adopt-A-School) for Green Run and John Marshall elementary schools.

- Habitat for Humanity project began upon ENTERPRISE entering into the shipyard, over 90 people and 4,000 hours volunteered.
- Performed Memorial service for RM2 Stacy Gray, USN a shipmate assigned to Combat Systems Department.
- Conducted Memorial service for MM3 Glenzo Taylor, USN a shipmate assigned to Engineering Department.
- Coordinated command response to Sailors and their families evacuated from the Woodbridge Housing facility to Warwick High School and beyond. Assisted in alerting SURFLANT of the situation. Ensured that crewmembers attached to ships in Newport News Shipbuilding Yard were properly fed, dressed and rested in Building 608 when shelters proved ill-prepared and unequipped.
- Offered Financial Planning Seminar as preemptive strike against mounting money woes of young servicemember.
- Intensified already dynamic deckplate presence while in ESRA at Newport News Shipbuilding.
- Developed a monthly RMD magazine which was distributed throughout the ship.

October-December

- Transferred LCDR M.A. Uhall, CHC, USN on October 1.
- Reported onboard LT D.L. McBeth, CHC, USNR on October 4.
- Designed and offered and ecumenical celebration of Thanksgiving through worship while in the shipyard.
- Redesigned the chaplains "Zone Coverage" to improve deckplate ministry.
- Offered a variety of Christmas season worship services to include a "Chorus and Praise" on Christmas Eve.
- ENTERPRISE provided holiday assistance to over 90 families during Thanksgiving and Christmas. Each family was provided a gift certificate to the Norfolk Commissary where they were able to purchase enough food for a generous holiday meal.
- Completed thirty-seven ESRA projects prior to completion of the ESRA/yard period.

Other accomplishments include:

- Provided Navy and Marine-Corps Relief Society funds to 251 personnel loaning over $113,000.00.
- Handled over 850 American Red Cross Messages and their responses.
- Religious Ministries Department facilitated and supported numerous spiritual opportunities for a widely diverse group of faiths: Baptist Bible Believers, Church of Christ, Jewish, Latter-Day Saints, Muslim, Officer's Christian Fellowship, Promise Keepers, Protestant, Roman Catholic, Seventh-Day Adventist, Protestant, and Wicca. Total opportunities offered weekly is 78 services underway and 16 services inport.

SAFETY DEPARTMENT

The Big "E" Safety Department attacked the many challenges of 1999 with its trademark zeal and professionalism. The year brought three separate and distinct operating/work environments each with varying degrees of risks and hazards: 1) Deployment; 2) Leave & Upkeep coupled with Ammo Download; and 3) Extended Ships Repair Availability (ESRA).

TRAINING DEPARTMENT

LCDR Wood - Training Officer
CTRCS(SW/AW) Hamill Relieved ICC(AW)Perez as Training Department LCPO and Command Financial Specialist
EN1 Perry - LPO/Command Indoctrination Coordinator
AT1 Baker – Relieved PN1 Mailloux as TAD Coordinator
AE2 Sermon - Relieved AT1 Baker as TAD Coordinator
PN3 Clark - Travel Claims Coordinator
AC2 Bias Relieved AT2 Murphy as TR-40 W/C Supervisor
DC3 Cook - Relieved AC2 Bias as TR-40 W/C Supervisor
ABF3 Rodriguez - Supply PO/Indoctrination DBASE
AA Baker - Maintenance Man/Training Classroom
AA Claiborne - Maintenance Man/TAD Office Clerk

I-Division:

The I-Division is responsible for managing the Command Indoctrination Program. The objectives of the program are to provide command and area-specific information to new arrivals, thus, facilitating his/her assimilation into the organization, motivating the member, and making him/her feel a welcome part of the team.

The Division continued to provide a smooth and informative transition to 986 newly reported E-1 through E-6 personnel within four weeks of reporting aboard. In addition to presentations from the Commanding Officer, Executive Officer, and Command Master Chief and major shipboard functions, the program was expanded to two weeks to incorporate Basic DC training into the curriculum resulting in personnel reporting to parent div/dept as Basic DC qualified. Current impetus is to include basic 3M 301 qualifications. Once fully implemented all individuals will report to their parent Departments/Divisions with Basic DC/3M 301 qualifications. An Indoctrination Class for newly reported Officers and Chiefs is offered, as schedule will allow.

TAD

The TAD Division's responsibilities include management of all cost and no-cost TAD orders.

Aggressive leadership, exceptional technical expertise and an extraordinary team effort continued to characterize Training Department superb performance this year. Received a budget authorization for an amount in excess of $500,000.00 for TEMADD travel in FY99. Processed 646 sets of funded Cost TAD orders and over 1,000 sets of no-cost orders for travel to various locations throughout the world. Coordinated arrangements for official travel which totaled nearly $200,000.00.

WEAPONS DEPARTMENT

G-1 Division (Air Gunners)

1. Safely handled and expended over 490 tons of ordnance in support of OPERATION SOUTHERN WATCH and OPERATION DESERT FOX.

Of those periods, the most significant statistic was zero class A or B mishaps during the hazard rich environment of ESRA. Additionally, utilizing Operational Risk Management (ORM), Big "E" experienced a 34% decrease in total injuries and a 17% decrease in off-ship reportable mishaps compared to 1998.

The Safety Department's six safety technicians also inspected 1177 spaces for safety hazards, fit tested over 1014 sailors with respirators, evaluated 1041 bulk samples for asbestos (confirming 132 as containing asbestos) and took 866 paint samples to analyze for lead. Finally, the departmental personnel monitored 26 emergent and planned asbestos abatement operations - this in house capability saved $250,000 in contractor costs and significantly reduced down time to ship's vital equipment.

Significant events included:

January	Safety Standdown/Health Fair
April	Safety Standdown
July	Safety Standdown/Health Fair
November	Safety Standdown

SUPPLY DEPARTMENT

1999 proved to be a logistical challenge for the Supply Department. Their history is divided between three distinct sections. The first is the deployment with a time frame from January through April. The second takes place in May and includes finishing the deployment and gearing up for the Extended Selective Restrictive Availability in Newport News. The last takes place during the ESRA from June through December.

January-May 1999

Food Services (S-2)

An average of 12,000 meals was served daily from the galley. In addition there was a minimum of 400 box lunches prepared daily during the six-month cruise. During OPERATION DESERT FOX the Galley provided 24-hour service for four days straight, once again honoring the can-do spirit of Supply, S-2. In six liberty ports S-2 provided hot meals on the pier for those shipmates who were not able to make it back to the ship due to bad weather or watches on shore. This proved to be very valuable on those nights when liberty boats were secured due to bad weather. It was so cold that all the pallets left on the beach were burned in the grills to keep sailors warm.

ENTERPRISE was the first aircraft carrier to be placed on the new subsistence Prime Vendor system. While on the six-month cruise we were also the first carrier and battle group to use the New Prime Vendor Europe system. Figures from January 1999 to January 2000 are as follows:
Total receipt with charge: $2,136,215.00
Total Stores Consumed: $2,257,690.00
Total Rations Fed 406,681

Sales and Services (S-3)

The Sales and Service Division devoted countless hours to replenishing and stocking its three stores, six snack machines, 13 soda vending machines, and two phone card machines. The ship store operation made over $3.3 million in sales, an ENTERPRISE record. In order to achieve this, sales took on $4 million in stock prior to deploying in November and received $1million in stock during the deployment.

With the success of the deployment, Sales was able to turn over $290,000 to the ship's Welfare and Recreation fund in May 1999. The Services Division contributed by giving 18,500 haircuts and processing over 1,298,633 pounds of bulk laundry.

Disbursing Division (S-4)

January – Disbursing installed IATS (Integrated Automated Travel System) software and began processing all travel claims electronically. January was a month where hostile fire and combat zone tax exclusion documents were processed for the entire crew. Disbursing also received and issued W-2s.

Wardroom Services (S-5)

For the first four months of 1999 the S-5 Division was very busy on the 98-99 Med Cruise entertaining many Distinguished Visitors and Wardroom Guests. The Public Affairs Officer was responsible for making the arrangement for the visit but, the Wardroom was responsible for making our guest feel like they were treated as "Five Star" VIPs. Several receptions were held in the hangar bay while smaller receptions were held in the Admiral's Mess and Flag Bridge during the Mediterranean Cruise. Honored guest included former President George Bush, the CNO, Hootie and the Blowfish as well as governors and mayors from many foreign cities and countries.

While not inport and on a regular underway cycle Pizza Night was held every Saturday night for dinner along with a wide selection of pasta dishes. "Gypsy Night" was held in Wardroom One with officers from VF-32 preparing and serving their fellow officers. This was a great stress reliever and ideal bonding time for all officers. Besides Pizza Night, the Wardroom crew served four meals a day, which accounted for over a 1,000 meals per day. Some very tasty items were served to our customers such as prime rib, shrimp scampi, blackened tuna, and crab legs. The division hosted many special meals such as a "DESERT FOX Victory Meal," Christmas Day Dinner and Fat Tuesday meals. Let's not forget wardroom gatherings like Big E Bingo and pro football parties.

Aviation Stores (S-6)

April - The Aviation Stores Division processed 42 AVDLRs and arranged their delivery to USS THEODORE ROOSEVELT while in the Mediterranean Sea.

Materials Division (S-8)

January - Processed over 5,000 storeroom issues. Conducted 4 RAS evolutions with USS DETROIT totaling 790 pallets. Inventoried 7,342 line items within 2 storerooms.

February - Processed over 8,000 storeroom issues in support of OPERATION DELIBERATE FORGE. Inventoried 3, 567 line items within 2 of 35 storerooms. Conducted 5

RAS evolutions with DETROIT, PHILIPPINE SEA, KANAWHA, MONOGAHELA, and SIRIUS totaling 714 pallets of stores.

March - Conducted 4 RAS evolutions with DETROIT, LARAMIE, and SIRIUS, loading an astounding 1,360 pallets of stores to replenish from accelerated optempo brought by OPERATION DELIBERATE FORGE and SOUTHERN WATCH. Processed over 7,000 storeroom issues. Inventoried 4,000 line items.

April - Conducted 4 RAS evolutions with DETROIT loading 664 pallets of stores. Processed almost 5,000 storeroom issues in support of OPERATION SOUTHERN WATCH. Procured extra shipping materials in preparation for air wing offload.

May 1999

Food Services (S-2)

During Friends and Family day Cruise – S-2 served approximately 18,000 people for breakfast, lunch and dinner.

Sales and Services (S-3)

Tiger Cruise and Friends and Family Day Cruise were a success for ship's store sales. Sales held sales in the ship store and the hangar bay to accommodate the 5,000 people that attended. Store did $40,000 in sales between the two events.

Disbursing (S-4)

Processed documents to stop FSA for the majority of the crew.

Wardroom Services (S-5)

While arriving back in May from deployment it was time for a post deployment rest which was very well deserved. After standdown was over it was time for the Big E's Friends and Family Day Cruise, during which over 700 guests of the wardroom enjoyed a day of jet fighters breaking the speed of sound and a catered affair on the hangar bay. Over 100,000 pieces of candy were given away and S-5 personnel worked side-by-side with S-2 preparing and making our guest feel like part of the Big "E."

Aviation Stores (S-6)

The Aviation Stores Division processed 144 AVDLRs for delivery to USS JOHN F. KENNEDY in time for its JTFEX preparations.

CPO Mess (S-11)

330 guest Tigers were onloaded in Mayport, FL with the offloading of CVW 3. Special meals were served honoring our new guests arrival. The night before pulling into Norfolk, Channel Fever Night, another special meal was served followed by an ice cream social featuring live music and a DJ.

June - December 1999

Stock Control (S-1)

On July 28, USS ENTERPRISE successfully converted $240 million in Aviation Depot Level Repairables and Depot Level Repairables to the Navy Working Capital Fund

Food Services (S-2)

During ESRA, the forward mess decks were retiled, new Coke machines were installed, and the entire forward mess decks were painted out and restenciled. The forward scullery had additional ventilation installed for better air circulation. In Cargo, new deck grating was installed into the forward and aft-refrigerated boxes and freezer spaces. The 4-195-1 storeroom, the administration office and the dry provision storerooms were painted out. All food service refrigerators were renovated with new pipes and drain heaters. A brand new floor was put into the walk-in reefer and new ventilation was installed in both aft sculleries.

Sales and Services (S-3)

Commenced ESRA and the rehab of six storerooms, two office spaces, two passageways and a berthing compartment took place to consist of retiling the decks and painting.

The ship's store was able to turn over another $30,000 to the Welfare and Recreation Fund in the month of September. Held a NNSY Worker Appreciation Day sale in August to promote goodwill between the workers and the crew. Prior to departing from the shipyard, Sales Division held an "Out of the Yard Sale" in the hangar bay that produced $2,000 in sales. In an attempt to move some stock and give the crew a good deal, Sales had an End of the Century Sale in the ship store in December.

Disbursing (S-4)

July - Received and installed new ATM equipment.
October - Painted S-4 berthing.
December - Received and installed all new NSIPS computer equipment.

Wardroom Services (S-5)

During the month of September it was time to move to the shipyard which meant it was time for a much-needed facelift to the wardroom galley and stateroom spaces. Over 100 staterooms were painted which meant many hours of preparation time. S-5 had a rehab crew of six very hard working Sailors who put forth a combined working effort of over 70 hours a day in taping, laying paper and sanding staterooms in preparation for paint crews to paint staterooms. After painting was complete it was time to clean these spaces and make some much-need replacements of soap dishes, towel racks and mattresses. All of this and a good house cleaning greatly improved the quality of life on the Big "E." Over 1000 gallons of paint, 300 rolls of tape and 3,000 feet of brown paper were used during this event

During ESRA there were many improvements and modernization of the galleys. New coppers, a new serving line, ovens, improved ventilation as well as reefers were added to modernize the operation of the galley. In the Vegetable Prep area new reefers and freezers were installed. These really helped to add additional storage spaces for underway periods. On the

service line in the Wardroom mess, new beverage machines were installed. A new breakfast service was added which provided customers table service. Wardroom Service is looking forward to the challenges of the new millennium to provide the style and quality service that our customers richly deserve.

Aviation Stores (S-6)

June - The Aviation Stores Division completed a post deployment CNAL Reconciliation with 100% validity, being the first carrier in history to have zero adjustments.

July - The Aviation Stores Division converted the entire inventory over to Navy Working Capital Fund. This change improves our carcass tracking ability in that a carcass will now be tracked with the original issue document number vice a stock reorder document number. It also eases the maintenance of DEF to RO.

August- The Aviation Stores Division processed 85 AVDLRs for delivery to USS JOHN F. KENNEDY in time for its Mediterranean Sea/Arabian Gulf Deployment.

September - The Aviation Stores Division processed 130 AVDLRs for delivery to USS DWIGHT D. EISENHOWER.

Materials Division (S-8)

June - Offloaded aircraft engines and bulk COSAL/AVCAL. Offloaded 3 flammable storerooms totaling over 2,000 line items in anticipation of ESRA. Offloaded Tonka and other MHE for refurbishment.

July - Set up SFOMS Warehouse for material storage/transport during ESRA.

August - Transported over 200 pallets of SFOMS material from NAVSTA Norfolk to Newport News in support of ESRA.

September - Loaded over 400 pallets of stock and DTO material. Transported over 100 pallets of SFOMS material. Inventoried 5,911 line items of aviation repair parts in preparation for post ESRA operations. Refurbished 2 COSAL/AVCAL storerooms. Promoted 8 new petty officers, best advancement percentage in the department.

October - Five hazardous material storerooms inspected by IHO for NAVOSH compliance. Inventoried 2,322 line items of paper products in support of post ESRA operations. Refurbished COSAL repair parts storerooms 74 and 29. Loaded over 200 pallets of stock, DTO, and SFOMS material. established night team and QA team to streamline receipt processing and inventory.

November - Backloaded flammable storerooms 83, 84, and 44. Offloaded nearly 100 pallets of excess stock and DTO. Cleared NAVSTA Norfolk of all material pending for ENTERPRISE.

December - Closed down SFOMS Warehouse ahead of schedule 5200 requiring backload of bulky COSAL and AVCAL parts. Revamped 3M program to include assignment of all E5 and below as maintenancemen, thereby improving personal knowledge of the ship and efficient use of manpower.

CPO Mess (S-11)

September - Women at sea modification got underway in compartments 3-83-0-L and 02-245-1-L was completely rehabbed. Additionally, the CPO Mess treasurer office was expanded and the office size was doubled into the feeding area.

2. Safely completed Post Cruise AMMO offload, transferring over 1,267 tons of ordnance to USS DETROIT (AOE 4) in only 36 hours.
3. Extensive repair and overhaul of 24 electrical forklifts, three weapons magazines and 50 miscellaneous shipwide spaces during the Extended Ship Repair Availability (ESRA) 1999. Resulted in over $100,000.00 savings to the Navy in contracted work.
4. Extensive repair and overhaul of 750 pieces of weapons support equipment during the ESRA 1999, resulted in a $35,000.00 savings to the Navy in contracted work
5. Extensive repair and overhaul of 8 jettison lockers, 4 ready service lockers and 3 weapons magazines during ESRA 1999.

G-2 Division (Armory)

The Armory division is a diverse group of professionals comprised of Gunners Mates (GM), Torpedomen (TM), and Aviation Ordnancemen (AO). Together they operate, maintain and repair all assigned guns, gun mounts and associated equipment used by the Ship's Security Forces to protect Big "E". Significant accomplishments included:

1. Maintained operational readiness of 30 38-year old magazine sprinkler systems at 100 percent by repairing or replacing numerous magazine sprinkler valves and components.
2. Conducted 50 successful shotline-firing operations, which resulted in 100 percent effectiveness of underway replenishments, sea and anchor details, and ship moorings.
3. Qualified in excess of 300 Security Force and Weapons Department personnel in the use and operation of small caliber weapons for security teams and quarterdeck watch standers.
4. Conducted .50 caliber automatic machine gun, M-14 & M-16 semiautomatic rifle, 9MM & MP5 pistol, and 12 gauge shotgun live fire exercises.
5. Five personnel were advanced to Third Class petty officer and one advanced to Second Class petty officer.
6. Qualified eight personnel as Weapons Elevator Operators.
7. Assisted in ammunition onloads as elevator operators, magazine sprinkler operators, and safety observers.
8. Conducted 52 PMS spot checks and had 104 spot checks performed on 15 divisional personnel.
9. Five personnel assisted with ENTERPRISE's Habitat for Humanity project.
10. Completed 3,546 production man-hours on 35 ship's force jobs during ESRA 99.

G-3 Division (Magazines/Assembly)

G-3 Division began the year in the midst of a highly intense deployment to the Persian Gulf having just concluded participation in OPERATION DESERT FOX in December 1998. In February, G-3 personnel were called upon to break out, assemble, and deliver live ordnance in support of the ship's mission in the Adriatic Sea during OPERATION DELIBERATE FORGE, shortly followed by OPERATION SOUTHERN WATCH in March. While serving in JTG-99-1 from January to May, G-3 participated in 9 onloads for a total of 528.5 tons of ammunition and 5 offloads for a total of 134.4 tons of ammunition. During this time, 250.5 tons of ammunition were expended for training purposes by CVW-3, SEAL Team Eight, EOD 2, and ship's force personnel. Upon completion of JTG-99-1, G-3 participated in 3 offloads for a total of 72.7 tons and 1 major offload for a total of 1,232.6 tons.

Divisional personnel performed 4,627 damage control and preventive 3M maintenance actions throughout all weapons magazines as well as numerous berthing and squadron spaces.

In June, G-3 personnel entered into the ESRA with the task of rehabilitating/preserving divisional spaces including all 26 weapons magazines and their trunks as well as overhauling the universal decking in eleven magazines.

G-3 Division promoted two personnel to Petty Officer First Class, five personnel to Petty Officer Second Class, and 21 personnel to Petty Officer Third Class.

G-4 Division (Weapons Elevators)

1. Completed COMNAVAIRLANT elevator assessment, which noted a 43% reduction in discrepancies compared to the same inspection one year ago.
2. Completed 2 major weapons elevator ship alterations
3. Completed wire rope replacement on 4 weapons elevator third deck hatches.
4. Completed 265 repair jobs during ESRA 99.
5. Completed over 200 elevator runs, supporting New Port News during ESRA 99.
6. Established a Quality Assurance Instruction and processes, for receiving/stowing/transferring ordnance on board USS ENTERPRISE.

G-5 Division (Aviation Ordnance Control Center)

During 1999, G-5 was responsible for the requisition, coordination, and safe movement of ordnance for nine on-loads, eight off-loads, and one major ammunition transfer. The combined total tonnage for the nine on-loads was 528.5 tons and the tonnage for the eight off-loads totaled 207.1 tons. The major ammunition transfer comprised of 1232.6 tons, was conducted with USS DETROIT. Prior to completing deployment, G-5 personnel were responsible for conducting a wall to wall inventory of all NALC items aboard USS ENTERPRISE to aid in achieving 100% accountability of all ordnance and related items. Upon completion of the transfer, G-5 personnel worked hand in hand with AIRLANT, CINCLANT, AMMOLANT, CAIMS, and IMSD to achieve an out of balance report of zero discrepancies. During this time G-5 also worked the unmatched issues and receipts report with seventeen pages of discrepancies down to only three items remaining. This figure is the lowest number for all CVs on the East Coast.

While performing operations during JTG-99, G-5 was the main link between CVW-3, EOD Mobile Unit TWO, and SEAL Team EIGHT to ensure that all needed ammunition was available to meet every training and mission requirement. To make this possible G-5 worked closely with AIRLANT, AMMOLANT, and CTF-5 to ensure that ammunition was available in the operating area for each exercise.

Throughout the recent shipyard period at Newport News Ship Building, 620 elevator runs were utilized to aid and assist yard workers in the movement of gear and supplies. G-5 personnel were responsible for ensuring that material was safe and could be run on weapons elevators and that divisional personnel were present and qualified to operate elevators in a timely and safe manner.