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Encl: (1) USS ENTERPRISE (CVN-65) 1983 Command History

1. In accordance with reference (a), enclosure (1) is forwarded.

J. J. DANTONE
By direction

Copy to:
Director of Naval History
CINCPACFLT
COMNAVAIRPAC (Code 012)

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THE HISTORY
OF
USS ENTERPRISE (CVN-65)
IN
1983

Enclosure (1)

USS ENTERPRISE COMMAND HISTORY 1983

USS ENTERPRISE HISTORY OF 1983

For ENTERPRISE 1983 began on a positive note, as "BIG E" and her battle group began a transit out of the Arabian Sea toward a port visit in Australia. New Year's Day was highlighted by the arrival of the Dallas Cowboy Cheerleaders for a much-awaited performance onboard ENTERPRISE and other units of Battle Group Foxtrot, which was composed as follows:

USS ENTERPRISE (COMCARGRU THREE - RADM Kohn embarked)
USS BAINBRIDGE (CGN-25)
USS OCALLAHAN (FF-1051)
USS HEPBURN (FF-1055)
USS HULL (DD-945)
USS WADDELL (DDG-24)
USS SHASTA (AE-33)
USS SACRAMENTO (AOE-1)
USS WHITE PLAINS (AFS-4)
USNS PONCHATULA (TAO-148)

USS HARRY W. HILL (DD-986) (Detached for MINSK surveillance OPS - rejoined 19/20 January)
USS REASONER (FF-1063) (Detached on ASW duty - rejoined 10 January)

FNS KERSAINT (D-622) (Operating with BG until 10 January)

The Battle Group conducted WEAPONS WEEK and RAINBOW REEF (a convoy transit with merchant ships from the Rapid Deployment Force detachment at Diego Garcia) in the vicinity of Diego Garcia, and on 11 January began an eastbound transit enroute Australia.

On 18 and 19 January, the BG conducted Exercise BEACON SOUTH with Australian units, and on 20 January ENTERPRISE, SACRAMENTO, and HARRY W. HILL arrived in Fremantle. Other units called at Geraldton and Bunbury. Units of the battle group departed their respective ports and reformed on 26 January for a transit north through the Sunda Strait (01 February), Java Sea, and into the South China Sea, arriving in Subic Bay on 07 February.

ENTERPRISE departed Subic Bay on 27 February and rendezvoused with other elements of Battle Group Foxtrot, coming from a port visit in Hong Kong. Soviet reaction to the presence of the battle group had already commenced on 02 March, when two TU-95/BEAR D reconnaissance aircraft reconnoitered ENTERPRISE as we operated 30NM off Subic Bay. This reaction continued at a high level as the battle group steam north through the Tsushima Strait and into the Sea of Japan as a participant in Exercise TEAM SPIRIT 83.

On 21 March, following a successful exercise, ENTERPRISE entered Sasebo, Japan to conduct the first visit to that port by a nuclear-powered ship since we last called there in 1968. The previous visit had caused widespread riots, but

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this time ENTERPRISE crewmembers found the Japanese people very friendly, with only a few large but peaceful demonstrations. In fact, in true ENTERPRISE tradition no major incidents occurred, and our very successful visit helped clear the way for future nuclear-powered ship visits to Japan.

Once again underway, on 26 March, ENTERPRISE conducted independent operations and then rendezvoused with USS MIDWAY and her battle group on 30 March for the transit north through the Sea of Japan and out the Tsugaru Strait enroute FLEEXTEX 83-1 in the northwestern Pacific Ocean. On 09 April, ENTERPRISE and MIDWAY rendezvoused with USS CORAL SEA, and all three carriers conducted a counterclockwise sweep of the northwestern Pacific Ocean. At midday on 18 April ENTERPRISE detached enroute Alameda. In ADM Foley's own words, FLEETEX 83-1 "witnessed several significant achievements including: fully integrated three carrier battle force operations; theater wide operations in support of the battle force; integration of the full range of air force maritime capabilities into battle force and theater naval operations, and incorporation of both Canadian and Coast Guard units into the battle force." Enroute to Alameda, ENTERPRISE's Engineering and Reactor Departments successfully completed their annual ORSE 23 April 1983.

With LCDR Sulu (George Takei), helmsman of starship ENTERPRISE, on hand, ENTERPRISE arrived in San Francisco Bay on 28 April. During the final leg of the inbound channel, approximately $\frac{1}{2}$ mile from the pier, ENTERPRISE ran aground and was delayed for approximately five hours until the incoming tide and tugs freed her to complete a deployment only two days short of eight months after her departure on 01 September 1982.

On 17 June, Captain R. J. KELLY was relieved by Captain R. L. LEUSCHNER, JR. in ceremonies onboard ENTERPRISE. Captain KELLY had been Commanding Officer since 23 February 1980. VADM Robert F. SHULTZ, Deputy Chief of Naval Operations (Air Warfare) was the guest speaker.

On 31 August, Master Chief Aviation Ordnanceman Stephen Youngson was relieved as ENTERPRISE's Command Master Chief by Master Chief Aircraft Maintenance Technician Marvin Weaver.

From 15 May until 20 September ENTERPRISE underwent an extensive SRA period. In addition to work done by some 400 civilian contractors, ENTERPRISE ship's force completed 3534 key jobs. BIG E conducted very successful sea trials 20-26 September. During this period the flight deck was recertified (21 September), as was the Automatic Carrier Landing System. From 22 to 24 September, ENTERPRISE evaluated for CNO the catapult launch of F-14s towing gunnery banners. Full power rudder tests were also conducted with maximum heel at 30kt/30 degree rudder of 12 degrees. With the sea trials out of the way, ENTERPRISE began her workup cycle in earnest.

In September Battle Efficiency "E"s were awarded by COMNAVAIRPAC to ENTERPRISE for Operations and Medical Departments. Air Department was selected as a runner-up. Damage Control Department was awarded the Habitability "H" and was a runner-up for the DC Excellence Award.

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On 28 September, a Training Readiness Evaluation found ENTERPRISE "ready for scheduled training leading to combat operations qualifications per type/class ion all areas except for Damage Control." (The Damage Control area was rectified sufficiently to commence Refresher Training). ENTERPRISE then went to sea 06-13 October for the return and Carrier Qualifications (CQ) of her airwing, CVW-11, composed of VF-114, VF-213, VA-22, VA-94, VA-95, VS-21, VAQ-133, VAW-117, and HS-6. In a six-day period, CVW-11 aircraft completed a total of 1429 arrested landings to qualify every pilot in the wing. ENTERPRISE also conducted Independent Steaming Exercises, including repeated General Quarters and first aid training, in preparation for the upcoming REFTRA. ENTERPRISE returned to San Francisco Bay in time to join the FLEET WEEK procession of 11 ships through the golden Gate and into the bay. Included in the festivities were USS KITTY HAWK (COMCRUDESGRU THREE - RADM Baldwin embarked), USS MERRILL, USS CHANDLER, USS OBIEN, USS MARS, USS WABASH, USS MAUNA KEA, USS BERKELEY, USS DUNCAN, and USS LEWIS B. PULLER.

ENTERPRISE was underway enroute REFTRA on 31 October, and completed three weeks of REFTRA on 18 November. ENTERPRISE was found "ready to commence advanced level training in all evaluated areas including ASW leading to battle group operations" (COMFLETRAGRU). The REFTRA had been concluded with a 15-18 November Training Assessment which included successful completion of: Q-route training/transit, open ocean navigation, oparea forecasting/BG tactical environmental effects summary, AGI surveillance/harrassment/INCSEA training, flex deck operations, mining exercise (MINEX), war-at-sea exercise (WASEX), grid operations, formation steaming, replenishment-at-sea (connected replenishment), submarine vulnerability periods/ASW freeplay, helo/crash/flight deck fire, rigging for barricade operations, major conflaguration (first carrier to ever pass this evolution), mass casualty drill, live anti-carrier simulated strike and chemical/biological/radiological (CBR) hit recovery.

From 28 November to 02 December, following a return to Alameda for the Thanksgiving holidays, ENTERPRISE underwent a successful Nuclear Technical Proficiency Inspection conducted by COMNUCWEPTRAGRUPAC. On 01 december, as part of the President's "Partnership in Education" program, ENTERPRISE adopted Millbrae, California's Mills High School to offer the school career educational training and counseling assistance, as well as tutorial services and Navy orientation tours.

The last major event of 1983 was an Underway Material Inspection/INSURV, conducted 12-14 December. ENTERPRISE was found to be in very good condition and fit for further service. The 31st of December passed with BIG E pierside at Alameda.

The Commanding Officer is CAPT R. L. Leuschner, Jr. (Biography - Enclosure (1)).

Commander Carrier Group THREE, RADM Edwin R. Kohn, Jr., is embarked.

Carrier Air Wing ELEVEN, CDR Robert P. Hickey, is also embarked.

The following sections, listed alphabetically by departments, provide a more detailed description of ENTERPRISE's activities during 1983.

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I. Aircraft Intermediate Maintenance Department (AIMD)

<u>Date</u>	<u>Event</u>
January	Completed COMFARIWESTPAC Mid-deployment Material Inspection with a grade of satisfactory. Facilities relocated as a result of inspectors recommendations include: Aviators Breathing Oxygen Test Stand relocated from 1-171-3-A to 1-57-4-E and operation taken over by the Engineering Department. APS116 Freon Fill unit moved from 1-171-3A to 1-22-0-L to prevent aviator equipment contamination by freon.
May	Commenced rework/verification of 75 major test installations and 400 pieces of ground support equipment in support of the Ship's Selected Repair Availability (SRA).
July	The ship's C-1A aircraft was transferred permanently to VRC-30. Carrier on board delivery support will in the future be provided by VRC-30. Participated in the Aviation Consolidated Allowance Listing (AVCAL) review at ASO Philadelphia and provided component repair history information, technical expertise and data processing support in preparation for review of more than 1500 AVCAL items.
August	SHIPALT 5320K, E-2C Advanced Radar System Test Set installed in Avionics Shop No. 2B. SHIPALT X6124K, RADCOM Test Set (AN/USM-467), installed in 1-22-2-Q. This bench supports the APS-125 airborne system of the E-2C.
September	Completed GSE beach detachment rework effort. Total cost was \$218K and included commercial rework of all Weapons Handling Equipment and selected aircraft Ground Support Equipment such as NC2A, spotting dollies, and MMG1A.
November	Completed successful refresher training period supporting the embarked air wing to 87 percent mission capable rate and 3000 flight hours in a 21 day period. Achieved a 62 percent ready-for-issue rate on 1500 components inducted.

Major Inspections

<u>Date</u>	<u>Event</u>
January	Mid Deployment Material Inspection GRADE: Satisfactory.
May	Post Deployment Material Inspection GRADE: Outstanding.

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Production Statistics

<u>Date</u>	<u>Items Processed</u>	<u>Effectiveness Percent</u>	<u>RFI Percent</u>
January	3942	91.3	73.6
February	2312	72.7	75.9
March	4802	82.4	77.7
April	4100	92.6	80.6
May	128	25.1	93.0
June	215	33.2	97.2
July	348	46.0	99.7
August	327	40.3	85.0
September	438	44.7	82.4
October	560	56.5	97.0
November	1357	77.0	62.8

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II. Air Department

V-1 Division

<u>Date</u>	<u>Event</u>
February	Flight deck landing area was re-nonskidded during Subic upkeep period.
April	Supported 24 hour flight ops in Northern Pacific.
May	Commenced ship's force rehabilitation of 150 spaces.
June	Completed flight deck re-nonskid. Commenced training for next at-sea period, including fire fighting and ALRE Training.
July	Won Air Department Softball Tournament. Air Department selected as runner-up for Battle "E".
September	Flight deck markings re-certified. Commenced Sea Trials. Counter Measure Washdown System certified. Aircraft Handling Team re-certified by COMNAVAIRPAC.

V-2 Division

<u>Date</u>	<u>Event</u>
January	Completed a 53 day Indian Ocean line period.
February	Completed an SRA at Subic Bay, R.P. In one three hour CQ period, completed 163 traps.
March	Conducted FLEETEX 83-1 in the Northern Pacific with 100 percent availability of catapult/arresting gear and plat/lens equipment.
April	Ended the 82-83 deployment which included operations in the Indian Ocean, Western Pacific and Northern Pacific. A total of 10,734 cats/traps were accomplished since the start of the cruise.
September	Completed the SRA at NAS Alameda and accomplished 225 jobs which included 613 key operations. All equipment in a ready status for launch and recovery operations. Installation of the LSO Heads-up Display System completed. Completed ACLS certification with 100 percent availability of cat/gear and plat/lens equipment. Completed the Fleet Training Group's Training and Readiness Evaluation (TRE) with an "Outstanding," no discrepancies.
October	Carrier qualified Airwing Eleven's pilots in six days with 1,426 cats/traps.

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November Finished REFTRA with 895 catapult launches and 847 arrested landings. Completed 9,440 catapult shots and 8,162 arrested landings in 1983. Enjoyed a 100 percent availability rate for catapult/arresting gear and plat/lens equipment.

V-3 Division

<u>Date</u>	<u>Event</u>
January	902 total crunch free aircraft moves.
February	387 total crunch free moves.
March	1386 total crunch free moves.
April	774 total crunch free moves.
Total of crunch free moves from beginning of cruise: 7,600.	
Total of hours of conflag Watch from 01 January to 28 April: 5,664.	
July	Kool Summer Night's Concert "Cheryl Lynn and War", Hangar Bay One.
August	Kool Summer Night's Concert, "Guess Who."
October	Combined Federal Campaign Banquet, Hangar Bay One. USS VINSON arrives Alameda, CA (Banquet), Hangar Bay One.
1983 total crunch free moves: 4,018.	

V-4 Division

1983 total gallons JP-5 pumped: 11,250,000.

SRA work completed.

- a. Thirty-five JP-5 tanks cleaned/repared.
- b. Four each JP-5 purifiers converted to direct drive.
- c. No. 3 pumproom bilge repaired.

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III. Carrier Air Wing Eleven

<u>Date</u>	<u>Event</u>
January	Diego Garcia WEAPONS WEEK - Exercise to provide air wing training in air-to-air and air-to-ground weapons delivery. BEACON SOUTH - Provided air wing with low level and weapons delivery training.
February	COPE THUNDER - Joint air wing/Air Force exercise providing training in joint strike tactics. CQ - FCLP training for two days from NAS Cubi Point. Final preparation for Sea of Japan and Northern Pacific operations.
March	VALIANT FLEX/TEAM SPIRIT - Sixteen day joint United States and Korean exercise. The air wing provided support to amphibious task force during simulated assault. Interdiction support also provided.
April	FLEETEX 83-1 - A fifteen day three carrier Battle Force exercise in the Northern Pacific Ocean. Provided excellent training in anti-air and anti-submarine warfare.
May - August	CVW-11 returned to CONUS following an eight month deployment. During the deployment the air wing flew approximately 29,000 hours and recorded over 11,000 traps. Air wing commenced turnaround training cycle.
September	CVW-11 deployed to NAS Fallon for ten days of intensive weapons work. Conducted numerous major long range coordinated strikes.
October	CVW-11 deployed aboard USS ENTERPRISE for Carrier Qualifications for a seven day period. Qualified 113 pilots in a five day period.
November	Conducted REFTRA aboard USS ENTERPRISE. Conducted first cyclic operations since last deployment.

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IV. Communications Department

<u>Date</u>	<u>Event</u>
January	The ENTERPRISE Communications Department conducted Smallpipe HF Contingency Exercises with NAVCOMMSTA Diego Garcia.
February	The majority of February was spent in port Subic Bay, R. P. During this period several departmental personnel attended Military Customs Inspector, 3M Surface, Antenna Maintenance and Command Training Team classes. Also, during this period extensive antenna maintenance was performed. ENTERPRISE Communications personnel visited several ships and NAVCOMMSTA San Miguel.
April	Completed the WESTPAC Deployment. During the eight month cruise, the Communications Department sent 57,000 messages and received over 243,000. Additionally, in excess of 6 million xerox copies were run off and distributed.
June	A CMS training visit was held onboard in preparation for the CMS Inspection. Work was begun on the renovation of the message center and the NAVMACS V-2 System was removed making it necessary to transfer the communications guard to NTCC Alameda.
July	The CMS Inspection was completed by COMNAVAIRPAC and the NAVMACS V3 installation was commenced along with installation of the GR-23 VHF Communications System.
August	The Xerox 7000 duplicating machines were removed and replaced by two modern Xerox 9400 high capacity copiers. The NAVMACS V3 System installation was accepted and a "SMART" Team was onboard for 3 weeks to conduct operator training. During August Communications completed 98 percent of its ships force work package.
September	Preparations for getting underway dominated early September and Dock and Sea Trials were conducted. The department got underway in a THIRD Fleet Contingency Exercise.
October	Communications received a grade of Outstanding for its pre-training readiness assessment and returned to sea in a Smallpipe Exercise (HF vs SATCOM test).

V. Damage Control and Repair Department

During 1983 the Damage Control and Repair Department continued to grow and gain experience as an experimental department. This included the first deployment of the newly formed department and many associated overseas availabilities, an extensive availability (SRA-83) and a restructuring of the ship's internal maintenance program.

During the deployment to WESTPAC and the Indian Ocean, the Damage Control and Repair Department continued to utilize the WESTPAC Work Package procedures to prepare for the availabilities that were scheduled during the remainder of the cruise. Several automated procedures were developed for use on the ship that allowed accurate inputs from all departments to be added to the WESTPAC Work Package (WWP) and forwarded on to various repair activities which utilized this information to plan and estimate jobs to be done for the ship. The Damage Control and Repair Department worked closely with PERA (CV) representatives to create a "reverse" WWP that would allow the current WWP data base to be transmitted to CONUS activities to allow for early planning of additional work for SRA-83 and follow on activities.

Mare Island resin discharge work and SSSF pre-SRA-83 work dominated. The department was responsible for creating and maintaining information flow between all off ship repair activities (including SUPSHIP San Francisco and Mare Island Naval Shipyard) and all of the departments onboard. To this end weekly meetings were held with all repair organizations to identify and correct any problems and to discuss new work. The Damage Control and Repair Department (Habitability Division) carried out the objectives of the NAVSEA Habitability Self Help Program in which shipwide berthing and head improvement programs were put into effect. These programs replaced ten percent of the existing racks onboard with "tall man" berths and extensively upgraded the habitability of crew head and berthing spaces. Another part of the departmental involvement was the completion of more than five hundred ship's force work items, including approximately thirty eight nuclear welding repairs. In addition, the Damage Control and Repair Department supplied training to more than 100 fire watch personnel assigned to the SFOMS Department and to multiple duty section inport fire party members. Extensive Hull Maintenance Technician schooling for nuclear welding (NEC 4956) was used to improve the Industrial Repair capability to support propulsion plant repairs. Fire fighting and Damage Control schools at Treasure Island were extensively used to ready the ENTERPRISE repair parties for Refresher Training 1983. Upon completion of SRA-83 the department began to develop work packages for the upcoming availabilities that were scheduled during the remainder of the inport periods prior to the next deployment.

To become more responsive to the needs of the ship, the Damage Control and Repair Department created the Maintenance Control Center. Patterned after a concept based on Air Intermediate Maintenance Department organization and procedures the Maintenance Control Center (MCC) provided close monitoring of the ship's many repair-oriented divisions' job scheduling and utilization of manpower. During the first month of operation of the MCC the response time on

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maintenance requests was reduced by half when compared to the previous month. A twenty-five percent increase in job completions was also realized. Another reason that departmental productivity increased was the acquisition of two IBM personal Computers. One of the computers is located in the MCC to assist in tracking of jobs. The other is primarily to be used by the DCA to track DCPO training and maintain inventory on all damage control gear aboard.

During shipboard refresher training (REFTRA) the Damage Control and Repair Department demonstrated its visibility. Fleet Training Group (FTG) observers that were grading the damage control portions of REFTRA stated that no other carrier had done so well in as many areas as ENTERPRISE. Specific positive comments were directed at the superb level of training of the "Flying Squad", the Damage Control Training Team and the steady improvement of the performance of the repair locker personnel. ENTERPRISE was the first carrier to receive a grade of satisfactory during the CV Major Conflagration Drill. The Damage Control Training Team (DCTT) was recommended for advanced training. By demonstrating that the level of shipboard damage control training and material condition is maintained at a high level the concept of a separate Damage Control and Repair Department proved itself.

Several minor flooding incidents occurred during SRA 83. There were no major fires during 1983. The major events for the department are listed in chronological order below:

<u>Date</u>	<u>Event</u>
February	WESTPAC upkeep in Subic Bay, R.P. 370 job actions completed by SRF and shipboard personnel.
March	Departmental personnel enjoyed liberty in Sasebo, Japan as the first nuclear surface combatant visiting a Japanese port in 15 years.
May	Commenced SRA-83. Reactor Resin Discharge, Major AFFF Conversion and repairs. Over 135 firemain and main drainage valves replaced by ship's force and contractors. COMNAVAIRPAC Readiness and Training Representative positively endorsed the Damage Control and Repair Department Organization to the Commanding Officer.
June	Department awarded Habitability "H" and runner up for DC Excellence award by COMNAVAIRPAC.
September	Successfully completed SRA-83 on time, Training Readiness Evaluation, Fire Fighting Assist Team visit, Counter Measure Water Washdown System test, creation of Maintenance Control Center.
October	Two inport availabilities in Alameda, CA with more than 100 jobs completed.

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- November Completed Fleet Refresher Training, continued Captain's Cup Competition, sent one HTC to Ultrasonic Test School. Another HTC is scheduled for this school in January. This education will add an Ultrasonic Testing capability to the ENTERPRISE QA/NDT support posture. The department and the "Flying Squad" supported the NTPI inspection.
- December One inport availability in Alameda, CA. COMCARGRU THREE Admin inspection, 3M Inspection and INSURV (UMI/Open and inspect).

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VI. Deck Department

During the second half of the Western Pacific/Indian Ocean deployment Deck Department conducted 25 UNREPS receiving over nine million gallons of JP-5, transferring 2,741 lifts and 25 aircraft engines by CONREP. Over 200,000 gallons of DFM were received with 308,000 gallons DFM delivered. ENTERPRISE spent 77.5 hours alongside during the period January to April 1983.

Since returning from deployment 28 April 1983, Deck Department completed a comprehensive Selected Repair Availability (SRA) in which 26,000 man hours were used to complete 100 Deck Department Ship's Force Projects, completed Refresher Training, NTPI, Command Inspection, and INSURV Inspection. During this period Deck Department conducted 12 underway replenishments transferring over 600 lifts of ordnance and cargo.

<u>Date</u>	<u>Event</u>
January	Anchored Freemantle/Perth Australia.
February	Moored Subic Bay, R.P. Extensive maintenance/preservation on the ship's sides.
August	Entire department participated in three days of underway replenishment training at Stream School, NSC Oakland, CA
November	Conducted twenty seamanship evolutions during Refresher Training - receiving an overall grade of 90. Second ever towing (by Pacific Titan) of ENTERPRISE completed safely and efficiently with a score of 100 awarded by ORE Observers.
December	COMCARGRU THREE conducted an Administrative and Material (ADMAT) Inspection. Deck Rig Team received a grade of Outstanding during NTPI Inspection. Completed INSURV Inspection.

VII. Dental Department

The ENTERPRISE Dental Department provided all phases of dental treatment to ship's company and embarked airwing and staff personnel, as well as emergency care to the remainder of "Battle Group Foxtrot" during the closing months of the 1982-83 WESTPAC Deployment. Dental Department personnel also played key roles in organization and management of Battle Dressing Stations and support in Mass Casualty Drills. Specific major 1983 accomplishments include:

<u>Date</u>	<u>Event</u>
September	Hosted meeting of "Bay Area Armed Force Dental Study Club".
October	Completion of installation of Central Oral Evacuation System (SHIPALT 15-81; SRA-83)
December	COMCARGRU THREE Dental Inspection

VIII. Engineering Department

A-DIVISION

<u>Date</u>	<u>Event</u>
January	Machine shop manufactured a total of 24 aircraft repair parts and repaired 4A main feed rotor assembly. O2N2 generating plants ability to produce nuclear propulsion plant grade nitrogen was in question. NAVSSES determined the O2N2 plant max purity is 99% instead of 99.5% (nuclear grade) and that the O2N2 plant were not installed to meet system demands at the 99.5% purity requirement. Diesel work center continued to support liberty boat operation while in Australia.
February - April	Catapult fill and blowdown system continued to work well although frequent component adjustments were required. Hydraulics shop received major assistance during availability at SRF Subic Bay for the island elevator, #2 ACEL door winch cable and steering gear relief valves. The Air Conditioning and Refrigeration shop maintained the ship in a comfortable environment with three units overhauled by SRF Subic. All systems operated well during the cold weather operations in the Northern Pacific with all winches and capstans having virtually no problems. Catapult shop completion of ORSE inspection with an excellent on material condition and evolutions.
May - August	SRA period completed major installation of 2 new winches, installation of aircraft elevator cellulube vent system, overhaul of 3 fire pumps, 4 air conditioning units #4 high pressure air compressor and both Elliott low pressure air compressors.
September - October	Successful completion of sea trials. Completed recertification of catapults and supervisory control circuit. All personnel completed requalification on all underway watch stations. Started work up for REFTRA with increased emphasis on DC training.
November	Catapults and Hydraulics shops operating with no major problems after SRA Ship's Force Operational Maintenance System (SFOMS) availability. Major failures to #5 air conditioning unit, #16 air conditioning chilled water pump and #3 air conditioning speed increaser. Major failures to #2 and #4 high pressure air compressor and #5 Elliott LPAC. All items repaired by SUPSHIPS SF contractors prior to INSURV. O2N2 plant personnel commenced taking aviators oxygen samples after completion of the aviators breathing oxygen analyst course completion. Successfully completed Refresher Training.

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E-DIVISION

<u>Date</u>	<u>Event</u>
January	Ships force repaired #4 Ship's Service Turbine Generator amplydine following discovery of shorted brushes.
February	In preparation for Operational Reactor Safeguards Examination (ORSE), #5 and #6 switchgear, #2 and #3 switchgear, and #1, #2, #3 and #4 diesel switch gear rooms were rehabilitated.
April	The ship successfully passed ORSE. Ship's force recut slip rings for #3, #4, and #7 Ship's Service Turbine Generators.
May - June	The ship began a Selective Restricted Availability. Flight deck runway center line lights and red-and-white spot lights were refurbished. Cleaned and inspected all major ship's service buses and propulsion plant load centers. E-division assumed responsibility for electrical support of habability from DC department.
July	Refurbished ship's degaussing controllers. Reorganized the division such that Electrical Safety and Supply work centers were separate shops. Rewound various motors in support of the SRA. Installed additional flight deck spot lights on the island's camera booth and masthead lights.
August	F coil deguassing failed to operate in automatic mode. Ship's Force cut slip rings for #2 and #4 special frequency turbine generator. Refurbished flight deck 400 cycle Aircraft Starting Stations.
September	In preparation for sea trials, replaced #1, #4, and #8 Ship's Service Turbine Generator circulating water pump bearings and #3 distilate brine pump bearings.
October	Refurbished the lighting in the propulsion plants. Made preparations for REFTRA.
November	Ship successfully passed REFTRA. Troubleshoot and repaired hanger bay division and deckedge doors.
December	Participated in INSURV. Continued work on island elevator.

M-DIVISION

January	#8 SSTG circulating water pump motor bearing failed and was overhauled by ship's force. #4A Main Feed Pump failed and the rotor assembly was replaced at sea by ship's force.
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<u>Date</u>	<u>Event</u>
February	#8 SSTG trip throttle valve was refaced by SRF Subic Bay, eliminating recurrent steam leaks.
April	Experienced excessively low vacuum on #1 Main Condenser. As a result, #1 Main Engine was placed in emergency use only status. Subsequent inspection by shipyard upon return to Alameda revealed an eroded hole concealed by a structural beam in the air box. The hole was patched by Mare Island Naval Shipyard personnel. M Division participated in, and successfully passed the 17-23 April Operational Reactor Safeguards Examination (ORSE).
May - August	Conducted a Selective Restricted Availability. Excessive blade damage required replacement of #1 propeller. Ship's force coordinated diver efforts to remove the propeller from the shaft. Inspection of the auxilliary boiler revealed excessive pitting of tubes requiring complete retubing. Discovered failed cap screws on virtually all lifting beams on the main feed pump throttle valves.
September	Successfully completed Sea Trials. #11 Turbine Driven Fire Pump CASREP because a journal bearing siezed.
October	Mare Island Naval Shipyard replaced failed cap screws on lifting beams of all Main Feed Pumps. The Auxillary Machinery Rooms solved many distilling plant problems experienced during sea trials.
November	Passed refresher training. #2 Main Circulating Water Pump CASREP because the reduction gears failed resulting in #2 Main Engine out of commission for most of REFTRA.
December	#1 propeller installed during SRA was determined to be defective and was replaced by USS HECTOR divers. #2 Main Circulating Water Pump was repaired by AAA Shipyard and returned to service. M Division performed superbly during the board of inspection and survey (INSURV) receiving several comments for superior work practices during the open and inspection phase.

IX. Executive Department

ENTERPRISE manpower authorization as of 31 December 1983 and actual onboard count were as follows:

	Officer	Enlisted
Allowance	168	3005
Onboard:	178	2861

In February Captain R. J. Spane was relieved as Executive Officer by CDR J. J. Dantone. In June, Captain R. J. Kelly was relieved as Commanding Officer by Captain R. L. Leuschner, Jr. In August AOCM S. G. Youngson was relieved as Command Master Chief by AFCM M. W. Weaver. In December Lieutenant G. D. Maples was relieved by Lieutenant S. D. McNabb.

Distinguished visitors for January 1983

Honorable Ray O'Connor	Premier W. Australia
CAPT Underhill	Seventh Fleet Liaison
Mr. Sinclair	Minister of Defense for W. Australia
Air Chief Marshall McNamara	Chief of Defense Force Staff for W. Australia
Vice Admiral Leach	Chief of Naval Staff for W. Australia
Major Walk Kowalewski	Defense Attache for W. Australia
CDR Peter McCloskey	Staff Officer for W. Australia
David Parker	W. Australian Leader of Opposition Party
Kim Beazley	Federal Parliamentarian, Member for SWAN, Australian Labor Party (ALP)
Tom Butler	State President, ALP
Michael Beahan	State Secretary, ALP
David Fisher	State Manager for R & I Banks
Arthur Povah	Acting State Manager, ABC
Simon Hadfield	Editor, Western Mail
Dan O. Sullivan	Editor-in-Chief, W. Australia
Keith Smart	President, Australian American Association
Graham Keep	Manager for Reserve Bank
Stephen Ecton	United States Consul
Ross Ptorey, Paul Langoulant	Channel 9 TV, Australia
Robert Brown, Peter Makowski	Channel 7 TV, Australia
John Mort, Don Smith, Eddi Mills	A.B.C. TV, Australian
Dick Siudak	Australian Flying Magazine
Lester Glenister	Sunday Times Newspaper
Jim Downes, Chris Doing, Scott Harford-Davis	Four Corners (ABC TV Sydney)
Nigel Wilson	Melborne Newspaper
Nick Ellis	Western Mail Newspaper
John Altham	Daily News Newspaper
Andrew May, Bill Plowman	West Australian Newspaper
Alan Hale	Weekend News Newspaper

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Distinguished visitors for February 1983

Mrs. Francesca, Mrs. Isobel
Picornell

Readers Digest, Far East Edition Picornell

Philippine Guests

BGEN Baladad
COL O'Campo
COL Capa
CDR Regula
CDR Buaquen
COL Subala
COL Jarque
COL Sapelo

COL Amano
COL Francisco
CAPT Matic
COL Dauz
LCOL Mislana
MAJ Gill
COL Abadia

U. S. Guests

COL Paiso
CAPT Fisher
COL Strigling
MAJ Abraham
Ambassador H. Monroe Brown
Ambassador & Mrs. Richard
L. Walker
CAPT Shapiro with 25 guests
(Filipino families)
Mrs. Gordon with 25-30 guests

CAPT Ongo
LT Honda
COL Gugen
MAJ Henneman
U. S. Ambassador to New Zealand
U. S. Ambassador to South Korea
COMUSNAVPHIL Chief of Staff
Olongapo Mayor's wife

Philippine Guests

COL & Mrs. Virgilio David
LTCOL Ferdinand Lagman
LCDR Edgardo Isreal
CAPT & Mrs. Augusto Angcanan
CAPT & Mrs. Nester Sanarers

AFP, Deputy Narcotics Command/Executive Officer
Narcotics Command
PC, Commander, Metropolitan District Command
PN, Assistant Chief of Staff, Intelligence
SUBCOM
PC, Commanding Officer, 164 PC Company
Metropolitan District Command
PC, Intelligence Officer, Metropolitan District
Command

U. S. Guests

Mr. & Mrs. Peter Reilly
Mr. & Mrs. Carl Merritt
Mr. Lance Arnold

Regional Director for Operations, U. S. Naval
Investigative Service Regional Office
Philippines
Special Agent in Charge, U. S. Naval
Investigative Service Resident Agent, Subic Bay
Special Agent in Charge, U. S. Naval

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Mr & Mrs. Daniel Fernandez	Investigative Service Resident Agency, Cubi Pt. Special Agent, U. S. Naval Investigative Service Agency, Subic Bay
Mr. Ebata and Mr. Todaka	Media representative from Pacific Sea Power Review (Japanese Publication)

Distinguished visitors for March 1983

The Honorable Young Sun Kim	Chairman, Defense Sub Committe, Republic of Korea (ROK)
GEN Sonh Tae Kim	Chief of Staff, ROK Air Force
GEN Joon Yul So	Commanding General, ROK Army
The Honorable Suk Min Yoon	Member Defense Sub Committee (ROK)
The Honorable Myung Soo Hwang	Member Defense Sub Committee (ROK)
The Honorable Young Soc Kim	Member Defense Sub Committee (ROK)
The Honorable Jin Kil Chung	Member Defense Sub Committee (ROK)
The Honorable Kun Hwan Ryu	Member Defense Sub Committee (ROK)
The Honorable Kan Dong Lee	Member Defense Sub Committee (ROK)
The Honorable Jung Yeon Cho	Member Defense Sub Committee (ROK)
The Honorable Duk Kyu Kim	Member Defense Sub Committee (ROK)
The Honorable Noh Sik Kim	Member Defense Sub Committee (ROK)
LTGEN Winfield W. Scott, Jr.	DCINC UNC
LTG Hong Han Kim	ROK Army
LTG Sang Hoon Lee	DIR Joint Staff, JCS, ROK
VADM Tae Yong Kim	1st Vice CNO, ROK Navy
MAJGEN James V. Cox	Assistant Chief of Staff for Operations, Pacific Command
RADM James G. Stroms, III	Commander, Naval Forces Korea
RADM Hogg	Commander, Task Force 75
BGEN Pointer	U. S. Army
His Excellency Song Hyup Kim	Prime Minister, ROK
The Honorable Sung Min Yoon	Minister of Defense, ROK
The Honorable John Chan Lee	Member Defense Sub Committee, ROK
GEN Yoon Ho Kim	Chairman, JCS, ROK
GEN Robert W. Sennewald	CINC UNC CFC
GEN Hwang Yung Si	Chief of Staff, ROK Army
ADM Ch, Kyung Whan	CNO ROKN
GEN Noh Yong Park	DCINC CFC
The Honorable Kap Jong Ji	Member, Defense Sub Committee, ROK
RADM (Ret) Yong Kil Cho	SECGEN to Prime Minister, ROK
LTGEN In Ki Kim	Vice Chief of Staff, ROK Air Force
LTGEN June Byung Park	CDR, Def Sec Committee, ROK
LTGEN Jae Yoon Kim	CDR, CAC
LTGEN Hee Jae Park	Second Vice CNO, ROK Navy
VADM Song Hwa Choe	Commander ROK Fleet
MAJGEN Chul Ho An	DCOFS CFC
Mr. Paul M. Cleveland	MIN COUN/DCM U. S. Embassy
VADM Holcomb	Commander, SEVENTH Fleet

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MGEN Haebel	Commander, TF 79
RADM Brown	Commander, TF 70
Mr. H. Kimura	Former Secretary of Lower House Member, Japan
Mr. I. Masuoka	Former Secretary of Lower House Member, Japan
Mr. H. Funada	Diet Member, Japan
Mr. K. Yosano	Diet Member, Japan
Mr. K. Obuchi	Diet Member, Japan
Mr. N. Shirahama	Diet Member, Japan
Miss P. Clapp	U. S. Embassy
Mr. M. Nakayama	Diet Member, Former LDP Foreign Policy Chairman
Mr. Terazono	Chairman MBC, Former Governor Kogoshima
Mr. J. Kishi	MBC
CAPT E. E. Lindsey	Commander, Fleet Activity, Sasebo, Japan
Mr. M. Ysuji	President, Tsuji Industries
Mr. Y. Tsuji	President, Nishi-Kyushu Warehouse Co.
Dr. T. Nanakuma	President, Nishu-Nippon Food Service Center
VADM Esterling	Commander, Naval Air Force, Pacific
C. J. Corica	Mayor of Alameda
Ann Diamant	Mayor-Elect of Alameda
George Tekai	Mr. Sulu (Starship ENTERPRISE)

X. Marine Detachment

<u>Date</u>	<u>Event</u>
January - February	During the transit from Australia to the Philippines in February the detachment's initial assignment was to prepare and institute a plan of action to repel "Pirates" which had been operating in the area. The plan was designed to protect the ENTERPRISE as well as the remaining battle group. Upon our safe arrival in Subic Bay the detachment went to the field. Of the twenty-four days spent at Subic Bay the Marine Detachment spent twelve days in the jungle. A ten day live-fire tactical field exercise was completed in the Zambales Training area. This was followed by a two day course on jungle environmental training. This training was topped off by a special Marine Detachment Mess Night.
March	Enroute Sasebo, Japan. Due to the political and environmental issues surrounding "Nuclear Power", Marine Detachment was tasked with providing an overall security plan to protect the ship. This plan covered all contingencies including air, surface and sub-surface attacks. The port visit was uneventful.
April	Marine Detachment held an award ceremony which included the presentation of 3 Navy Achievement Medals.
July	July found the Marine Detachment leaving the ship again. This time the whole detachment went to Twenty-Nine Palms, California for 20 days. Spending the whole time in the desert, training for our role as marines.
August	August was spent getting ready to go to sea again and two weeks at the rifle range. All the marines qualified with both rifle and pistol.
September	A video movie was produced to educate the ship's crew to our mission, and has proven very successful.
October	Training continued for the NTPI was fast approaching. A 9013 team visit by the NWTG (PAC) proved helpful and they left with good comments.

XI. Medical Department

The Medical Department completed a successful Antimalario Prophylaxis Program in November 1982 prior to the Mombasa, Kenya port visits. Of the total number of personnel (5,500), none experienced symptoms of malaria.

Following a February 1982 20 day port visit in Subic Bay, RP 27 personnel were diagnosed with infectious hepatitis and eventually medevaced to Naval Hospital, Yokosuka, Japan and to Adak, Alaska for further transfer to CONUS medical treatment facilities.

A health record information system was developed as a means of identifying all personnel by name, rank, DOB, SSN, and work center for inclusion in the word processor. It is estimated that this data base will be completed by April 1984. It will provide information on status of immunizations, blood type, and date of last physical examination.

In preparation for Training Readiness Examination, Refresher Training, Command Inspection and INSURV, inventories of all storerooms, battle dressing stations, stretchers, and portable medical lockers were made. In addition over 3000 shipboard personnel were trained in self aid/buddy aid utilizing lectures, KENT TV, POD notes and hands on training.

Equipment Acquisitions

A new double wall audio booth was received in September and installed during October. A state of the art chemistry analyzer was received in late November. An old tubular sterilizer was removed and replaced with a new medium sized sterilizer.

Statistical Data 1 Jan - 31 Dec 83

Laboratory test	22,173
Patient visits	21,642
Immunizations	4,360
X-rays	4,305
EKG	413
Audiograms	2,434
Pharmacy prescriptions	23,124
Physical examinations	1,945

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XII. Navigation Department

		Inport Days	At Sea Days
01 JAN - 20 JAN	I.O. OPS/Enroute Perth		20
21 JAN - 26 JAN	Inport Perth	06	
27 JAN - 07 FEB	Enroute Subic Bay		12
08 FEB - 27 FEB	Inport Subic Bay	20	
28 FEB - 20 MAR	South China Sea, Sea of Japan (Exercise TEAM SPIRIT 83) Enroute Sasebo		22
21 MAR - 25 MAR	Inport Sasebo, Japan	05	
26 MAR - 20 APR	NORPAC/FLEETEX 83-1 Enroute Alameda		30
30 APR - 19 SEP	Inport Alameda (SRA)	143	
20 SEP - 25 SEP	Sea Trials/ISE		06
26 SEP - 07 OCT	Inport Alameda/TRE	10	
08 OCT - 13 OCT	SOCAL OPAREA		06
14 OCT - 30 OCT	Inport Alameda	17	
31 OCT - 22 NOV	SOCAL OPAREA		23
23 NOV - 11 DEC	Inport Alameda	19	
12 DEC - 13 DEC	At Sea/INSURV/(Underway Material Inspection)		02
14 DEC - 31 DEC	Inport Alameda	18	
		<hr/> 288	127

Days in Alameda	207/56.8 Percent
Days away from Alameda	158/43.2 Percent
At Sea	33 Percent
Inport	66 Percent

XIII. Operations Department

<u>Date</u>	<u>Event</u>
January	Exited Northern Arabian Sea. Mobile Sea Range Operations near Diego Garcia. Weapons Week Diego Garcia 3 - 9 January. Participated in a major Battle Group Chaffex while enroute to Western Australia. The exercise included all surface capable units and A-7's with ALE-41 PODS. ENTERPRISE intelligence personnel TAD to USS HARRY W. HILL participated in intelligence gathering mission against Soviet Aviation Cruiser MINSK. U. S. Forces press right of free passage through Sunda Straits. Successfully and uneventfully transited straits.
February	Preparations for TEAM SPIRIT 83 operations commence in the Philippines Operating Area. Conducted Refresher of CV pilots and provided carrier CQ services to VRC-50 and VQ-1. AN/SMQ-6 System completely overhauled during Subic in port period (by NAVOCEAN-COMFAL). A damaged reflector on the AN/SPN-43A antenna was replaced.
March	ENTERPRISE moves into the Sea of Japan with USS MIDWAY for exercvise TEAM SPIRIT 83 (8-20 March). ENTERPRISE provided support for Amphibious Operations. Stand off reconnaissance activity by Soviet aircraft begins. Because of the stringent EMCON requirements of TEAM SPIRIT, ten Case III departure/recovery evolutions were conducted without benefit of ENTERPRISE SPN-43 CATCC radar and TACAN. Throughout TEAM SPIRIT operations in the Okinawa and Japan OPAREAs ENTERPRISE's Carrier Control Zone was penetrated by numerous civil fixed wing and rotary wing aircraft. Seven reports of unauthorized flights through the Carrier Control Zone was addressed to Commander, Naval Force Japan. Personnel from NOCD Misawa augmented Meteorology Division to provide tailored ASW support to Battle Group during upcoming FLEETEX 83-1.
April	Entered NORPAC OPAREA and participated in FLEETEX 83-1 and multi-carrier battle group exercise involving three carriers. ENTERPRISE in company with MIDWAY transit Sea of Japan through the Tsushima Straits and enter the Pacific through the Tsugaru Strait. Dual carrier battle group becomes a three carrier battle force when CORAL SEA joins up for FLEETEX 83-1 on 9 April 1983. Soviet air reconnaissance is heavy while surface surveillance is nearly non-existent. USAF KC-10 tankers provide a rare opportunity to derive extremely beneficial training for Navy Aircrews. FLEETEX 83-1 operations used KA-6 aircraft to refuel from KC-10, then redistributed fuel to CVBF aircraft during composite CVBF/USAF strike training exercises. KC-10's provided tactical flexibility by maintaining large volumes of airborne fuel. This flexibility permitted the conduct of intercepts at realistic speeds and extended cycle times.

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July AC1 Edward E. HEHIR selected as CINCPACFLT Carrier Air Traffic Controller of the Year after having previously been selected as COMNAVAIRPAC Air Traffic Controller of the Year. ENTERPRISE CATCC personnel attend team training at NATTC, NAS, Memphis, Tennessee. Fleet Imagery Support Terminal (FIST) removed to USS RANGER.

August ASW Module develops and presents to various local units Module Antisubmarine Training (MAST) Scenario to reduce earning curve of an ASW Module, resulting from extended yard periods or periods of inactivity. The MAST scenario has received CNAP and CNAL attention. Completed Class "C" overhaul of communications systems.

September Operations Department awarded Battle "E". SRA terminates. Carrier ASW Module software program, 4.0.1D upgrade was delivered. Sea trials completed without incident. Automatic Carrier Landing System (ACLS) certified. A chronological list of the major certification events follows:

Category I Diagnostic Tests	8-14 SEP
Category IIA Helicopter Pierside Test	16 SEP
Category IIB Data Link Flight Test	20-21 SEP
Category III Underway Mode I Flight Tests	21-25 SEP

After conducting 428 automatic carrier landings, the following ACLS AN/SPN-42A certifications were issued:

A-7E cleared for interim Mode I operations to weather minimums of 200/1/2 WOD 22-28 kts 345-355° relative.

A-6E/F-4S Aircraft cleared for Mode IA operations.

AN/SPN-41 cleared as Mode I monitor and independent ICLS using glidepath setting of 3-25 degrees.

October CVW-11 Carrier Quals conducted 6-11 October during ENTERPRISE's Independent Steaming Exercises (ISE).
Arrested Landings: 863 day/566 night
Pilots requalified: 113 day/113 night
Case II approaches: 605

November REFTRA 83 conducted. Combat Direction Center received an overall grade of 80%. CATCC received a COMNAVAIRPAC assist visit during REFTRA. This visit provided COMNAVAIRPAC its first opportunity to closely observe CATCC operations in over 15 months. A CATCC ADMAT was simultaneously conducted and a grade of outstanding was received. SESS equipment groomed by NAVSECGRUACT Skaggs Island personnel. SAS Admin received an outstanding as a result of NTPI conducted by COMNAVAIRPAC.

USS ENTERPRISE COMMAND HISTORY 1983

December INSURV conducted in port and during a brief at sea period (12 - 13 DEC). Due to the chronic unreliability of SINS (CASREP 83060), an in-place Class "B" overhaul of the SINS CP-642B computer was requested. Using specialized test equipment brought with them, UNIVAC specialized test equipment brought with them, UNIVAC factory representatives identified in excess of fifty marginal cards in the computer and magnetic tape unit. Weather completed ADMAT with a grade of outstanding. Photographic Division (OP) completed 2,600 photographic jobs for calendar year. CCSC installed in the SUPPLOT while remodeling and updating commences.

Annual Statistics

ACLS Approaches

Mode IA	Mode II	Mode III	SPN-41	ASR
30	2,416	519	1,623	61

Arrested Landings: 8,162

Significant Arrested Landings:

200,000 7 January 1983 CDR Hickey, COMCVW-11 in an F-14A
201,000 3 February 1983 LT Knight, CVW-11 in an A-7E
202,000 7 March 1983 LT Hirko, VA-22 in an A-7E
203,000 20 March 1983 LT Hashas, VS-37 in an S-3A
204,000 8 April 1983 LT Berg, VF-114 in an F-14A
205,000 7 October 1983 LT Trapnell, VAW-117 in an E-2C
206,000 11 October 1983 LT Shutler, VA-95 in an KA-6D
207,000 7 November 1983 CDR Hightower, VA-94 in an A-7E

ATO Statistics

Passengers: 2,753 Mail: 370,000 LBS. Cargo: 100,328 LBS.

USS ENTERPRISE COMMAND HISTORY 1983

XIV. Safety Department

<u>Date</u>	<u>Event</u>
January - April	Applying lessons learned from a previous excursion to the North Pacific, Safety personnel were involved in all phases of the ship's operation, while encountering adverse weather, and pitching decks. As a result of constant safety awareness training, and beating the deck plates, ENTEPRISE returned to NAS, Alameda with no flight related mishaps in which the ship was considered a contributing factor. Reportable ground mishaps and aircraft crunches were also NIL.
May - September	Upon the ships return to Alameda, an extensive Ship's Restricted Availability (SRA) period commenced. Once again, prior planning and training helped the ship's crew transit from a carrier flying aircraft at sea to an industrial shipyard environment. During this four month period, Safety Deparmtnet conducted over 400 inspections of contractor and sips force personnel, and as a result, there were no major industrial accidents or injuries. Upon completion of SRA, the Safety Department once again helped with the transition back to a sea going environment.

Two deaths were recorded due to motorcycle accidents in 1983. There were no major injuries which resulted in partial disability to the victims or other motor vehicle occupants.

XV. Supply Department

<u>Date</u>	<u>Event</u>
January - April	<p>Throughout the second half of the deployment, a high level of material support and personal services was provided to the ship and Air Wing (CVW-11) Team. Control Division (S-1) maintained a continuous flow of critical parts throughout the deployment, and utilized an untested logistic pipeline required for support of North Pacific Operations. Two reorders totalling 4094 line items at NSD Subic Bay were routed through Atsugi, Japan and Adak, Alaska. The quality assurance team rescreeens of not in stock and not carried material produced an average issue of 40 NMCS/PMCS and 28 awaiting parts requisitions per month. The Aviation Support Division (S-6) exceeded all COMNAVAIRPAC standards in providing support for the embarked airwing and Aircraft Intermediate Maintenance Department. In spite of the long NORPAC logistics pipeline, S-6 maintained a low average of 119 offship NMCS/PMCS requisitions, 360 awaiting parts components and achieved a 95.1% rotatable pool effectiveness rate for all aircraft. The Material Division (S-8) continued their fine operational support by coordinating and moving massive quantities of material. In the Indian Ocean, more than 17 tons of cargo were carrier onboard delivered (COD) onto the ship from Diego Garcia and Masirah, and 215 tons were received via MLSF ship, and almost 40 tons of retrograde material shipped. The heavy flow continued in February with an extended inport period in Subic Bay, and did not let up the remainder of the deployment. The Data Processing Division (S-7) processed over 500,000 records ranging from financial to 3M Maintenance Data. The Food Service Division (S-2) received more than 1,000 tons (worth \$1.5 million) in food stores to feed the crew almost a half million rations. The Sales Division (S-3) provided foreign merchandise and tons of canned soda to boost monthly sales over \$300 thousand. Additionally, they averaged 3,600 haircuts, 4,000 pieces of dry cleaning and 55 tons of laundry per month. Disbursing Division (S-4) provided services for 6,000 ship's company and embarked airwing personnel during the deployment. They paid out average monthly disbursements of \$3.7 million, including an average payroll of \$2.6 million; monthly deposits averaged \$2,642,500; average daily cash outflow was \$50,900 during this period. Over 23,657 OCR documents were transmitted for adjusting pay records. The Wardroom Division (S-5) served more than \$100,000 in meals and maintained daily service for over 500 occupants of the ENTERPRISE Hilton.</p>
May	<p>Upon return from deployment and the beginning of the Ships Restricted Availability (SRA), the Supply Department began aggressively improving its spaces and facilities and undertaking new programs to prepare for the next cycle of predeployment exercises.</p>

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<u>Date</u>	<u>Event</u>
June	Commander D. A. Tarantino, SC, USN, relieved Commander E. Auerbach, SC, USN, as Supply Officer, on 17 June. The S-2 and S-5 Divisions hosted the reception for the USS ENTERPRISE Change of Command Reception.
July	The combined efforts of S-1, S-6, S-7, and AIMD provided a highly successful re-AVCAL conference at the Aviation Supply Office in Philadelphia, PA., utilizing computerized records for aviation repair parts and consumables demanded during the deployment. A total value of over \$47 million in new material was added to the AVCAL. In S-7 an improved Shipboard Non-tactical Computer (SNAP I) was installed with the conversion from the AN/UYK-5(V) to the AN/UYK-65 Computer System. SNAP will improve support for shipboard and intermediate level maintenance, supply, financial, and administrative functions and will lead to extended use of work center data entry devices. With the assistance of Fleet Aviation Logistics Support Center (FALSC) personnel intensive rewarehousing of storeroom material produced highly accurate inventory and location records. Quality assurance audits of all 77 supply storerooms provided increased material issue effectiveness and improved control over classified material, flight clothing, rotatable pool, and nuclear propulsion material.
August	S-2 began a massive program to install new tile in all the messing areas after removing the existing PRC composition flooring, and installed four 60 gallon steam jacket kettles in the aft galley to provide a better atmosphere and improved service capabilities. In S-3 the ships laundry received a complete Class B Overhaul and the frequency of laundry services was increased. The ships barber shops were remodeled and a \$98,000 contract was awarded to remodel all stores, including the enlargement of the main store, establishment of a uniform store, building a new fountain, and installing a complete security system. The REAVCAL effort continued as S-1, S-6, S-7, and FALSC personnel joined S-8 in the re AVCAL wall-to-wall inventory of over 60,000 line items. The effort was a success, and achieved a 98.2% inventory accuracy rate.
September - November	Predeployment exercises commenced with carrier qualification of the airwing in September and REFTRA in November. The REAVCAL process continued with S-1 ordering 21,778 line items valued at \$40 million for stock and generating a computerized offload of over 30,000 excess items valued at \$22.5 million which S-8 physically removed and offloaded. During REFTRA 83, the Sales Division grossed \$213,000 from its ship stores, soda, and video operations.
December	Major physical renovations of the ship stores, galley, and mess deck facilities were progressing toward completion in January 1984.

XVI. Training Department

During 1983, the Shipboard Indoctrination Course welcomed 799 new crewmembers aboard ENTERPRISE. The Training Department requested and received over 2,615 quotas for Class "A" and "C" schools, Shipboard and Aircraft Firefighting, OJT, and job related training during the year. This training required the coordination of transportation, messing and berthing, and funding requirements. The Petty Officer Academy graduated 700 new third class petty officers from this course of instruction during 1983.

During the year, onboard education continued to be the number one priority of the Training Department. ENTERPRISE had 720 personnel participating in the Program for Afloat College Education (PACE). With 48 college courses to choose from, these "at sea" campus college students earned a total of 2,160 college credits during the school year. Continued utilization of the Defense Activity Non-Traditional Educational Support (DANTES) allowed the Educational Services Office to administer 600 CLEP, SAT, ACT, and GED examinations.

<u>Date</u>	<u>Event</u>
April	Training Department assisted U. S. Customs officials in officially clearing the ENTERPRISE through U. S. Customs upon her return from deployment. This involved a pre-arrival military customs inspections, and the collection and processing of customs forms from 5,120 ship's company and airwing personnel assigned to ENTERPRISE.
September	The Training Department coordinated and monitored the training of 58 officers and enlisted personnel from Naval Reserve Unit (CVN-65) Det 0181, Columbus, Ohio and Det 0287 from Alameda, CA, during their two weeks Active Duty for Training (ACDUTRA) onboard ENTERPRISE. While onboard, these naval reservists became qualified in 3-M Maintenance and Damage Control. They also received valuable on-the-job training and refinement of in-rate skills and knowledge.
October	The Training Department initiated an NJROTC Indoctrination Program and "welcomed aboard" 21 NJROTC Cadets from the Naval Junior ROTC Unit, Sanger High School, Sanger, California. These high school students, between the ages of 14 - 18 years, along with two adult escorts arrived onboard ENTERPRISE for an at-sea orientation cruise which began on 6 October 1983. During this week long cruise, the Cadets received orientation and indoctrination from various departments onboard. Using a designated "running mate" from each department for the cadets, these young men received valuable training in areas such as navigation, damage control, and deck seamanship.
December	On 15 December, members of a COMNAVAIRPAC Staff conducted a Command Inspection. Training Department received an overall recommended grade of good, with the Educational Services Office receiving an outstanding.

USS ENTERPRISE COMMAND HISTORY 1983

XVII. Weapons Department

Date Event

Fox Division

January TWO NATO Seasparrow Missile Firings.

October - FOX Division passed its TRE and REFTRA. Removal of 2 NATO
December Seasparrow directors, due to elevation gear box problems, and
 their replacement with 2 new directors.

G-2 Division

April Ammunition offload.

May - SRA-83. Major alteration to all Weapon Elevator Operator Control
September Stations. Incorporation of Emergency Stop Switches. 14 - 30 OCT 83

October Weapons Elevator Assist Team Visit.

G-4 Division

April Safe, expeditious offload.

September Onload, handled 729 pallets of ordnance in one night.

October - Division trained in elevator operation, electric reachfork &
November diesel forklifts.

W Division

October Completed NUCWPNTRAGRU'S formal course of instruction, (K-644-
 9013, CV Refresher Training). Commenced PROLOADS for the embarked
 Airwing.

December Completed Nuclear Training Proficiency Inspection (NTPI). "W"
 Division re-organized into an efficient productive Special Weapons
 Unit, capable of meeting/exceeding mission objectives.