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From: Commanding Officer, USS ENTERPRISE (CVN-65)  
To: Director of Naval History (OP-09BH), Washington Navy Yard,  
Washington, D.C. 20374-0571

Subj: 1992 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS ENTERPRISE 1992 COMMAND HISTORY  
(2) Photographs of CO and XO  
(3) Selected USS ENTERPRISE "Shuttle" Newspapers  
(4) Selected USS ENTERPRISE "BIG E" Magazine

1. Per reference (a), enclosures (1) through (4) are forwarded.

  
D. C. ROPER

Copy to:  
COMNAVAIRLANT (w/o enclosures)

Command History  
UNITED STATES SHIP ENTERPRISE (CVN-65)  
1 January - 31 December 1992

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**Command Composition and Organization**  
**UNITED STATES SHIP ENTERPRISE (CVN-65)**  
**1 January - 31 December 1992**

**Mission:**

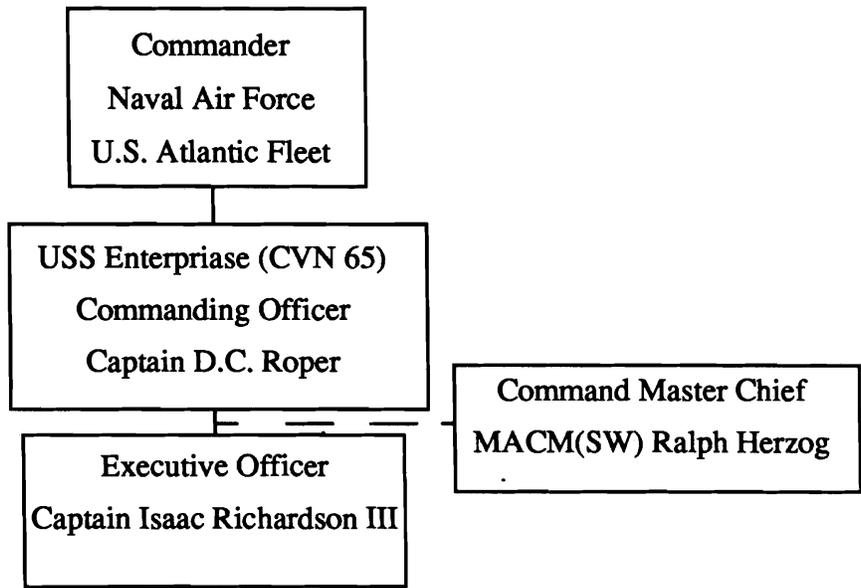
To complete a refueling and complex overhaul, returning Enterprise to the fleet as a deterrent to aggression against the United States and its allies. To reestablish the ship's ability to conduct prompt and sustained ground combat operations, air/anti-air warfare and surface/sub-surface warfare.

**Key Personnel:**

Captain Daniel C. Roper, Commanding Officer, USS ENTERPRISE (CVN-65)

Captain Isaac E. Richardson, III, Executive Officer, USS ENTERPRISE (CVN-65)

# COMMAND ORGANIZATION



## **Department Heads**

- Air: CDR George Mears
- Aviation Intermediate Maintenance Department: CDR Ray Rice
- Communications: LCDR Harold Hannah
- Crew Support: CDR Henry Hawkins
- Deck: LCDR William Lyons
- Dental: CDR David Olinzock
- Engineering: CDR Lawrence Lewandowski
- Executive: LCDR Robert Diaz
- Legal: LCDR Donald Koenig
- Medical: LCDR Gerard Cox
- Navigation: QMCM William Haase
- Operations: LCDR Raymond Jarrad
- Overhaul: CDR Roger Pierce
- Reactor: CDR James Morin
- Religious Ministries: CDR Thomas Betts
- Safety: CDR Andrew Krug
- Ships Force Overhaul Maintenance Support: CDR Larry Schmidt
- Supply: CDR Wynn Coon
- Training: CDR Richard Peck
- Weapons: CDR Lanny Caplinger

1992  
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## Chronology

**1 January - 31 December**

Continued refueling and complex overhaul

**1 January - 14 December**

Inport Newport News Shipbuilding dry dock 11, Newport News, VA

**1 October**

Officially transferred to Commander Naval Air Force, U.S. Atlantic Fleet

**14 December**

Sortied under tow to Newport News Shipbuilding pier 2.

**17 December**

Moved Floating Accommodation Facility from dry dock 10 to pier 2.

**15 December - 31 December**

Inport Newport News Shipbuilding pier 2, Newport News, VA

# AIR DEPARTMENT

Air Department continued to prosper in 1992. Under Commander George Mears, Air focused on its two main objectives: Completing the overhaul package and cross-deck training on other carriers to develop and maintain the Aviation Boatswain Mate ratings. Commander Pat Tilley reported aboard in November 1992 as the prospective Air Boss. He, along with an Air Department detachment, gained valuable experience on board USS America during January's cross-deck training period. Other additions to the Air office were LT j.g. Paul Scanlan as the Air Admin Officer and ABHCS Fox as the Air Admin LCPO. Air said good-bye to LCDR Tony Spires, who transferred to Naval Air Systems Command in Washington D.C. and ABEC Lizotte, who transferred to NAS Brunswick operations.

## V-1/3 Division

During 1992, the combined V1/3 Division continued to progress in the Ship's Force Work Package. The division also completed several training evolutions to hone the ABH skills of divisional personnel.

Throughout the year, the division completed over 18,800 man hours in ship's rehabilitations work. During January and February, in inclement weather, all 125 flight deck safety nets were removed. Once the weather warmed up, the process of chipping, sanding and priming catwalks began, and continued through November.

Catwalk ladders were also removed and sent to LIFAC for re-manufacturing. Meanwhile, division personnel manufactured 30 flight deck safety nets at SIMA Portsmouth. Eighteen work spaces, berthing compartments and voids were rehabilitated.

V1/3 Division personnel also participated in several detachments to operational carriers, where senior personnel honed their ABH skills, and undesignated airmen were introduced to the challenges of working on a flight deck.

Detachments included two to the USS John F. Kennedy (CVN 67) in March and May. USS Eisenhower took out detachments in June, September and November. And in October, one detachment each was sent out on the USS George Washington (CVN 73) and the USS Theodore Roosevelt (CVN 71).

In addition to training at sea, in July, the entire division went to NALF Fentress for a refresher on aircraft handling, fire fighting equipment and shore-based arresting gear.

V1/3 Division began 1992 with only 20 personnel. By December

1992, the division was 38 strong and growing. CWO3 Nottingham transferred to NAS Whiting, ABHC Sinclair transferred to NAS Dallas, and ABHCS Fox moved up the passageway to V-5 Division. LT Stuart arrived in August to take over as division officer, and ABHC Delgiudice arrived in November and took over as LCPO.

## V-2 Division

V2 Division including Aircraft Launch and Recovery Equipment (ALRE), oversaw all work being performed on catapult, arresting gear, Plat Lens/Illarts cameras, and FLOS equipment. The division also has an extensive space rehabilitation program that consistently exceeded projected goals and milestones. It expended over 20,000 man hours on over 200 divisional spaces. In fact, production was far enough ahead of schedule that V-2 was able to assign additional personnel for ship's force production.

V-2 was also able to prepare for future certification requirements by targeting personnel for extensive PQS training and qualifications. This included utilization of several local catapult and arresting gear schools and on-the-job training for many inexperienced and unqualified airmen who have subsequently become capable and experienced third class petty officers, ready to take Enterprise to sea.

The division's structure began to conform with the ALREMP program as we diligently prepared for the inevitable emergence of Enterprise from overhaul to a testing/certification and operational mode with the standing up of Quality Assurance, Maintenance Support and Maintenance Control branches. These support branches maintained close liaison and provided valuable support to the shipyard and various outside rework facilities.

This insured that Enterprise received the most up-to-date suite of ALRE equipment and that it was installed correctly, operates safely, and provides maximum efficiency while reducing maintenance repair requirements in the future.

## V-4 Division

The Aviation Fuels Division (V-4) spent 1992 working on the largest overhaul of a JP-5 fuel system ever undertaken by ship's force personnel.

Beginning in February and continuing through May, they reinstalled 66 fuel/defuel valves and 109 gate valves in flight deck and

hangar deck fueling stations. During the month of June, 28 manifolds were rebuilt in place in the reactor spaces. In July and August, all of the hose reels were removed and taken to the LIFAC for rework and overhaul. In November, over 50 manifolds were installed in preparation for the ship's move from dry dock. In December, the division reclaimed from the Tanks and Voids Division the responsibility for rehabilitation of all fuel tanks. The division closed out the year approximately 59 percent complete with the overhaul package.

In addition, the division sent 14 people TAD to other Atlantic

Fleet aircraft carriers for Aviations Fuels rate training and qualifications.

The division experienced a change of leadership in 1992. In April, the division welcomed CWO3 Woods, who replaced CWO2 Carlino as the fuels maintenance officer. The division officer, LCDR Shelton, transferred to the training department in June. CWO3 Woods performed the duties of DO and MO for the remainder of the year.

# AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

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The Aircraft Intermediate Maintenance Department (AIMD) redoubled its efforts during calendar year 1992 in support of Enterprise's Refueling/Complex Overhaul (R/COH). Still operating at manning levels less than 20 percent of a normal complement, AIMD has accomplished numerous critical evolutions and remained on track for attainment of major overhaul goals.

In IM-1 Division, the management of Individual Material Readiness List (IMRL) and Tailored Outfitting List (TOL) assets continued to be a major undertaking for the Material Control Branch. With a work force of only five personnel, 375 IMRL assets were transferred or received and more than 400 loaned out or sent to other activities for modification. Concurrent with this effort, over 400 new TOL items were received and close to 3,000 were sent to depot level facilities for updating. In addition, a new IMRL reflecting the anticipated post-overhaul deck load was received for verification.

The Quality Assurance Branch accomplished the inventory and purging of more than 5,000 publications on microfilm and 2,000 paper publications from the Central Technical Publications Library (CTPL). In July, the entire CTPL was relocated off-ship to facilitate the verification and inventory of IMRL/TOL assets. A high density storage system was installed in the CTPL spaces aboard ship in November. In December, AIMD received computer hardware, software and initial training for a new CTPL, using CD-ROM technology.

The Maintenance Administration Branch began preparing for the formal transfer of Enterprise from COMNAVAIRPAC to COMNAVAIRLANT by acquiring pertinent instructions and notices. In preparation for post-overhaul operations, a complete data base was developed to track air wing space assignments and facility criteria. A comprehensive set of departmental milestones was published that will carry the department through to comple-

tion of the R/COH period.

IM-3 Division (Aviation/Armament) concerns during this period included preparations for the initial Consolidated Air Mix Site Activation Plan (CAMSAP), resurfacing of electronic work benches, preservation of avionics support equipment, evaluation of calibration lab requirements and preliminary groundwork for the accomplishment of 2.4 million dollars worth of unfunded ship alterations through the use of ship's force personnel. IM-3 Division was temporarily disbanded in October 1992 and the personnel transferred to IM-5 Division.

Beginning in April 1992, IM-4 Division (Support Equipment) began an aggressive corrosion prevention and control program. Since its inception, an average of 185 preservation checks per month were performed using an available work force of only four individuals. Overhaul of Material Handling Equipment was temporarily suspended due to lack of personnel.

Early in the year, AIMD established an IM-5 Division with responsibility for the accomplishment of the Ship's Force Overhaul Management System (SFOMS) work package for the department and the maintenance of Damage Control PMS. Both of these functions had been previously assigned to IM-4 Division. As of the end of the year, roughly 40 percent of 351 total jobs in the work package were completed representing the expenditure of 31,054 man-hours.

The Damage Control Branch expended an additional 7,533 man-hours, accomplishing 1,200 maintenance actions on electrical and safety equipment, DC PMS and ship's structural maintenance. In October 1992, this division was additionally tasked with standing up a 10-man "Tiger Team" for the installation of floor tile in spaces throughout the ship in support of the SFOMS department.

Throughout 1992, AIMD once again demonstrated its "commitment to excellence." As the overhaul period progresses, AIMD will continue to accomplish any tasking in a highly responsive and professional manner.

# COMMUNICATIONS DEPARTMENT

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## **Message Traffic**

In 1992 approximately 14,200 incoming and 3,300 outgoing messages were processed by the Communications Department. This is a 400 percent increase of incoming and 200 percent increase of outgoing messages compared to 1991. TAD assignments to NTCC SUPSHIP were suspended, therefore all processing action was completed by shipboard communicators.

## **Ship Alterations**

Preparations continue for several ship alterations in main communications. This includes Black Audio Signal System(BASS), Navy Standard Teletype (NST) installation, NAVMAXS II installation and URC-109 Antenna installation. These alterations are scheduled for completion prior to sea trials.

## **Space Preservation**

During 1992 there were 168 KEYOPS completed, using for a total of 6,704 man hours (approximately 128 M/H weekly). These jobs consisted primarily of chipping, sanding and painting

spaces maintained by Communications Department personnel. Additionally, restoration of deck edge antenna platforms commenced in preparation for re-installation of antenna systems hardware.

## **Antenna Overhaul**

Overhaul maintenance of antennas was completed. They are currently in the testing phase at LIFAC to ensure operability prior to re-installation. Three radiomen remain TAD to Overhaul Department assisting in the final phases of the antenna overhaul prior to installation.

## **Training**

The departmental training program was revitalized providing comprehensive training for personnel enabling them to compete in Navy-wide exams and prepare for activation of the newly installed comm site. Additionally, department personnel were sent TAD to afloat units and Navy schools for hands-on training on new installations.

# CREW SUPPORT DEPARTMENT

## ACTIVITIES DIVISION

**Division Officer :** LT Rey Molina

Responsible for ENTERPRISE Fitness Center, Captain Cup competition, command athletic teams, command clubs and any non-Special Service related activities. Also serves as the Command Fitness Coordinator.

**Manning :** One E-7, one E-6, one E-5, and four E-3's.

### ENTERPRISE FITNESS CENTER

- Located topside in the Julius Conn Gymnasium.
- Hours: 0430 to 2100 weekdays, 0800 to 2000 weekends.
- 3000 sq. ft of exercise equipment (free weights, cardio equipment [such as Lifecycle and Lifefitness equipment], showers, changing rooms, towel, gear issue [footballs, basketballs, softball gear, etc.] and much more.)

### CAPTAIN'S CUP COMPETITION

- Sports offered: Volleyball, basketball, darts, billiards, racquetball, tennis, softball, golf, bowling, and soccer.
- Currently in play: Volleyball, darts, billiards, golf, bowling.

### ENTERPRISE TEAMS

- Chartered and approved by the XO, funded by the Rec Fund and approved by the Rec Committee.
- Currently chartered teams: Basketball (two teams which are cleaning up in the local Navy leagues), volleyball, boxing (which has produced a state champion and several more promising prospects), and a baseball team.

### ENTERPRISE CLUBS

- Chartered through the XO, not normally funded by the Rec Fund.
- Currently chartered or organizing clubs: Volleyball, tennis, golf, running, billiards, darts, basketball, softball, soccer, sailing, wrestling, mountaineering, fishing, hockey and flying.

### ACTIVITIES

- Track club and command special interest events and athletic activities. Examples: Local runs, special activities (Clean the Bay Day, etc.), Junior Achievement Bowl-A-Thon, nutrition seminars, city tournaments, health fair (in conjunction with the Newport News Shipyard), and providing equipment and assistance to ENTERPRISE spring and summer picnics.

**Command Fitness Coordinator :** LT Rey Molina

Acts as special assistant to the CO/XO on all physical readiness matters. Plans, executes, and monitors all command PRTs. Manages the Command Re-Conditioning Program (level 1). Meets with departmental fitness coordinators weekly.

### COMMAND PRT

- April 1992
- October 1992

### COMMAND RE-CONDITIONING PROGRAM

- Cornerstone of physical readiness program. Copied by many area commands.
- Current enrollment: 215
- Classes offered: 10 Aerobic classes weekly (Provided by Riverside Wellness and Fitness Center, contracted through appropriated funds).
- 4 running classes weekly.
- Monthly practice/make up PRTs
- Average class size: Floating Accommodations Facility
- 15, Gym - 20
- Exercise equipment available in the Reactor Annex for shift workers.
- Requirements: Participants must attend 2 classes per week unless medically waived (rehabilitative programs available in the Fitness Center) or otherwise excused by their departmental fitness coordinator. Attendance is monitored and reported weekly to the XO, department heads, and departmental coordinators.
- Additionally, offers weight control counseling and nutrition classes.
- Lectures are given to every I-DOC class on the command PRT program, proper nutrition, and diet tips.

### WEIGHT CONTROL PROGRAM

- Reports routed to XO via the Command Fitness Coordinator. Copies provided to department heads.
- Enrolled personnel are measured monthly for body fat.
- Weekly nutrition classes offered.

**Current Projects :**

- Working closely with ship's Food Service Officer and a registered dietitian on a healthy choice lowfat/low cholesterol menu for shipboard use.

**Expansion and renovation of Julius Conn Gym to include:**

- Re-painting the gym.
- New and safer weight lifting equipment.
- More cardiovascular workout machines.

## HOUSING DIVISION

January 1992 marked the second year in existence of the Crew Support Housing Division. This division grew to 15 personnel to accommodate inspecting the 484 government-leased apartments. The USS Enterprise crew was tasked with rehabilitating Huntington Hall, acquiring 97 rooms, totaling 388 beds.

With the additional rooms at Huntington Hall, Crew Support proceeded to consolidate apartments. Personnel were moved from apartments to Huntington Hall and the vacated apartments were then terminated. At the end of the consolidation, 125 apartments had been vacated at a cost savings of \$1.1 million per year.

For the entire year of 1992, the nine housing inspectors consisting of two and three-man teams (E5, E6), performed 150 apartment inspections per week totaling 23,712 inspections for 1992. Along with inspections, these teams processed 1,269 personnel checking out of government-leased apartments and 1,003 personnel checking in.

## SPECIAL SERVICES DIVISION

The primary function of Special Services is to provide the ship's company and their families with entertainment and recreational activities. Keeping that in mind, Special Services provided numerous tickets to the many attractions and special events in the Hampton Roads area.

Special Services presides over the "E" REC committee, which meets on a monthly basis. Upcoming events are discussed and recommendations and feedback are provided from the crew.

Some of the major attractions provided by Special Services included the Spring Fling, which cost \$61,650. There were a little over 3000 crew and family members in attendance. The Summer Slam, which cost \$48,736, had a little over 2,400 crew and family members in attendance. The annual Christmas party cost

\$42,150 and provided three nights of entertainment for the crew and their families, which included a childrens' Christmas Party.

The major sports programs that were funded by Special Services included basketball, bowling, golf tournaments, running, softball, soccer, volleyball, darts, and fishing tournaments. The total cost for all these events was \$41,917.

Special programs that were funded by Special Services included family-oriented trips/parties. There was a ski trip to Snowshoe Ski Resort, deep sea fishing, white water rafting, roller skating, a Super Bowl bash and several trips to Washington D.C.

Special Services funded all departmental picnics which total over \$25,854, and expended over \$520,846 in total recreation for the year with an income of \$415,444.

## TRANSPORTATION DIVISION

Transportation Division had a very busy and trend-setting year. It maintained 15 leased buses and 68 government vehicles. Transportation worked seven days a week, 24 hours a day, 365 days a year, in three shifts. They supported Enterprise's crew, providing transportation to and from government-leased apartments, and serving two parking lots at 48th Street and the SFOMS warehouse. Transportation also supported other outlying areas, transporting material to and from the ship.

Transportation provided support and drivers for, but not limited to, the following:

1. The United Services Organization (USO) of Hampton Roads.
2. Relief supplies to Langley AFB for the victims of Hurricane Andrew.
3. Support for the Enterprise Wives' Club Thrift Shop.
4. Provided vehicles for the Enterprise crew and career counselors for Detailer Shuttle Runs to Washington D.C.
5. Buses and drivers for command functions, such as Summer Slam, Spring Fling and Enterprise functions at the Hampton Coliseum.
6. Driver and vehicle for medical and personnel going to outlying medical facilities such as Naval Hospital Portsmouth, Langley AFB and PCS orders to other local commands.
7. Performed duty driver functions for new members checking on board USS Enterprise.

**Significant milestones achieved during 1992:**

1. Transported 250,000 passengers and logged over 654,000 miles from Oct. 4, 1990 to June 17, 1992.
2. On November 16, 1992, Transportation Division took over SFOMS transportation duties as material movers from such area as D.D. Jones Warehouse, LIFAC, SFOMS Warehouse, St. Juliens Creek, Portsmouth and Yorktown.

# DECK DEPARTMENT

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## January-March

Deck Department concentrated its efforts on the overhaul of departmental spaces. Major steps were taken to incorporate the Quality Assurance program into the department. Thorough training of several new Quality Control Inspectors resulted in zero discrepancies during the semi-annual QA audit.

## April-June

In addition to the ongoing overhaul effort, over 3000 manhours were expended to completely overhaul the Captain's Gig. The department also was very active in volunteer work, from tutoring young children at John Marshall Elementary School and sponsoring Boy Scout Troops, to helping shipmates prepare for ESWS boards.

## July-September

The recently overhauled Captain's Gig was used during Ombudsman Appreciation Day to give the Captain and the Ombudsmen and their spouses a sight-seeing cruise enroute to dinner at a

waterfront restaurant.

The gig also was used extensively to support the training of several boat officers, boat engineers, coxswains, and bowhooks.

The overhaul effort centered upon the refurbishment of the fantail and several sponsons which had to be completed prior to undocking.

## October-December

One hundred percent participation from Deck personnel allowed the department to reach 215 percent of its Navy Relief and 318 percent of its CFC goals. After months of overhaul production work, Deck Department personnel displayed their seamanship skills when they brought two 30-ton anchors and over 100 tons of anchor chain back on board. Deck finished the year in style by bringing the Enterprise safely and smartly out of dry dock and alongside Pier Two.

Overhaul Production Summary for 1992:

16,586 manhours and 197 KEYOPS in 97 spaces.

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# DENTAL DEPARTMENT

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The Enterprise Dental Department had an exceptionally successful year providing high quality dental care to Enterprise crewmembers. Because of the highly effective dental recall program, Enterprise operational dental readiness increased and remained at 80 percent.

Because of its strong participation in the "Partners in Education Program," the Dental Department received a Certificate of Appreciation from the Superintendent of Newport News City Schools for "outstanding volunteer service."

During the 3M Technical Assist Visit, Dental was lauded by the inspector for outstanding documentation, professionalism, and enthusiastic attention to detail. The highlight of the year was the Dental Departments receipt of its third consecutive overall grade of "OUTSTANDING" during the annual AIRLANT TYCOM Dental Administrative Inspection. This significant achievement was the result of superb, dedicated teamwork, professionalism and attention to detail. Particular comments from the Force Dental Officer included:

1. The Quality Assurance program and customer satisfaction surveys were excellent.
2. Computerized supply inventory is well done and very effective.
3. The positive attitude and superb patient care in a difficult environment demonstrates dynamic departmental leadership.

The Dental Department also shone in the area of community service. In February, the entire department provided preventive dentistry instruction to the children at John Marshall Elementary School. This "Preventive Dentistry Day" was spearheaded by Lt. Schaffner and conducted in conjunction with National Children's Dental Health Month. LCDR Jesse Lee of the Dental Department chaired the highly successful Command Combined Federal Campaign. Enterprise exceeded its goal by 200 percent, collecting \$120,438.40 for the Peninsula Combined Federal Campaign. Special recognition went to DT3 Mark Baylor for his participation in the Toys for Tots program.

# ENGINEERING DEPARTMENT

## MACHINERY DIVISION

Continuing on the long road to Steam Plant Testing, Machinery Division production hit its stride in 1992.

### January-March

- Commenced inspection and preservation of 33 Potable Water Tanks, Eight Reserve Feed Tanks and 34 voids and miscellaneous tanks.
- Completed overhaul of 130 valve manifolds from propulsion plants, shaft alleys and pump rooms.
- Inspected Catapult Steam Valves and High Pressure Drain stations for Auxiliaries Division.
- Commenced overhaul of all steam valves in six propulsion boxes.
- Commenced overhaul and preservation of Damage Control Division's 10 Low Capacity AFFF stations.

### April-June

- Continued tank and void preservation.
- Pump overhauls for two Oily Water Waste Pumps, three Potable Water Booster Pumps, six Potable Water pumps, three Potable Water Priming Pumps.
- Removed Lube Oil Purifiers and delivered to Alpha Laval Company.
- Provided technical support and trouble shooting assistance to contractor testing Main Feed Pumps.
- Valve overhaul near completion. As a result of inspections, a new list of valves requiring replacement is generated.

### July-September

- Six of 10 Low Capacity AFFF Pump overhauls are completed.
- Machinery division Technical enters two main reduction gears to remove rust. NAVSEA approves procedure, saving \$60,000 by having ship's force accomplish task vice Newport News Shipyard and Dry Dock Company.
- MTT visit.
- Valve replacements commence. Forty-five steam valves are being cut out and welded in by Repair Division.
- Valve overhauls completed. 948 valves overhauled.
- Numerous line shaft bearings and sumps inspected and returned to ship's force.
- Ultrasonic testing of AMCW system to determine if all piping meets minimum wall thickness criteria. Testing completed

in 10 days. Ship's force coordinating with SIMA, Norfolk, VA.

- Seventy-five percent of Potable Water Tank preservation completed.
- Preliminary hull inspections started.
- Three hundred configuration changes for NON-COSAL supported valves submitted to the Integrated Logistics Organization for COSAL.

### October-December

- Undocking preparations and hull inspections completed.
- Tanks and voids inspected once preservation was complete.
- Machinery Division Pre-Arrival Inspection Discrepancy list is near completion. Over 80 percent cleared, the best in Engineering Department. Over 2,500 discrepancies have been cleared.
- Main Drain System 50 mile tag-out written and issued.
- Newport News Shipyard and Dry Dock Company Test Forms reviewed by Machinery Division Technical and returned to Newport News Shipyard and Dry Dock Company.
- Electric Driven Fire Pump light-off procedures and valve line-up developed and tested by Machinery Division Technical.
- Main Feed Pump Recirculation Valves fabricated by Repair Division, tested and installed by Machinery Division.
- Valve overhaul program closed out. Valve replacements by ship's force 90 percent complete.
- Drydock flooding evolution successful. Machinery Division successfully accomplishes first milestone.
- Resin removed from four demineralizes in preparation for D.I. system flushes.
- Ship's force hydrostatically tested SAT on all Lube Oil Settling Tank heating coils.

## AUXILIARIES DIVISION

Auxiliaries Division enjoyed its most productive year of the overhaul period successfully meeting all milestones and making strides towards reaching all others. The key to Auxiliaries Division's success has been the incorporation of Total Quality Leadership (TQL), enabling the division to complete an increasing portion of the Ship's Force Work Package (SFWP) with an increase in quality despite a shrinking work force.

The high point of the year for Auxiliaries Division, and for Enterprise, was the successful undocking of the ship after nearly two

years in dry dock. It was an especially proud moment for Auxiliaries Division. The Emergency Diesel Generators (EDG), aircraft elevators, and anchor windlasses all performed flawlessly during the move from drydock, making for a rather uneventful trip to Pier Two.

### **Group 1: Steam Heat Group**

Auxiliaries Division's Steam Heat Group continued to lead the way in the implementation of TQL into work procedures. Twenty-nine hot water heaters were installed. Time spent per heater and rework required were drastically reduced.

The first zone of Enterprise's extensive Service Steam System overhaul has been completed; work continues on the remainder. This overhaul has been aided by the use of new Lok-ring pipe joining technology which requires much less manpower than brazing and yields a lower failure rate.

Work was begun on the replacement of 120 Level One catapult trough heating and steam drain valves with help from R-Division; work is now 30 percent complete.

Preparation began for the installation of new galley equipment and the overhaul and re-installation of old galley equipment. The Steam Heat Group finished 1992 solidly on track to complete all assigned work in time for crew move aboard.

### **Group 2: Air Conditioning and Refrigeration (AC&R) and Hydraulics**

The AC&R Shop spent the year providing manpower to improve the habitability of Enterprise now and for years to come. During the summer months, AC&R personnel kept obsolete air conditioning units operational.

The AC&R Shop completed the overhaul of all required seawater systems well before undocking, including three seawater pumps, three marine pack air conditioning unit condensers and chillers, and three auxiliary lube oil pumps. The forward chilled water drinking water system, including four obsolete 30-ton air conditioning units, was removed.

Much of the year was spent improving Enterprise's air conditioning chill water system. Two-hundred and sixty-seven chiller flow regulators were replaced or overhauled, and 190 gate valves and 94 solenoid valves were replaced. In March, 80 additional butterfly valves were added to the Ship's Force Work Package; 74 of these were completed. Seventy-eight space thermostats were replaced. Additionally, the AC&R Shop overhauled or replaced 103 gate/globe valves, 15 swing check valves, 11 strainers, and 10 deck drain assemblies in other systems. Aggressive use of alternate means of obtaining parts saved the Navy over \$120,000.

The Hydraulics Shop had great success during the undocking evolution. Most noteworthy was the successful operation of Enterprise's four aircraft elevators, which had not been operated in over one and a half years. Personnel coordinated with the shipyard and Electrical Division to ensure the elevators did not hold up undocking.

### **Group 3: Diesel and Air Group**

1992 was also a successful year for the Diesel and Air Group. The Captain's Gig was turned over to the Diesel Shop in early spring. By the end of July, the engine, transmission, shafting

equipment, steering equipment, steering system, and CHT and drainage systems had been overhauled.

Much of the year was spent working on systems associated with the EDGs. Alterations Equivalent to Repairs (AERs) that replaced the EDG fuel oil filters were completed on all four EDGs. All fuel injectors were overhauled, all relief valves were tested or overhauled and set and new flexible hoses were installed. All four tachometers were replaced with newer and more reliable models. Three saltwater booster pumps and two attached saltwater pumps were overhauled. The culmination of this myriad of tasks was the successful undocking of Enterprise when three Emergency Diesel Generators provided the sole source of power to Enterprise's electric plant during the transit from drydock to Pier Two.

A complete groom of the High Pressure Air System was begun with NAVSSES providing materials and assistance. Enterprise is the first carrier to perform a complete software overhaul of system for evaluation by NAVSSES, and will provide a total baseline data for future grooms of other ships. Ten percent of identified valves have been overhauled to date.

Much time was spent by Group Three personnel in completing identified pre-arrival discrepancies in Enterprise. Over 1000 discrepancies were corrected by ship's force personnel.

### **A Division Technical Assistance Group**

A small, yet vital, arm of A Division spent the year working tirelessly in support of the division, ensuring that supply support, planning and estimating services, and Quality Assurance (QA) guidance was available. This group turned out over 2000 work packages, provided training, and oversaw the QA program so that A Division personnel were able to perform their jobs as smoothly as possible.

### **Valve Barge**

The Valve Barge contributed over 60,000 manhours to the overhaul effort. In 1992, they completed the overhaul of more than 400 valves, 194 motors, 70 pumps and 50 foundations. Flame spraying was completed on 150 vent screens, 100 valves, and 10 water-tight doors. They contributed over 8,000 manhours of machining services to other divisions, manufacturing such items as 155 sounding tube caps. Countless hours and money were saved by salvaging an electroplating machine that allowed ship's force personnel to electroplate endbells and shafts instead of completely remanufacturing or sleeving them. In December, the Valve Barge reached a milestone of 100,000 manhours completed since the beginning of the overhaul.

Ten men were honored for their development of a special tool to perform cutting on defueling pumps that otherwise would have been impossible, saving the Navy approximately \$400,000. They received incentive checks of \$400 each.

## **ELECTRICAL DIVISION**

During 1992, the Electrical Division focused on overhauling equipment required to support underway operations. This effort freed countless manhours to support SHIPALT accomplishment and Shipyard testing.

A Motor Test Team was established to determine which motors required overhaul. This eliminated wasted manhours in repairing all ship's motors. This year 229 motors were tested and 139 overhauled, for a total savings of 230,000 man-hours. One-hundred and twenty-six ship's communication, control, and indicating circuits were overhauled, including replacement of over 4000 feet of cable, 100 1MC speakers, 85 handsets and 34 tank level indicators. One-hundred and twenty-three motor controllers were overhauled or replaced.

In addition to the above, the division completed 60 percent of the propulsion plant lighting, which entailed replacing 6,500 feet of cable, refurbishing 70 electrical distribution panels and replacing 99 lighting fixtures. The ring bus distribution breaker disconnects for 2S, 3S, 5S and 6S were replaced, which completed MACHALT 314-61001, a major step in bringing switchboards up to fleet standards. Seventeen Automatic Bus Transfer devices for non-propulsion plant lighting, 25 hot water heaters and 447 relay-operated battle lanterns also were overhauled.

Overhaul in support of flight operations continued. Flight deck lighting overhaul commenced in the last quarter of the year with the replacement of six deck edge lights. MACHALT 542-59001 for the JP-5 defueling stations was completed. This encompassed replacing 23 transformers, 70 magamps and coils for the JP-5 defueling pump controllers and completing the overhaul of the remaining JP-5 defueling pump motors. Six Aircraft Electrical Starting Station Low Voltage Regulators were replaced. The major focus was on the catwalks, with the complete replacement of 67 lighting circuits and 60 receptacle and electrical outlets circuits. Due to the poor condition of the existing circuitry, all wiring and electrical components, including cable hangers, were removed and replaced or refurbished.

In addition to the extensive overhaul work performed this year, the division overhauled the Captain's Gig, researched and corrected 1,246 trouble calls, supported numerous work center relocations requiring power and telephone support, removed a majority of the topside load center breakers for overhaul by Charleston Naval Shipyard, and assisted the shipyard in the testing of numerous components, including the Emergency Diesel Generators, fire pumps and "S" buses. During the year Electrical Division personnel completed qualifications of 134 watchstations including Sounding and Security Patrol (the division's effort in qualifying in this watch station was instrumental in allowing the ship to go into six section duty).

## D.C. DIVISION

Damage Control Division successfully undocked the Enterprise. This included inspecting over 300 voids during the flooding of the dry dock and bringing the ship's first major systems, main drainage and firemain, on-line. The main drainage system included 17 eductors and required the overhaul of over 100 associated valves. These eductors provide vital dewatering capability for the ship. Seventeen new titanium firepumps were installed, and numerous valves were replaced or overhauled. This reestablished the firemain required to operate eductors and provide fire fighting capability. Undocking also required extensive hull inspections and testing of 300 sea chest valves. One of the most important commandments of damage control is preventing casualties. Damage Control Division put in many long hours ensuring the Enterprise was ready to return to the water.

# EXECUTIVE DEPARTMENT

## CAREER COUNSELORS

The goal of maintaining a career information program that would yield active service of quality, career-oriented sailors met with many challenges during 1992.

As the Department of Defense continued into its third year of a designed five-year manpower drawdown, 1992 brought about several changes by the Department of the Navy that had a profound impact on the management and manning of USS Enterprise.

Included in these initiatives was a program that withdrew the commanding officer's authority to reenlist first-term personnel (ENCORE); a reduction of high year tenure for paygrades E-6, E-7 and E-8, and a cash "buy-out" program that targeted certain ratings and enlisted NEC's combined with certain paygrades, generally overmanned job specialities E-4 to E-7 with completed active service of 10 through 17 years (VSI and SSB).

Also included in these initiatives was the initiation of an annual senior enlisted early retirement board (ESERB) that screened all CPOs, SCPOs and MCPOs with at least two years in paygrade who were Fleet Reserve eligible, and the FY92 "90-day early out" program.

The entire package of programs proved to be very successful in that the Navy met targeted manpower goals. It also added counseling and administrative burdens on the career counseling network aboard Enterprise.

In 1992, CVN 65 found itself with two members of the Navy Counselor rating. These men, along with a retention team manager from the ship's Weapons Department, developed and led a network of department career counselors and LCPOs in a 12-month educational campaign. The campaign was designed to explain all the Navy's programs so that each sailor could realize his benefits, weigh his options and make an intelligent decision about whether or not to separate from active-duty service.

Congressionally-mandated pre-separation counseling was the responsibility of the command career counselors as well. Formal classes were conducted for all personnel within six months of termination of active service.

The classes introduced a wide range of counseling services ranging from the psychological impact of job changes to identifying future employment services in federal and state sectors.

Transition assistance services were offered including a series of four and five-day civilian job procurement programs.

Retention statistics were formally eliminated from all CINCLANTFLT program evaluations as well as from entry into

officer fitness reports and enlisted evaluations.

The Navy expanded the commanding officer's authority to reduce the active-duty force by easing methods of personnel administrative separation.

Enterprise sailors benefited from a working and living environment that reflected genuine command concern for their well being.

Priorities were set focusing on safety and training. Each individual was tended as a valuable asset to the Enterprise maintenance efforts. Each sailor was important, either directly or indirectly, in meeting ship's goals.

This attitude, paired with a positive climate of career motivation and information flow, led to the retention of quality sailors. CY 1992 retention statistical results are as follows:

	Eligible	Not Eligible	Reenlist	Gross%	Net%
1st term	550	179	217	30	39
2nd term	79	14	65	70	82
Careerist	139	9	114	77	82

These statistics surpassed fleet averages, however, the USS Enterprise approach was designed to provide counseling services toward the individual and each sailor was approached as a single statistic.

Enterprise was the recipient of the FY92 CINCPACFLT Golden Anchor Award for excellence. This was the third consecutive award in the ship's 32-year history, giving credence to the command's career information and counseling programs.

## PERSONNEL OFFICE

Personnel continued providing the crew with the finest in administration services. The PSD setting at 32nd Street is a customer-oriented operation, which through TQL, is constantly looking to improve their service. The following statistics were posted for 1992:

### Enlisted Actions Processed

- 920 receipts
- 445 transfers
- 469 discharges
- 9 retirements
- 12,816 leave papers
- 383 reenlistments

### Officer Actions Processed

- 81 receipts
- 60 transfers
- 16 discharges
- 5 retirements
- 908 leave papers

## **PUBLIC AFFAIRS OFFICE**

LTJG Robert Mehal took over as Enterprise Public Affairs Officer in July 1992. This past year has been one of accomplishments and accolades.

### **Community Relations**

The Enterprise Public Affairs Office won the Rear Admiral William Thompson Award for Community Relations. The award highlighted the Enterprise "Helping Hands Network," a program that was also recognized when it was selected as the White House's 886th Point of Light.

Additional community relations programs include:

- Conflict Managers Council
- Marshall Elementary Partnership (Adopt-A-School)
- Aviation Ordnanceman Association
- Special Olympics participation
- Big Brothers/Big Sisters program support

### **Internal Information**

Enterprise's Public Affairs Office was awarded first place in the Large Afloat Newspaper category of this year's Chief of Information Merit Award Competition for the Big "E" Shuttle. Copies of the award-winning Big "E" Shuttle are included in the Command History as Enclosure (3).

Also included as Enclosure (4) is the winter edition of the Enterprise's Big "E" Magazine (Familygram).

### **External Information**

The Public Affairs Office coordinated a total market saturation, including live TV broadcasts of the Enterprise's Crew and Wive's Club efforts collecting and delivering clothing and supplies for the victims of Hurricane Andrew. The coverage included all three TV stations and both local newspapers.

Because of the overhaul status of the ship, the Enterprise is unavailable for visitor tours and no Shipboard Information Training and Entertainment (SITE) system is on board. Thus, the Public Affairs Office's focus was on highlighting the personnel aboard Enterprise.

# LEGAL DEPARTMENT

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**Military Justice:** In 1992, 17 cases were disposed of in special courts-martial. Eleven of them resulted in the accused receiving a Bad Conduct Discharge in addition to forfeitures, brig time, and reduction in rate. Over 13 cases were disposed of at summary courts-martial. The Discipline Officer processed 440 report chits, of which 238 individuals appeared at Non-Judicial Punishment. The Captain held mast on 71 occasions during this period. The Legal Office processed 125 cases for administrative discharge, with 20 boards being held, resulting in 80 "other than honorable" discharges.

**Claims:** In 1992, 31 claims totaling over \$8,340 were processed for

crew members who were victims of larcenies of personal property or damage attributed to acts beyond their control.

**Legal Assistance:** The Carrier Judge Advocate and Assistant Carrier Judge Advocate saw over 509 clients on consumer protection, divorce, tax, landlord/tenant, and other problems. A total of 390 notarial acts and 256 powers of attorney were performed, and 161 wills prepared.

**Lectures:** Legal Department provided 27 briefs/lectures to crewmembers, including Command Duty Officers, and Indoctrination Division personnel.

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# MEDICAL DEPARTMENT

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Sickcall/Treatment Room - Sickcall treated over 16,284 patients during 1992, averaging over 1,350 visits per month. Patients were seen for a variety of reasons, from minor medical problems to emergencies.

Pharmacy - The Pharmacy filled over 8,628 prescriptions, or about 700 per month. In addition, the pharmacy dispensed 12,042 over the counter medications.

Medical Administration - Medical Admin provided the following limited services: Over 1,000 consults were sent to various military and civilian area hospitals for medical appointments; generated 365 Daily Medical Status Reports and Muster Reports; processed 936 security clearances, 1,842 light duty chits and 804 sick-in-quarters chits.

Laboratory - The lab obtained the results of over 35,000 specimens with the help of Portsmouth Naval Hospital. The laboratory drew 8,382 blood samples, performed 2,910 urinalysis tests, and 1,026

microbiology cultures.

Immunizations - A total of 6,895 immunizations were given, or about 575 per month. There were also 1,536 PPD Skin Tests given.

X-Ray - The x-ray work center saw over 960 patients, creating over 3,481 exposures.

Aviation Medical/Physical Exams - This workcenter completed 1199 physicals and 956 electrocardiograms. They were also responsible for ordering 773 pairs of prescription glasses.

Preventive Medicine - The preventive medicine work center provided several services for the health and well being of the crew including daily water testing for bacteria, monthly messing sanitation inspections, and monthly to quarterly berthing inspections for cleanliness. They also provided over 1,968 lead screen physicals and 1,872 audiograms for occupational health programs.

# OPERATIONS DEPARTMENT

## OX (OPS ADMIN)

This division, manned by one officer, one yeoman and one other enlisted man, occupied itself with a combination of routine and one-time tasks. In addition to the recurring work in personnel administration, security management and correspondence, the division prepared ship's instructions and notices concerning Destructive Weather, Undocking, Winter Storm Preparation and a revised Operations Organization Manual.

## PHOTO (OP DIVISION)

During 1992, the Enterprise Photo Lab produced over 37,000 negatives, prints and slides of industrial and small parts photography, ceremonial, investigative and emergency photography. Due to the overhaul, the Photo Lab's processing facilities were shut down. Unable to process and print on board, Enterprise sustained its ability to provide quality photography for the ship by sending photographic supplies and its production load to FLTIMGCEN Oceana.

The Draftsman branch implemented computer graphics in 1992. The one-man branch produced over 900 training slides for video based, projected 35mm, and overhead presentation. One of the largest jobs, was developing high quality color slides to support the Command's Total Quality Leadership Training Program.

## OPS/SFOMS DIVISION

Operations department's Ships Force Overhaul Management (SFOMS) division experienced a reduction of six personnel mid-year before reaching a manning strength of 20 workers. In addition to 106 Operations spaces, the SFOMS division continued to manage the work packages for the Training, Medical, Dental and Religious Ministries Departments. In September 1992, the SFOMS division assumed responsibility for completing the rehab of over

239 Supply spaces (S-5 and S-2 division berthing and staterooms), and began to oversee the completion of S-8 division storerooms. The division implemented many programs which resulted in the Operations SFOMS division receiving shipwide recognition for its high morale, accurate tracking procedures and successful management practices. Work accomplished for 1992 is summarized below:

	<u>Man Hours</u>	<u>Keyops</u>
Total Work Scheduled:	47,587	1,295
Completed as of 31 Dec 92:	23,653	548
Ship's Goal as of 31 Dec 92:	38,026	1,536
Level Loaded Goal as of 31 Dec 92:	28,464	1,150

## OPS TRAINING

Operations department conducted in-rate training for all operations rates totaling approximately 3,500 man-hours.

Eight-five percent of Operations personnel are certified in basic CPR, with one person certified in advanced CPR.

Seven junior personnel went TAD to underway ships.

Approximately four officers and one CPO are qualified TQL proctors.

One SFOMS/DC worker received Quality Assurance PQS training and is now a qualified QA inspector, and four other personnel are currently in training.

Approximately eight personnel are qualified as lookouts. In addition, nine junior personnel are qualified as Sound Powered Telephone Talkers.

Approximately 12 personnel completed General Ship-board Firefighting.

Five junior personnel completed PQS for Messenger of the Watch.

Fourteen personnel completed General Damage Control PQS.

Twelve junior personnel completed Advanced Damage Control PQS.

# OVERHAUL DEPARTMENT

USS Enterprise's Overhaul department persevered throughout 1992, guiding the ship through her Refueling/Complex Overhaul (RCOH). The department's explicit missions and duties remained as before:

1. To track progress against Newport News Shipyard and Ship's Force Work Package (SFWP) overhaul objectives and milestones.
2. To spotlight RCOH accomplishments, problems and conflicts whenever detected, and speak or act for the commanding officer in various forums concerning the overhaul.
3. To orchestrate weekly overhaul progress meetings for the captain and department principals; to provide weekly overhaul status reports to the type commander; and to host higher-level quarterly progress reviews.
4. To serve as point-of-contact for the Supervisor of Shipbuilding, Newport News in its role on Enterprise's behalf with the shipyard, with COMNAVSEASYSKOM, COMNAV AIRLANT, and other outside Navy organizations having RCOH interests at stake.

Commander Roger A. Pierce, assigned at the start of the year as the Ship's Force Overhaul Management System (SFOMS) officer, relieved CAPT John P. Dinger as Overhaul officer in early July. CDR Pierce thereupon headed an organization which, by year's end, numbered 18 officers, 18 CPOs and 200 enlisted men in 29 ratings. The Overhaul department continued to oversee operations at, and share manning responsibilities with, the Light Industrial Facility (LIFAC) in Hampton and the Integrated Logistics Overhaul (ILO) facility in Portsmouth.

Enterprise's reassignment to the Atlantic Fleet and to COMNAV AIRLANT at the start of FY 93 did not radically affect the department's method of doing business as it had under COMNAV AIRPAC; but it would have distinct and long-lasting impact in some areas (such as Quality Assurance), such that some divisions were affected.

The department's structure did not change appreciably through 1992. While Overhaul did undergo a slight reduction in total personnel assigned, it still fulfilled its charter through the duties of several function heads. Each had one or more divisions assigned, and most resided under a Ship's Maintenance "umbrella" function headed by an experienced Maintenance LDO, LCDR John Howe. He also exercised responsibility for matters supervised by Intermediate Maintenance Activity (IMA) coordinators; Enterprise's shipyard coordinator, LCDR Hank Pitts; and the ship's SFWP coordinator, LCDR Steve Goodway. A review of the functions' 1992 histories follows.

## EMO DIVISION

The Electronics Material Officer (EMO), LCDR Crandall, and his organization, still numbering over 90 personnel by year's end, had been integrated into the department previously because of the extensive involvement of their equipment and interests in the total RCOH package.

For most of 1992, EMO existed as two large divisions: one, composed of technicians working at the LIFAC, undertook repair and refurbishment of over 1,200 electronic systems; and the other, working on board, accomplished the rehabilitation of major cooling and dry air systems and more than 50 maintenance systems, while also performing microcomputer and ship-wide reprographic maintenance.

The EMO executed a varied, far-flung portion of Enterprise's non-nuclear RCOH work package. In the fall, the on board element expanded somewhat with the return of some LIFAC personnel and a restoral of EMO divisions: Radar (CSR), Digital (CSD), Fox (Fire Control/CSF), Communications (CSC), and Television (CST). Late in 1992, EMO was contemplating the assumption of responsibility from the shipyard for some electronic systems ship alterations (SHIPALTs) as an increasingly-needed economizing measure. LIFAC Division (CSL) remained in place to continue work that's completion is now expected by Spring of 1993.

## QUALITY ASSURANCE

As its main "special task" this year, the Quality Assurance Division (averaging 16 member) implemented the provisions of the new TYCOM QA Manual (COMNAV AIRLANT/COMNAV AIRPACINST 9091.1). In specific support thereof, LCDR Dan Tuttle, the Enterprise QAO, and his division personnel hosted a COMNAV AIRLANT QA Manual Implementation Team visit in March. Thirty-one training sessions were carried out, targeting all levels of the chain of command. This succeeded in emplacing a solid, functional Quality Assurance Program upon which the QAO could build.

In July and August, the TYCOM QA Mobile Training Team conducted nine QA courses of instruction (15 sessions each), both on board and at two remote sites, training and qualifying a total of eight QA supervisors (QASs), 61 Quality Control Inspectors (QCIs), four Supply Controlled Material Petty Officers (SCMPOs), and four Controlled Material Petty Officers (CMPOs). By late 1992,

QA maintained qualification records on 11 QASs, 93 QCIs, four SCMPOs and four CMPOs.

QA participated in Indoc Division training, and instituted both dedicated refresher QCI training and expanded divisional QA training shipwide. The division researched and developed 611 Level A Controlled Work Packages for hull, mechanical, electrical and combat systems equipment, and also monitored work on 722 Level A Controlled Work Packages and on over 8,000 Level C Work Packages for overhaul, rehabilitation and maintenance. QA also developed procedures for 11 repetitive tasks to ensure high-quality work, and reviewed and maintained procedures for 21 other such tasks.

The Enterprise Zone Inspection Program, considered a model for carriers in overhaul, was maintained under direction of the Assistant QAO. All in all, the ship's QA Program improved significantly at the deckplate level, and in turn, considerably enhancing the crew's ability to do any job right.

## 3-M OFFICE

The ship's Maintenance Material Management (3-M) office, headed by LCDR Tony Dames, continued and expanded its role in establishing, coordinating and delivering 3-M training throughout the command. For the year, a total of 420 newly-reporting individuals obtained their required 3-M 301 training while still in INDOC Division, arriving in their workcenters fully qualified.

For 30 days in the spring, Navy Management System Support Office (NAVMASSO) representatives were brought on board and trained 155 key supervisors in use of the Organizational Maintenance Management System (OMMS). In September, the division imported FLETRACEN Mayport specialized 3-M training for 51 senior supervisors. Both occasions resulted in considerable cost savings.

With the transition from COMNAVAIRPAC to COMNAVAIRLANT, 3-M commenced a broad coordinating effort to change Equipment Guide Lists and PMS accountability sheets for all of Enterprise's 185 designated workcenters. Next on the division's plate were preparations for shifting from Inactive Equipment Maintenance (IEM) to ready status on most of the ship's on board equipment. This was to be 3-M's first big challenge in the new year.

## OS DIVISION

Formerly the ADP Division, the Overhaul Schedules Division was renamed in 1992, to better reflect, among other things, the command's new use of major overhaul milestones as the context of measuring RCOH progress.

OSD maintained its basic mission, with new "yardsticks," of collecting, recording, sorting, displaying, analyzing, and reporting the state of the SFWP. In the process, a successful conversion was made, from labor and paper-intensive means to more accurate, automatic procedures which nearly eliminated errors and dramatically reduced paperwork and "keypunching" in the overhaul management effort. The new database use, named GABRIEL, also broke down for each department head the status of all jobs and material he

was responsible for. Excess material and redundant work was readily identified and made easier to eliminate.

DAMIEN, a second, top-level management tool, was also used to track overhaul job/material status information needed by Enterprise's RCOH "principals." This database sorted inputs from a variety of other, static databases to give an integrated picture of jobs and material, again, the main overhaul concern of most department heads.

This streamlining of the entire SFWP accountability effort had the effect of reducing OSD manpower requirements. From the more than one dozen enlisted personnel on board at the start of the year, the division employed just seven by December, led solely by LT Greg Nottingham. This trend is expected to continue, at an albeit deliberate pace. The lessons learned from OSD's pioneering efforts on various fronts have weighed out of proportion to this organization's small size.

In another, separate undertaking, OSD improved upon the ship's barcode-based brow security system, designed and implemented late the previous year in response to a series of shipboard arson incidents which extended over several months in 1992. When this situation finally seemed resolved, and the incidence of fires subsided, use of the system was suspended, but held in readiness for prompt reactivation if necessary. The creation of this system was a precedent-setting benefit to the whole fleet, in that it could be (and eventually was) modified and adapted elsewhere.

## ILO/MSC DIVISION

The Integrated Logistics Overhaul (ILO) division continued to work principally from its remote site at the St. Julien's Creek Annex of the Norfolk Naval Shipyard. Comprised of approximately 16 personnel and headed by AZCM(AW) Thomas Bullen, this division served as the control point for the ship's entire overhaul logistics needs, managing all HM&E and Q-COSAL stock; all requirements for ship's configuration plans and drawings; and procurement, maintenance, upkeep and disposal of the command's hundreds of technical publications, system and equipment documentation. The ship's ILO office is actually one node in a service-wide ILO network able to interact continuously with the rest of the system to represent ship's material and spare parts needs stemming from the RCOH. Late in the year, efforts had begun to move the ILO operation back on board and set it up in the ship's Maintenance Support Center (MSC), where ILO, 3-M and other related functions will be centrally sited upon Enterprise's return to operational status.

## TIC/PRODUCTION SUPPORT

The ship's Technical Information Center (the "TIC Shack") changed hands in mid-summer when CDR Mark Banus departed and gave way as TIC Officer to LCDR Chip Stilwell. The function was resubordinated to the Maintenance officer thereafter, and grew by year's end to occupy three overhaul trailers on the hangar deck. TIC manpower grew from 24 personnel in early 1992 to 35 by the end of the year.

As before, TIC was tasked with production support to the

shipyard and ship's force through processing of all work permits (of all types and on all systems, for both the yard and ship's force, nuclear and non-nuc); access requirements for the Enterprise's 3,100+ spaces; and all non-nuclear tag-out actions.

The Hotwork division within TIC (so named from "Fire Monitor" this year), still responsible for on-scene monitoring of all on board hotwork evolutions and general precautionary patrolling of shipboard work areas, stood down in the summer, as these duties were made departmental responsibilities. Most Hotwork personnel moved to other Overhaul divisions; some returned to their parent departments.

TIC continued its role as a mediator, adjusting, coordinating, deconflicting, and rescheduling ship's force work. Near the year's end, the division mounted a "full court press," accomplishing all technical support actions needed to ensure Enterprise's safe undocking, the RCOH's first large, visible milestone, occurring without incident on 12 December.

## ADMIN/SUPP./TRNG./SAFETY

As an effect of devoting more manpower to the RCOH ship's force production effort, the Overhaul department's administrative support element was reduced in size from nine dedicated personnel at one point in 1992, to four by year's end. This was achieved partly through reassignment of supply-related duties to the EMO, in whose divisions most departmental supply expertise was already concentrated. The growing importance of training was magnified locally through assignment of training officer duties to LT Nottingham, who also took on the mantle of department career counselor. In the fall, the department designated ETCS(SW) Manuel Pulley, the CSR division coordinator, as departmental safety officer, to better orchestrate and communicate with divisional safety petty officers. Admin continued to assist in many other routines, chief among them the Overhaul department's highly-or-

ganized PRT program which was taken over late in 1992 by LT Alex Kay, the EMO division officer.

## LCPO

Although he worked and coordinated most closely with the Administrative Officer in day-to-day matters, the Overhaul department's leading chief enjoyed a large measure of independence in fulfilling department-wide duties. YNCM(AW) Alexander Gilbert was sent over from the Ship's Secretary's office and relieved BMCM(SW) Dwight Everett as department LCPO in the fall on the latter's return to the Deck department. From his perspective: "although the Overhaul department was manned only at 83 percent by the year's end, it enjoyed high morale, an increasing reenlistment rate, and diminishing disciplinary problems."

A noteworthy manifestation of the department's esprit was noted by the commanding officer on inspecting department ranks in Overhaul's winter 1992 personnel inspection. From the Captain: "The best-prepared personnel inspection I've ever observed."

The LCPO remained close to the center of military, rate and other required training throughout the department, and had a special hand in orchestrating (among other events) this year's OPNAV-mandated Sexual Harassment Training. The Overhaul officer depended closely on the LCPO's ability to track the spectrum of training, crew welfare, and career counseling concerns managed, and indeed driven, in the "Chiefs' circuit."

1992 was the Overhaul department's first year in existence, but not its last. While there were many "unknowns" at the end of the year concerning many specifics of the RCOH, Overhaul could boast that its temporary missions, that of an adhoc executive management body (perhaps fated to be reabsorbed into Enterprise's standing crew organization in 1993), were being correctly and smoothly carried out amid RCOH challenges.

# RELIGIOUS MINISTRIES DEPARTMENT

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## January-March

CDR Tom Betts reported as Command Chaplain, relieving CDR James Magness, who transferred to USMC Forces Atlantic. LCDR Ron Schenk and LT Don Fix continued as Assistant Command Chaplains. LCDR Andre Swystun continued as the Family Advocacy Committee President.

The following forms of ministry continued throughout 1992: Chaplain Duty Watch 24 hours a day by pager and supported by an RP on an around-the-clock basis as DDOs, weekly visitation of widely scattered off-ship work centers at D.D. Jones Warehouse, St. Julian's Creek, LIFAC, Housing, and Transportation, as well as visits to personnel in local hospitals, Portsmouth Naval Hospital and Norfolk Brig. Sunday Protestant and Catholic and Wednesday Catholic services of worship continued. Monthly Prayer Breakfasts; Partners in Education volunteers at Marshall Elementary School; duty chaplain attended CO's mast; suicide prevention training provided to divisions requesting; chaplains and LCDR Systun continued presentations at I-Doc; and both chaplains and RPs continued to attend monthly chaplain and RP training sessions provided at Norfolk.

Chaplains continued to provide modules on Spiritual Aspects of Recovery, Suicide Prevention, and Dealing with Grief in CAAC Level II. The lunch-time Bible studies were changed to "Lunch Brunch" sessions with individual chaplains on the mess deck three days a week, resulting in increased participation and covering far wider topics of discussion. Chaplains began to provide Core Values presentations and discussions at quarterly breakfasts with students in the Save-the-Sailor Division.

## April-June

The chaplains, Family Advocacy Program Committee chairman, and RPs provided a thorough brief to the AIRLANT and AIRPAC Force Chaplains in preparation for the Oct. 92 transition of the command from AIRPAC to AIRLANT.

Chaplains attended area training on the Navy Family Welcome Center in Norfolk and the Good News Prison Ministries. The chaplains and RPs attended OMMS training both aboard and at D.D. Jones Warehouse. Chaplains and RPs not already certified previously, attended 3M-305 training aboard ship.

RMD personnel attended the command-wide training at Hampton Coliseum. Training covered the Navy's policy on Sexual Harassment. Also covered was Avoiding Becoming a Crime Victim, Safe Driving, and Responsible Behavior modules. RMD

personnel participated in the command-sponsored Spring Picnic.

Chaplains Betts and Fix, and LCDR Systun, attended the "Effective Leadership in Dealing with Problems of Family Violence" provided at Armed Forces Staff College (AFCS) and open to area line and staff officers. Chaplain Betts was selected for and attended a pilot 3-day Command Chaplain's Course at AFSC. The course goal was to give Command Chaplains who have not attended the year-long Advanced Course the key points from that course.

Chaplain Schenk attended a joint Military Family Social Services/Community Social Services Symposium. Chaplains Schenk and Fix attended the week-long Chaplain Professional Development Training Course in Norfolk dealing with Outreach Ministries in the Sea Services.

## July-September

The RMD hosted a visit and inspection by the AIRPAC Force Chaplain and Force RP in preparation for the transition to AIRLANT. The department was awarded a grade of "Outstanding," on the inspection, with special note being made of the "exceptional state of readiness of this Command Religious Program." All RMD personnel attended command-wide Total Quality Leadership training aboard ship and at the coliseum.

RMD personnel participated in the command-sponsored Summer Picnic. Chaplains Betts and Schenk, along with key departmental officers and the CO, participated in a pilot CREDO, (Chaplains' Religious Enrichment Development Operation) Men's Leadership Group designed to get male leaders to examine their concepts of maleness and leadership models in order to become more effective leaders in the Navy.

RMD received the highest mark in the area of "Customer Service" of all departments (4.5 out of 5.0) on a command Equal Opportunity Assessment Survey. Both RPs Boughner and Jordan present weekly departmental and ship-wide DC, QA and 3M training. Chaplain Betts provided a benediction at the decommissioning ceremony of the USNS Rigel and Chaplain Fix provided the invocation at the new SIMA ground breaking at St. Julian's Creek.

## October-December

The RMD "blew every other department out of the water" during the Combined Federal Campaign, attaining 3,908% of the department goal and retaining the CFC plaque for a second year in a row! The chaplains attended a briefing and dinner with RADM White, the chief of Chaplains, and both senior and junior chaplain

briefing sessions in October.

During this year the chaplain and RP team provided the following in ministries to the command: Services-Sundays -120, Services-Weekday - 65, Total Attendance - 1,295, Pastoral Acts (weddings, baptisms, services of Communion, etc.) -124, Pastoral Counseling sessions -1,884, Hours of Visitation at work centers -

966.5, Pastoral Calls (hospitals, brig, homes) - 219, Religious Education classes -120, Small Groups -14, Training Sessions conducted - 68, CACO assists - 3, Interviews with arriving and departing personnel - 251, Funerals - 3, Weddings -16, Baptisms -1, and other ceremonies - 9.

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# SAFETY DEPARTMENT

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The Safety department lived through a major turnover of personnel and experience in 1992. The primary challenge was to match the increased energy and enthusiasm new people bring with them with the proper knowledge and judgement. Department personnel were either in training or providing training throughout the year. The ship remained in an overhaul status in 1992 so the safety emphasis remained on industrial hygiene, awareness in the work place, and off-duty hazards

## January - March

USS Enterprise led the fleet in the implementation of Total Quality Leadership (TQL) principles and the Safety Department supported that initiative by focusing on new ideas and administrative processes. New methods for documenting, maintaining and distributing safety data and information were started. Management revised the Safety department manning document in an effort to improve the identification process of ship's safety hazards. All personnel remained alert to the special hazards associated with post-holiday lethargy and depression.

From a statistical point of view, the winter months were difficult. The Safety department responded by stepping up its work place inspections and personal protective equipment-monitoring duties raising the safety awareness profile. This quarter also saw the departure of the assistant safety officer, LTJG Waller.

## April - June

The end of the "Dark Ages" of winter brought the traditional flurry of sports activity. The injury rate ballooned accordingly to a record high of 4.51 injuries per day. Naturally, home and recreation safety became the training topic of the quarter. Additionally, the new quarter and the long-awaited new industrial hygiene equipment arrived together. The new capability translated to new challenges for our Industrial Hygienist. The ship had a unique opportunity to fully implement NAVOSH programs meant to protect everyone from noise, lead, asbestos and other measurable haz-

ards. Training of departmental personnel in the use of the specialized equipment was paramount. The ship gradually became a safer work place.

## July - September

The addition of a new assistant Safety Officer and a new Industrial Hygienist brought a much-needed infusion of energy and new ideas. The summer leave period was in full swing and traffic safety was emphasized to all. Heat stress was the seasonal work hazard to be identified and managed. Injury rates started a progressive decline from the spring's high water mark. The department had the additional responsibility and opportunity of awareness programs. A thorough and aggressive training program was launched in August at the Hampton Colliseum.

## October - December

The last quarter of the year was by far our most productive. Training and crew awareness was the rule. We began with an aggressive lead paint removal/exposure training program, training over 635 personnel on the new AIRLANT lead removal procedure. We continued with a Cadmium Poisoning Awareness program for the ship's welders.

The fall also saw the Safety Department take on the burden of conducting weekly ship-wide zone inspections. This alone saved the ship an average of 500 E-7 and above manhours per month.

In keeping with the holiday season, the Safety department pushed for responsible and safe driving. In addition to newsletter articles and POD notes, the department set up a static display of a car involved in DUI accident. The goal of the campaign was to curb the crew's appetite for alcohol and driving. Injury rates (1.81 per day) and DUI incidents were down dramatically in the last quarter. The department graciously welcomed out new department head, CDR Andy Krug, to the ship and the department.

# SHIP'S FORCE OVERHAUL MANAGEMENT SYSTEM DEPARTMENT

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The Ship's Force Overhaul Management System department is required as a function of the overhaul and the large amount of work designated for ship's force personnel. The department is comprised of nine divisions with nearly 400 personnel from virtually every rating in the Navy. Divisions include those listed below, as well as an administrative division.

## CABLE & WEIGHT DIVISION

Cable and Weight division was formed to remove dead-ended electrical cable and excess weight from Enterprise to making room for combat system ship alterations to be installed during the complex overhaul. The division consists of 34 personnel and has, to date, expended over 76,000 man hours.

### Cable Team

The teams which compose cable removal started the year working the 0-3 level. Primary areas of concern were near Carrier Intelligence Center and the Combat Direction Center.

The original goal for removal of dead-ended electrical cable was 101,000 feet. The Cable and Weight teams have far surpassed those expectations, having pulled over 630,000 feet of cable, accounting for weight reduction in excess of 190,000 pounds.

The teams efforts were enhanced by the assistance of American System Engineering Corporation (AMSEC), which provided valuable training for the division. Working closely with government and civilian agencies, the cable teams continuously monitored the disposal of asbestos and PCB contaminated cable in accordance with OSHA standards.

### Weight Team

The weight team removed a considerable amount of excess weight from the ship. Jobs such as the removal of the port-side aft incinerator, TARPS trolley in MSC, a catwalk above sponson 8, a hanger-bay overhead streaming and aircraft air start piping were all major accomplishments for the division. Weight removed by the team increased to over 61,000 pounds, from the previous year's total of 33,194 lbs. for a total weight reduction by the division of 450,730 pounds.

### Head Rehabilitation

Sanitary space repair is solidly ahead of its scheduled completion. The project included 74 spaces. Division manning averaged approximately 20 personnel over the calendar year. With over 35 spaces completed, the project was 85% complete.

The sanitary space repair project includes a number of different types of key operations. At year's end, the majority of remaining key operations included painting, decking and quality assurance.

## LAGGING DIVISION

Lagging division was tasked with completing required lagging and insulation repairs and replacements identified in the ship's force overhaul work package. The division was specifically prohibited from removing asbestos lagging and insulation materials.

The division moved steadily forward during the year building and improving every aspect of the work center. Through the use of Total Quality Leadership techniques, the division found numerous ways to improve the production procedures raising efficiency to an all-time high. In May, the division was tasked with finding a way to insulate 47 new water heaters being installed on board Enterprise. After determining the actual scope of the work and researching the sizes and types of materials required, we formed a handpicked team to prefabricate and install insulation pads on the water heaters. To date, the division has installed 21 of the 47 water heaters.

Currently, the division is gearing up to tackle approximately 22,000 feet of service steam pipe lagging. This work is divided into 15 zone packets, the first of which should be ready for the division to work on during January 1993.

Lagging division's hard work and effort was recognized by a Letter of Appreciation from the commanding officer for: "Lagging division reaching a milestone of completing over 1,000 lagging and insulation repair and replaced jobs identified in the ship's force overhaul work package. These accomplishments were highly significant steps in increasing the future habitability and operation effectiveness of Enterprise."

Lagging division's successes have been, and will continue to be equivalent to the spirit, innovation, and determination of the deck-plate sailor. All hands can look back and be extremely satisfied with a job well done

## LIFAC (MECH.)

LIFAC (Mechanical) has completed 65% of its scheduled 1,780 key-operations (keyops) and expended 50% of an estimated 57,900 manhours required to the end of the overhaul.

Early in the year, LIFAC division personnel took full advantage of a new program at the Naval Supply Center, Norfolk, which allowed commands to intercept metal returned to supply and headed for Defense Reutilization and Marketing Office (DRMOs). Through some very diligent efforts, over 17 tons of metal and other stock items were collected and stored at LIFAC. These supplies are valued at more than \$100,000 and reduced to almost zero the procurement costs for overhaul projects to almost zero. In addition to constructing several projects to modify the LIFAC building, the division completed 1260 individual work items worth more than \$1.2 million. LIFAC personnel were able to construct three prototype models to show they have the capability to complete the complex ship alterations and save more than \$2.5 million on the cost of having these alterations completed by the shipyard.

LIFAC was the first facility in Virginia to complete newly instituted Department of Air Pollution control requirements and pass state inspection. The environmental inspector asked for copies of the logs and procedures developed by LIFAC personnel to use as a model for similar facilities in Virginia.

LIFAC's Hazardous Material/Hazardous Waste program has been inspected several times throughout the year and has consistently received praise as comprehensive and effective. In December, the HAZMAT/HAZWASTE functions of LIFAC came under the direct supervision of Supervisor of Shipbuilding (SUPSHIP), Newport News, taking full advantage of the expertise and funding available for personnel training.

## BERTHING REHAB DIVISION

From January to August 1992, the division concentrated efforts to complete the Enterprise's 81 Crew Berths (4,239 sleeping surfaces), 66% total capacity. Twenty-six airwing/aircrew berths (961 sleeping surfaces) are 71% complete with an estimated 01 June 1993 goal of total completion vice May 1994.

The 126 staterooms are 80% complete with the same estimated completion date.

## TOOLS DIVISION

The tool room was fully stocked in early 1992 and is issuing hundreds of tools daily. As production increases on the ship, long lines were forming outside the tool room. To reduce the man hours lost waiting for tools, a sub-custody program was developed and implemented. As a result, literally hundreds of man hours were saved.

Transportation continued their high-paced efforts, ferrying hundreds of pallets per month from the SFOMS warehouse to the ship in support of production. In November, the duties and responsibilities of SFOMS transportation was transferred to ship's transportation.

Rigging tapered off to a few jobs a month as expected. As the overhaul nears its end and equipment is overhauled or reworked, it is anticipated the rigging teams will go into full production.

The spray teams are fully qualified and seasoned. The teams are broken down into two shifts. The night shift accomplishes those jobs that would interrupt the ship's daily routine.

Production is on the upswing, accomplishing approximately 15 spray jobs per week. As spray jobs become more available, we foresee up to 40 jobs per week may be accomplished.

# SUPPLY DEPARTMENT

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## January-March

The emphasis for Supply department was on the implementation of Total Quality Leadership. All the khaki received TQL training and many were eager to utilize their new management concepts. The goal for Supply was simple: Make quality improvement a way of life. People were asking why some processes were ineffective. In some cases, results were dramatic, in others, not so significant. Supply services divisions were especially susceptible to TQL techniques because of their emphasis on customer service. Food Service, Sales and Disbursing all saw measurable and significant quality improvements. Evidence of this was found in increased sales, positive comments on customer feedback forms and more efficient operations. While readiness divisions have less direct customer feedback, they also took advantage of these improved techniques. For all divisions, the point to remember was that TQL was not a passing fad, but a permanent change in the way we do business.

January saw the return of the Fleet Accounting and Disbursing Center-Atlantic auditors to the disbursing division. The last audit had been difficult so there were some beads of sweat flowing in the division, but, in the end, the news was good; a passing grade. Through improved management techniques, the Food Service division consistently operated with a surplus budget. This allowed them to plan special meals and events for the crew, such as a Martin Luther King Jr. luncheon of steak and shrimp. The Sales division set a torrid pace for a carrier in overhaul in the areas of stock turn, gross sales, and profits.

The big job for the readiness divisions was the off-load of aviation consumables and excess material. This would prove to be a long process that required careful attention to detail by all involved. The reordering of Nuclear Q-COSAL material was also an important evolution that required not only supply expertise but also input from the "nukes," some of whom were working in the Supply department, to render their expertise to this project.

The Supply department was not immune to the arsonist that continually frustrated the ship's crew. The largest and most dangerous of the fires completely destroyed two of the Automated Data Processing division's spaces. Much work and many dollars would be required to repair the damage. ADP was also kept busy detecting and destroying computer viruses that were plaguing many computers nationwide.

## April-June

It was a busy time frame for the Supply department. Renewed emphasis was placed on the supply rehabilitation efforts while being careful not to neglect Supply's reason for existence: Customer service. As the mercury began to soar upward, it became extremely difficult to carry on with heavy industrial work. Even the less strenuous office work was difficult in temperatures that easily exceeded 100 degrees.

Readiness divisions were reorganized to improve customer service. Customer Service was taken out of the Material Division and stood up as its own division. This allowed division personnel to concentrate solely on customer needs. The Material division continued its stellar work with hazardous material. A program for intra-ship training of divisional HAZMAT petty officers was receiving excellent support throughout the command. There is an essential subject in the atmosphere of increased sensitivity to environmental concerns. The reconciliation process was wrapped up and a wall-to-wall inventory begun. The whole process was tedious, with a lot of "learn-as-you-go" items.

Services divisions were, as always, tied up with daily service to the crew. The Food Service division greatly increased their menu variety, drawing rave reviews from the crew. The hope was to increase the number of people eating in the mess, thereby increasing revenues. A decreasing marginal cost per member would allow the division to pay for the more expensive variety of food. The plan was an overwhelming success. Disbursing division instituted mandatory direct deposit for the crew as a whole. It greatly increased efficiency of pay day.

## July-September

Time for that special, beloved evolution: The Supply Management Inspection (SMI). This was an extremely unusual inspection because it was a joint type commander visit. Inspectors from COMNAVAIRPAC and COMNAVAIRLANT came aboard in August. Needless to say, a great deal of time went into preparing for their visit. As the time drew near, many questions remained unanswered. Supply was ready for the inspection, but they were not certain what the structure of inspection would be like. AIRLANT basically functioned as an observer while AIRPAC did the actual inspecting. This was being done in preparation of Enterprise becoming an AIRLANT asset at the start of the fiscal year. The end

result of the visit was outstanding. A sampling of the senior officers comments:

“Most dramatic improvement in all areas of supply, in the shortest time, that we have ever seen.”

“Complete turnaround in S-1 division ... from marginally satisfactory to outstanding.”

“Food service records are the best we have ever seen.”

“Disbursing is the best we have seen this year ... no other carrier has ever been able to top balance every account.”

“Major improvement in Ship’s Store operations ... stock turn is best we have seen.”

“Best Supply QA division ... bar none.”

The other major evolution involved conversion to a different supply data processing system. The goal of the conversion was to make the change as invisible to customers as was possible and properly train supply personnel on the new system.

#### October-December

The beginning of the new fiscal year brought the official change from AIRPAC to AIRLANT. This meant a slightly new way of doing business in some areas. Many of the changes were beneficial. With the type commander being nearby, help was never more

than a phone call away. This could function as a double-edged sword, however. December brought the return of the SMI team for an assist visit. The visit brought no surprises and went extremely well.

Food Service began a hard press to rehabilitate living spaces. Control of the rehabilitation of their spaces was returned to them from the supply overhaul division, a huge undertaking involving more than 200 spaces. The galleys were a particularly important project because of the need for them to be functioning for crew move aboard. The Sales division continued to provide excellent service to the crew. They were also heavily involved in rehab with the laundry being a big concern. Disbursing underwent a change in division officers in a smooth transition that had no effect on customer service.

The Customer Service and Material division, in an attempt to decrease lost working manhours, set up a Servmart procedure that made supply the only authorized shopper for the entire ship. This was a large undertaking that required other departments to make a few adjustments, but allowed for better control of OPTAR funds. Stock Control division was relocating and renaming COSAL store-rooms to improve efficiency when the ship becomes operational.

The Christmas holidays went safely and everyone returned invigorated and ready to start a new and challenging year.

# TRAINING DEPARTMENT

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## ESO

The Educational Services Office:

- Administered 1,050 Military Leadership Exams.
- Logged 5,000 military courses.
- Administered 2,137 advancement exams.
- Advanced 410 personnel, including E-8 and E-9.
- Used \$400,000 in tuition assistance funds, the most in the Tidewater area.

## CAAC

CAAC is responsible for substance abuse training and counseling for all hands. CAAC counselors accomplished weekly INDOC training lectures to new personnel coming to Enterprise, as well as doing outreach to various departments about alcohol use and education. CAAC screened 128 people in 1992, recommending 15 for no further action, seven for Administrative Separation, 22 for Level I/NADSAP, 42 for Level II, and 43 for Level III. Aftercare meetings were conducted almost weekly for returnees from Level II and III programs, normally consisting of between 25 and 70 participants. In 1992, three Level II classes were held on board Enterprise, with one counselor conducting a Level II at another local CAAC. During the course of the year, Enterprise was the first PACFLT carrier to have three fully-certified counselors on board. CAAC also

received one new counselor in May 92, and the Command DAPA returned from Navy Drug and Alcohol Counseling School in June 92.

## DAPA

The command drug and alcohol program advisor is responsible to the commanding officer for the administration and management of the command's level I alcohol and drug abuse programs. In 1992, approximately 240 screenings were conducted by the command DAPA. Seventy-four percent of the screenings were referred to the CAAC office for alcohol-related incidents, 17 percent were referred for drug/substance-related incidents, and nine percent were referred for overweight cases. The CAAC office made recommendations for which level treatment each individual should receive. Quota's for approximately 10 percent of the crew were obtained for the Navy's Alcohol and Drug Safety Action Program (NADSAP).

## TAD Division

TAD Division is charged with obtaining all requests, arranging all quotas, and processing all-cost and no-cost orders for schools and training opportunities. It is also responsible for crew certification and readiness. In 1992, the TAD office processed 625 sets of orders and sent 22 sailors to "A" and "C" Schools.

# WEAPONS DEPARTMENT

<u>Date</u>	<u>Event</u>	<u>Comments</u>
12 Jan 92	66 jobs rescreened	Weapons department assumed responsibility for 66 jobs originally screened for NNS, saving \$1.2 million in overhaul screening.
10 Mar - 01 Apr 92	Sponsored Little League Team	The Association of Aviation Ordnancemen sponsored the Denhigh Rangers Little League Team, and received a sponsorship award for their efforts.
14 Apr 92	Commenced S/A 7229	Ripout started for ship alteration 7229 (straight-thru weapons elevator mod).
08 Jun 92	NAVSSSES Visit	NAVSSSES Team completed ship-check of overhaul work scheduled for all weapons elevators.
19 Jul 92	Emergency	Completed emergency Reclamation of Magazine 7-62-0-M removing standing water from below false deck & preserved same. While decking was removed, G-3 started work on ShipAlt 6342.
17 Dec 92	FAF moved to Pier 2	Floating Accommodation Facility is at pier 2 positioned across from USS Enterprise in support of the Complex Overhaul/Refueling.

**Other Significant Events:**

Completed a syllabus of professional training at NAS Oceana. All participants increased their proficiency in handling/loading a variety of air-launched weaponry and gained a broader knowledge of their rating as a result.

Weapons department volunteers contributed significantly to the overall success of the command-sponsored "Helping Hands"

program which provides functional skills training/social conditioning for the mentally impaired.

## G-2 DIVISION

CWO4 Kuhlmann rapidly progressed towards stand-up of G-2 Division (Ship's Armory/Magazine Sprinklers). Division personnel have been identified and are being transferred to G-2 as they become available.

## G-3 DIVISION

G-3 completed the refurbishment of the magazine sub-deck in 7-52-0-M in record time in preparation for ShipAlt 6342 (deck plate area measurements and redesigning by Puget Sound technical representative). Completed refurbishment of five 6th deck magazines and four Fuze Lockers. The division went off ship to the LIFAC to commence sanding, chipping and painting of six jettisonable pyrotechnic lockers.

## G-4 DIVISION

G-4 overhauled four emergency dog/undog ballistic hatch chain falls; removed two obsolete emergency handling bi-rail systems; chipped out five elevator shafts, four of which have been sanded and primed; and sanded and primed eleven Elevator Machinery Rooms. G-4 has taken over numerous jobs from Newport News Shipbuilding, including the overhaul of all pneumatic cylinders and various air flow, check and interlock valves. To date, 83 cylinders have been disassembled, overhauled and reinstalled.

## VISITOR CONTROL

Visitor Control processed almost 800 visit requests to Enterprise during 1992. Over 1,000 Forces Afloat ID Badges were issued or re-issued to Enterprise crewmembers. Visitor Control entered the computer age with the generation of a visitor database system to track current and repeat visitors, along with tracking the badges issued to the crew.