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DEPARTMENT OF THE NAVY

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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: 1988 COMMAND HISTORY (U)

Ref: (a) OPNAVINST 5750.12D

- Encl:
- (1) USS ENTERPRISE 1988 Command History
 - (2) ENTERPRISENOTE 1301 OF 01 JAN 1988
 - (3) ENTERPRISE NOTICE 5062 and Program for 28 Oct 1988
ENTERPRISE Change of Command Ceremony
 - (4) Sample 1988 USS ENTERPRISE Air Plans and Green Sheets
 - (5) Selected ENTERPRISE "Shuttle" newspapers articles
 - (6) Selected ENTERPRISE Notice 5062, 3128, and 5050's for
Crossing the Line Ceremony and Distinguished Visitor Embarkations
 - (7) Selected USS ENTERPRISE Photographs of Key Events; Operations;
and Visitors
 - (8) Biography and Photo of USS ENTERPRISE Commanding Officer,
Captain Harry T. Rittenour, USN
 - (9) ENTERPRISE Welcome Aboard folders
 - (10) Selected WESTPAC "88" Air Plan Cartoons
 - (11) 1988 February and March issues of USS ENTERPRISE "BIG E"
magazine
 - (12) USS ENTERPRISE 1988 Cruise Book

1. (U) In accordance with reference (a), enclosures (1) through (12) are forwarded.

H. T. RITTENOUR

Copy to: (w/o enclosures 2 through 9)
Director of Naval Historical Center (Ship's Histories Branch/Attn:
Mr. Ray Mann)
CINCPACFLT
COMNAVAIRPAC (Code 012)

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USS ENTERPRISE
(CVN-65)
1988 COMMAND HISTORY
ENCL (1)

UNCLASSIFIED

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USS ENTERPRISE CVN-65 COMMAND HISTORY 1988

II. CHRONOLOGY - 1988 (U)

Shortly after the new year, Enterprise embarked on its long-awaited Western Pacific/Indian Ocean deployment. Feverish last minute preparations, coupled with the anticipation of challenges ahead, contrasted markedly with the obvious poignancy of a departure from friends and loved ones so soon after the holiday season. Nevertheless, "Westpac 88" would prove to be the experience of a lifetime, replete with exotic port visits, a wide variety of naval exercises, interaction with foreign navies, and, most importantly, combat operations.

The events of April 1988 would add a new chapter to the history of USS Enterprise's participation in combat action, as the CVN-65/COMCRUDESGRU Three/CVW-11 team played a major role in "Operation Praying Mantis." This operation, the largest air-sea engagement since World War II, was launched in retaliation for the 14 April Iranian mining of the U.S. frigate Samuel B. Roberts. During 18 April's multiple engagements, CVW-11 aircraft launched from Enterprise sank 1 Iranian Revolutionary Guard Corps Boghammer speedboat, damaged another Boghammer, sank the Islamic Iranian Navy SAAM class frigate "Sahand", and seriously damaged the IIN SAAM class frigate "Sabalan." This swift and effective riposte demonstrated U.S. resolve in maintaining free navigation in the war-torn Persian Gulf region.

Key personnel assignments/changes included the following. Captain Harry T. Rittenour relieved Captain Robert J. (Rocky) Spang as Commanding Officer in October 1988. Captain Richard J. Naughton relieved Commander Michael W. Samuels as Executive Officer in November 1988. Embarked staffs were COMCRUDESGRU Three under RADM R.G. Zeller and COMDESRON Nine under Commodore James B. Perkins. Embarked airwing during WESTPAC 88 was CVW-11 under Captain "Bullet" Bob Canepa.

DATE(S)	EVENT/COMMENT
1-4 January:	ENTERPRISE completed preparations for overseas movement (POM) prior to the 1988 cruise.
5-31 January:	Commenced 1988 Cruise with CCDG-3, CDS-9, and CVW-11 embarked.
5-6 Jan:	CO off SOCAL
7-11 Jan:	Transit to Hawaiian OPAREA.
9 Jan:	Conducted long range strike to Pohakuloa training area, Hawaii.
10 Jan:	Conducted Chainsaw AAW.
11 Jan:	Arrive North of Oahu and commence preparations for BGE. BGE scenario exercises BG Foxtrot ability to respond to mines, small boats, terrorist planes, Silkworm missiles

while escorting/supporting convoys in simulated Persian Gulf war zone.

12-16 Jan: BGE Hawaiian OPAREA: Operations included AWACS, ASW with TORPEX, Earnest Will Escort Scenario, Power Projection strikes, 1 AGM84, 2 AIM7/4 AIM9/1 AGM45 shots.

13 Jan: CINCPACFLT (ADM Jeremiah) and COMTHIRDFLT (VADM Hernandez) visit Enterprise for tour/awards ceremony.

16 Jan: VA22 lost an A-7 and Plane Captain when aircraft slid off aircraft elevator 2 during respot.

17-31 Jan: Transit to Naval Station Subic Bay.

27-31 Jan: Conducted various Operations including ASW and AAW operations with the JMSDF, USMC, and USAF.

19 Jan: VA22 lost an A-7 as it departed during DACM, pilot recovered uninjured.

22 Jan: Initiated medical evacuation of Japanese fisherman by transferring helo to TRUXTUN, patient finally arrived on board.

25 Jan: CHOP to COMSEVENTHFLT

1 Feb: Successful surgery on Japanese fisherman completed and patient off loaded at SUBIC.

25, 26 and 29 Jan: F14's from Enterprise intercept Soviet Bear B and D aircraft.

30 Jan: COMSEVENTHFLT (VADM Miller) visits Enterprise with Japanese CNO Higoshiyama for orientation tour and air show.

1-5 February: Inport NS Subic Bay

6-17 February: Transit to North Arabian Sea.

6 Feb: Departed Subic Bay with 17 Filipino Distinguished visitors, including acting Vice CNO Philippine Navy, Acting Commander Philippine Air Force, Navy Chief of Naval Air, Philippine Commandant Subic Naval Base, COMUSNAVPHIL (RADM Lewin), Mayor Gordon of Olongapo, and various members Philippine Congress. Air demonstration/orientation provided.

6 Feb: Shot 2 AIM9 against AQM37 target drone.

8 Feb: F-14's from ENTERPRISE intercept Soviet Cam Ranh Bay Bears D and F and Mig-23 Floggers. Soviet Mayak AGI "Aneroid" remains in trail of ENTERPRISE.

9 Feb: Conducted PASSEX with Singaporean armed forces. Singaporean patrol boats, F-5's and A-4's participate. Some air evolutions cancelled due to poor weather.

10 Feb: Transit of Malacca Straits.

11 Feb: CVW-11 aircraft conduct low-level air training over Sumatra.

11-12 Feb: Indonesian PASSEX with Indonesian FF's 333/361 north of Sumatra. Activity includes tactical maneuvering and gun exercise off Enterprise's starboard beam.

14-15 Feb: Conducted turnover with USS MIDWAY. Turnover consists of selected face-to-face meetings and various equipment cross-decks.

15 Feb: Conducted Busy Customer exercise.

17 Feb: CHOP to CTF-800. RADM Zeller presents Meritorious Unit Commendation (MUC) for 1986 deployment to Captain Spang in flight deck ceremony.

18 February-
10 March:

North Arabian Sea Operations.

18 Feb: First Soviet reaction to BG Foxtrot in Indian Ocean consists of recce by 2 Aden deployed IL-38 Mays. Mays intercepted by Enterprise embarked F-14's.

23 Feb: Hosted Saudi Arabian DVs including members of royal family, military and the U.S. Ambassador. Air demonstration/orientation provided.

23-25 Feb: Held joint exercise with French Navy Ship Clemenceau, airwing, and escorts. Extensive liaison and personnel exchanges conducted.

25 Feb: Intercepted Soviet HELIX helicopter from Udaloy class DDG "Admiral Tributs" (DDG-472), IL-38 Mays from Aden, and Pakistani C-130. Conducted first Earnest Will mission. Support consisted of 17 F-14 escort/CAP sorties, 12 tanker sorties, 5 EA6B sorties, and 3 E-2C sorties.

1-3 Mar: Intercepted Soviet AN-12 Cub transport.

5 Mar: Conducted joint exercise with FS Clemenceau-embarked aircraft.

6 Mar: Intercepted Soviet HELIX helicopter from Udaloy class DDG "Admiral Tributs."

7-8 Mar: Held additional joint exercises with FS Clemenceau. French Commander, Naval Air Group, Admiral Deramond visits on 8 March. Tours, discussions, and air demonstra-

tion conducted.

9 Mar: RADM Less (CJTfME) visits for discussions.

10 Mar: ENTERPRISE F-14's Intercept Aden deployed IL-38 Mays.

11-14 March: Transiting enroute Mombasa. Earnest Will tanker convoy ops ongoing but CVN/CVW presence not required due to limited number tankers involved.

13 Mar: Crossing the Line ceremony. PACE instructor Joe Schweigenhoffer is Neptune Rex; HE first crossed the line in 1936 onboard USS ARIZONA.

15-18 March: Inport (anchored) Mombasa. Hosted various visitors including U.S. Ambassador to Kenya.

19 March-22 May: North Arabian Sea Operations.

20-22 Mar: Conducted low levels flights over Somalia. 4,000th landing of cruise performed by LCDR Laughler, VA-22.

23 Mar: Intercepted Aden-deployed Soviet IL-38 May aircraft while ENTERPRISE NNE of Socotra Island.

26 Mar: Conducted Earnest Will support mission from Gulf of Oman. Iranian F-3F conducts initial surveillance of ENTERPRISE. CAP/SUCAP/ASW support provided.

28 Mar: Anchored near Masirah Island for standdown. Conducted "flight deck Olympics"; tractor-driving contest between CO/Navigator/XO/OPSO/AirBoss/MiniBoss/Squadron CO's etc.

29 Mar: Dispatched material exploitation team to USS SAMUEL B. GOMPERS by helicopter to inspect Iranian small boat captured in Persian Gulf by USS JOHN RODGERS.

30 Mar: Intercepted IL-38 May aircraft and Indian Bear F aircraft enroute delivery from Soviet Union. Hosted US Ambassador to Oman, G. Cranwell Montgomery, and members of his staff. Performed air show.

1 Apr: 265,000th CVN-65 landing conducted by CDR Tad Chamberlain, CO VA-94 (A-7E).

3 Apr: Anchored near Masirah Island for Easter.

5-6 Apr: Intercepted HELIX helicopter from Udaloy class DDG "ADMIRAL TRIBUTS" which remains in trail of ENTERPRISE for 15 hours.

6 Apr: May aircraft from Aden intercepted.

8 Apr: Conducted Earnest Will mission with multiple CAP/SUCAP/AEW sorties.

10 Apr: Dispatched EOD team to Islamabad following disastrous explosion at Pakistani army ammo depot.

11 Apr: U.S. Ambassador Zakhem (Bahrain) hosted. Filmed video for airing on TV show "Good Morning America".

12 Apr: Intercepted May aircraft from Aden.

12-14 Apr: Conducted joint exercises with FS Clemenceau air group primarily consisting of war-at-sea strikes. Franco-American cooperation and interoperability continues to grow with large-scale personnel exchanges. U.S. holds airshow for crew of Clemenceau.

13 Apr: Hosted Asst COS of Omani Air Force.

14 Apr: USS SAMUEL B. ROBERTS strikes mine in Central Persian Gulf and is heavily damaged.

15-16 Apr: Intercepted Iranian F3 aircraft performing Gulf of Oman recce. Planning commences for potential retaliation for USS ROBERTS mining. Multiple meetings held with much interaction between flag, ship and airwing.

16 Apr: Commodore Perkins departs Enterprise for embarkation on USS LYNDE MCCORMICK and ops in Persian Gulf. Other BG Foxtrot ships repositioning for potential CONOPS execution. Mine threat to CVBG assessed by CJTFME based on photo of possible Iranian Dhow seen 14 April with bulbous, netted device hanging off stern plus several round objects in water astern. CV escorts placed ahead/astern of ENTERPRISE for formation steaming. Special mine watch set on ENTERPRISE.

18 Apr: Conducted Operation Praying Mantis. ENTERPRISE aircraft responsible for sinking 1 SAAM class Frigate (SAHAND), 1 Boghammer, and for damaging 1 SAAM Frigate (SABALAN) and 1 Boghammer. (Ordnance expended on SAHAND: 2 AGM84, 2 WE-II, 4 AGM123, 3 Mk-82 LGB, 18 Mk 20, and 18 Mk-83. Ordnance expended on SABALAN: 1 Mk-82 LGB). Action lasts all day, commencing at 0730 and concluding 1900 timeframe. ENTERPRISE remains south of Jask, Iran throughout with only USS TRUXTON in company.

19-22 Apr: The Big"E" remains on hold south of Jask. Continue to fly CAP/SUCAP/SST into Straits of Hormuz with occasional F-14 photo recce into southern Persian Gulf.

22 Apr: Conducted Earnest Will mission with no incidents.

24 Apr: Conducted SAG Escort Mission flying CAP/SUCAP/ASW to support outchop of U.S. combatant group from Persian

Gulf. No Iranian reaction.

26 Apr: Conducted Earnest Will mission in support of four inbound tankers and three escorts.

27 Apr: Hosted various Omani DVs.

28-29 Apr: Conducted joint exercises with FS Clemenceau, including JAMEXES, SLEDGEHAMMER ops, a Silkworm missile attack simulation, and air to air banner gunnery.

30 Apr: An F-14 Intercepted Iranian C-130 in Gulf of Oman. This is first instance of Iranian Maritime patrol "feet wet" (over water) since 18 April.

1 May: Hosted U.S. Ambassador to Oman and Omani CNO. Conducted Earnest Will mission in support of 2 outbound tankers/2 escorts.

2 May: Conducted Earnest Will mission in support of 3 inbound tankers/2 escorts.

4 May: Intercepted Soviet May aircraft from Aden.

6 May: Conducted Earnest Will mission in support of 2 tankers/2 escorts. 267,000 lbs. of mail received to date. 104,000 lbs. sent.

10 May: CJTFME (RADM Less) visits ENTERPRISE to present Combat Action Awards to VA-95 crewmen for role in "Praying Mantis."

13 May: Intercepted Iranian P3 in Gulf of Oman. Conducted Earnest Will mission, last of deployment.

14 May: Several ENTERPRISE F-14's sent into Straits of Hormuz to assess aftermath of large-scale Iraqi air attack on tankers located SW of Larak Island.

16 May: Intercepted Iranian C-130.

17 May: Intercepted Iranian P-3.

18 May: Commenced turnover with USS FORRESTAL, including select face-to-face meetings and equipment crossdecks.

19 May: An F-14 intercepted Iranian P-3 in vicinity of southern coast of Iran. 7500th landing of cruise made by Deputy CAG.

20 May: Conducted SAG Escort mission consisting of A-6/A-7 sorties into Straits of Hormuz in support of USS Jack Williams. Follows 2 days of Iranian ship attacks against neutral merchant ships in southern Persian Gulf. RADM Snuffy Smith, COMCARGRU 6, visits with staff and completes

turnover.

23-31 May:

Transit to NS Subic Bay.

23 May: HS6 Petty Officer found dead in his rack on 23 May. Autopsy later performed indicated death due to cardio-myopathy. Chopped to COMSEVENTHFLT.

25-27 May: Conducted Indonesian PASSEX (INDUSA XI), including Sumatra low-levels. Hosted Indonesian and Malaysian DV groups.

28 May: Transitted Malacca Straits.

29-31 May: No Soviet reaction noted from Cam Rahn Bay to BG Foxtrot's passage of South China Sea or from Soviet AGI vicinity of Spratleys.

31 May: Conducted carrier qualifications for VRC-50.

1-4 June:

Inport Subic Bay.

5-6 June:

Transit to Hong Kong: VS-21 S-3 crashed immediately after catapult killing 3 of 4 crew, including Squadron CO.

6-10 June:

Inport (anchored) Hong Kong.

11-13 June:

Transit to Pusan.

11 Jun: Conducted memorial service for VS-21 crewmembers. MARDET change of command conducted.

12-13 Jun: Conducted ASW EXTENDEX. HS-6 change of command conducted.

13 Jun: Conducted Dissimilar Aircraft Combat Training with USAF and JASDF.

14-17 June:

Inport (anchored) Pusan. Hosted various Korean DV's.

17-27 June:

Transit to Seattle.

17 Jun: Hosted COMSEVENTHFLT (VADM Miller) and 4 Japanese DVs.

17-18 Jun: Conducted ASWEX.

19 Jun: Transitted Tsugaru Strait. Conducted WASEX against JMSDF SAG.

19-20 Jun: No Flight Ops due to fog.

20 Jun: CHOP to COMTHIRDFLT.

21-22 Jun: Intercepted Soviet Bear D recce aircraft

from Petropavlovsk transiting NE. Other Soviet air activity included Backfires from Alekseyevka and Badgers from Petropavlovsk. Soviet air activity is moderately heavy despite intermittent fog.

23 Jun: Conducted WASEX with USS Carl Vinson in Gulf of Alaska, 400 NM NE of Enterprise. Enterprise continues enroute Seattle.

24-25 Jun: Conducted joint exercise with 5th AF. COMCARGRU 3, RADM Rogers, visits with staff for briefs/discussions.

26 Jun: Hosted COMNAVAIRPAC (VADM Fetterman).

26 Jun: VA-95 and VAQ-135 fly off enroute Whitby Island NAS.

28 June: Inport Seattle. Approximately 1100 "Tigers" (dependants) arrive onboard during first day inport.

29 June-2 July: Transit to NAS Alameda during and Tiger Cruise. Air show, tours, various entertainments (e.g. talent show) provided for Tigers while enroute.

1 Jul: Airwing Flyoff.

3 July-9 August: Inport Alameda. Homecoming, replete with balloons/bands, held at Pier 3.

10-24 August: 10-14 Aug: CVWR-30 ACDUTRA, FRS CO and ammo backload: FRS CO added to CVWR-30 ACDUTRA period. COMNAVAIRPAC 3M Assist Visit Team also onboard during this timeframe.

19-21 Aug: Ammo backload conducted 21 Aug.

20 Aug: Reverend Jesse Jackson visits Enterprise to promote voter registration. Makes speech on KENT TV.

24 Aug: Captain R.J. Spane makes his 1000th CV landing off SOCAL in A-7E.

26 Aug: Conducted Annual Dependents' Day Cruise. Enterprise hosts over 2400 guests, DV's and entertainers. 5 bands and a USO show provide entertainment, along with CVW-11 airshow, tours, and picnic lunch on hangar bay.

25 August-9 September: Inport NAS Alameda.

10-14 September: UMI (Underway material inspection) Board of Inspection and Survey (INSURV). Inspection consists of operating demonstrations of all engineering, combat systems, D.C., Deck, Air department equipment. Final phase includes pierside teardown and inspection of various machinery

components. Enterprise is found fit for further service.

15 September-

31 December: Inport NAS Alameda.

1 Oct: Commenced SRA. SRA will continue through 31 Mar 89.

7 Oct: MCPON visits Enterprise.

21 Oct: 21st Annual "Big E Golf Tourney" held.

22 Oct: Navy League of Oakland holds going away dinner for Captain and Mrs. Spane at Athenian Nile Club.

23 Oct: Farewell tea and welcome for Mrs. Spane/Rittenour held at RADM Rogers' home, Alameda NAS.

26 Oct: Ship's Officers Farewell Dinner for Captain and Mrs. Spane held at Scott's Restaurant, Oakland.

28 Oct: Change of Command. Large scale preps throughout the ship included hangar bay resurfacing, craning of static display aircraft onboard, painting of elevators with logos, placement of bunting around island, etc. Guest speaker is VADM Fetterman, USN, COMNAVAIRFAC. Guests include: Mayor of Alameda, various local area active duty and retired admirals, several CVW-11 squadron CO's, COMCRUDESGRU 3 (RADM Strasser), and approximately 300 guests. Ceremony was held in Hangar Bay 1 followed by reception for crew and guests.

OPERATIONS Department

Combat Systems Function

10% increase in COMPEX requirements added during the last month of the deployment. COMPEX events which could not be moved into the shortened Battle "E" cycle were: AAW-11-SF (Antiship Missile Defense), AAW-21-SF (Phalanx Firing), and the live firing exercises which were hampered by range and drone availability.

Combat Systems: ENTERPRISE continued to enjoy a combat systems availability and reliability that is unequalled among COMNAVVAIRPAC carriers. Professional excellence, superb technical competence, and outstanding system performance were the order of business in this highly visible and invaluable Operations Department function. Significant accomplishments include:

1 Completed a highly successful six month deployment to the Indian Ocean and Western Pacific. Combat systems equipment was instrumental in the success of Operation "Praying Mantis" on 18 April 1988 which resulted in the sinking/severely damaging of 4 Iranian warships.

2 Expeditiously and professionally installed numerous new systems onboard ENTERPRISE including:

a Complete UCC-1 signal processing system

b Experimental HF modem to enhance DAMA capabilities
(Installed similar modem on USS STRAUSS (DDG 16))

c Shipboard Multi-purpose And Reduction Toll (SMART) system

d Tactical Air Mission Planning System (TAMPS)

e Designed and installed ASW rooftop trainer

3 Achieved outstanding results on 3-M inspection during CSOVT and INSURV including:

a Navy Tactical Data Systems (NTDS) (95.6%)

b Nato Sea Sparrow Missile System (NSSMS)/Close In Weapons System (CIWS) (94.6%)

c Radar/Navigation Aids (94.5%)

d Target Drone Unit (TDU) shoot with CIWS (100%)

e CIWS, NTDS, IFF, ACLS and support systems evaluated as outstanding during INSURV debrief

4 Established the Micro-Computer repair work center to maintain the 200 Micro-Computers onboard. Developed and implemented a comprehensive PQS package to ensure proper equipment maintenance and reduce the down time of administrative systems throughout the ship.

5 Maintained the following outstanding percentages of equipment availability during WESTPAC 88:

- a Surface search radars (100%)
- b TACAN (100%)
- c All support services (100%)
- d NTDS systems (98%)
- e Communications systems (98%)
- f Link 11 (96%)
- g NSSMS and CIWS (96%)

6 Redesigned and installed an extensive upgrade to a Middle East HF transmitter facility. The effort of ENTERPRISE personnel resulted in an increase in the site's flexibility, reliability, and operability. The unparalleled pride, professionalism, and dedication to duty of the Combat System function directly contributed to every ENTERPRISE operational endeavor and significantly enhanced the capabilities and effectiveness of Battle Group Foxtrot.

Strike Operations Function

- 1-4 January: ENTERPRISE completed preparations for overseas movement (POM) prior to the 1988 cruise.
- 5-31 January: 5 JAN - Commenced 1988 Cruise: CCDG-3, CDS-9, and CVW-11 embarked.
- 5-6 JAN - CO off SOCAL
- 7-11 JAN - Transit to Hawaiian OPAREA: conducted long range strike to PTA Hawaii on 9, and chainsaw AAW on 10
- 12-16 JAN - BGE Hawaiian OPAREA: Operations included AWACS, ASW with TORPEX, Earnest Will Escort Scenario, Power Projection strikes, 1 AGM84, 2 AIM7/4 AIM9/1 AGM45 shots. On 16, VA22 lost an aircraft and Plane Captain when aircraft slid off aircraft elevator 2 during respot.
- 17-31 JAN - Transit to NS Subic Bay: Operations included ASW and AAW operations with the JMSDF, USMC, and USAF on 27-31. VA22 lost NH305 when it departed during DACM on 19, pilot recovered uninjured. Initiated medical evacuation of Japanese fisherman by transferring helo to TRUXTUN, patient finally arrived on board on 22, successful surgery completed and patient off loaded at SUBIC 1 February. Intercepts of Soviet Bear aircraft conducted on 25, 26, and 29.
- 1-5 February: Inport NS Subic Bay
- 6-17 February: Transit to North Arabian Sea: Shot 2 AIM9 on 6th against AQM37. Intercepts of Cam Ranh Bay Bears and Floggers conducted on 8th. Conducted PASSEX with Singapore on 9th, transit of Malacca Straits on 10th and Indonesian PASSEX on 11th and 12th. Turned over with MIDWAY on 14/15. Conducted Busy Customer exercise on 15th. CHOP to CTF-800 on 17th.
- 19 February-
10 March: Northern Arabian Sea Operations: May intercept on 18th. Hosted Saudi Arabian DVs including members of royal family and military on 23rd. Joint exercise with FS Clemenceau aircraft 23-25. Intercepted HELIX, MAY (USSR), and Pakistani C-130 on 25th. Conducted Earnest Will mission on 25th. Intercepted Soviet Cub on 1 and 3 Mar. Conducted joint exercise with FS Clemenceau aircraft on 5 Mar. Intercepted HELIX on 6 Mar. Additional joint exercises with FS Clemenceau on 7/8 Mar with French Admiral Deramond visiting on 8 Mar. RADM Less (CJTfME) visited on 9 Mar. Intercepted Mays on 10 Mar.
- 11-14 March: Transit to Mombasa: Crossing the Line ceremony conducted 13 March.
- 15-18 March: Inport (anchored) Mombasa.

19 March-22 May: Northern Arabian Sea Operations: Conducted low level flights over Somalia on 20-22 Mar. Intercepted May aircraft on 23 Mar. Conducted Earnest Will mission on 26 Mar. Anchored near Masirah Island on 28 Mar. Intercepted May aircraft and Indian Bear F aircraft on 30 Mar. Anchored near Masirah Island for Easter on 3 Apr. Intercepted HELIX on 5/6 Apr and May aircraft on 6/7 Apr. Conducted Earnest Will mission on 8 Apr. U.S. Ambassador Zakhem (Bahrain) hosted on 11 Apr. Intercepted May aircraft on 12 Apr. Conducted joint exercises with FS Clemenceau aircraft on 12/13/14 Apr. Hosted Asst COS of Oman's Air Force on 13 Apr. Intercepted Iranian F3 aircraft on 15/16 Apr (USS Samuel B. Roberts struck mine on 14 Apr). Conducted Operation Praying Mantis on 18 Apr: ENTERPRISE aircraft responsible for sinking 1 SAAM Frigate (SAHAND), 1 Boghammer, and damaging 1 SAAM Frigate (SABALAN), and 1 Boghammer. (Ordnance expended on SAHAND: 2 AGM84, 2 WE-II, 4 AGM123, 3 Mk-82 LGB, 18 Mk 20, and 18 Mk-83. Ordnance expended on SABALAN: 1 Mk-82 LGB). Conducted Earnest Will mission on 22 Apr. Conducted SAG Escort Mission on 24 Apr. Conducted Earnest Will mission on 26 Apr. Hosted Omani DVs on 27 Apr. Conducted joint exercises with FS Clemenceau on 28/29 Apr. Intercepted Iranian C-130 on 30 Apr. Hosted U.S. Ambassador to Oman and Omani CNO on 1 May. Conducted Earnest Will mission on 1 May. Conducted Earnest Will mission on 2 May. Intercepted May aircraft on 4 May. Conducted Earnest Will mission on 6 May. CJTFME on board 10 May for awards ceremony. Intercepted Iranian F3 on 13 May. Conducted Earnest Will mission on 13 May. Intercepted Iranian C-130 on 16 May and Iranian F3 on 17 May. Commenced turnover with FORRESTAL on 18 May. Intercepted Iranian F3 on 19 May. Conducted SAG Escort mission on 20 May.

23-31 May: Transit to NS Subic Bay: HS-6 Petty Officer found dead in his rack on 23 May, autopsy later performed indicated death due to cardiomyopathy. Conducted Indonesian PASSEX (INDUSA XI) on 25, 26, and 27 May. Transitted Malacca Straits on 28 May. Conducted VRC-50 CO on 31 May.

1-4 June: Inport Subic Bay.

5-6 June: Transit to Hong Kong: VS-21 S3 crashed immediately after catapult killing 3 of 4 crew, including Squadron CO.

6-10 June: Inport (anchored) Hong Kong.

11-13 June: Transit to Pusan: Conducted ASW EXTENDEX on 12 and 13 June. Conducted DACT with USAF and JASDF on 13 June.

14-17 June: Inport (anchored) Pusan.

17-27 June: Transit to Seattle: Hosted C7F (VADM Miller) and 4 Japanese DVs on 17 Jun. Conducted ASWEX on 17/18 Jun. Transitted Tsugaru Strait on 19 Jun. Conducted WASEX against JMSDF SAG on 19 Jun. No flights on 20-21 due to

fog. CHOP C3F on 20 Jun. Intercepted Bears on 21 and 22 Jun. Conducted joint exercise with 5th AF on 24 and 25 Jun. Hosted CDMNAVAIRPAC (VADM Fetterman) on 26 Jun. VA95 and VAQ135 flew off on 26 Jun.

28 June: Inport Seattle.

29 June-2 July: Transit to NAS Alameda and Tiger Cruise: Airwing Flyoff on 1 July.

3 July-9 August: Inport Alameda.

10-24 August: CVWR-30 ACDUTRA, FRS CO, CSOVT, and Ammo Backload: FRS CO added to CVWR-30 ACDUTRA period, FRS completed 10-14 August. Ammo backload conducted 19, 20 and 21 Aug.

25 August-
9 September: Inport NAS Alameda

10-14 September: UMI INSURV.

15 September-
31 December: Inport NAS Alameda. Commenced SRA on 1 Oct. Change of Command on 28 Oct.

Weather Function (OPS)

May: The Tactical Environmental Support System (TESS) was installed between 14 and 18 May. The TESS unit has significantly enhanced the division's capability to provide rapid responses to meteorological and oceanographic requirements.

July: NAVOCEANO personnel provided training in the use of TESS from 1 to 2 July.

October: STG1 Bolton from NCCD Whidbey Island, WA augmented OA Division personnel for NORPAC, providing valuable crosstraining for both AGs and the STG.

Mr. K. Anderson, from Naval Ocean Systems Center, San Diego, CA delivered an M-80 Refractometer Data Reader adding the capability to obtain upper air data from E-2C sensors.

December: During the period 29 to 31 December, AGC Schaar from NAVOCEANCOMFAC, Bay, St. Louis, MS installed the Mini-Rawinsonde (MRS) system and provided operator training. A NAESU representative from NAVOCEANCOMDET San Diego, CA provided maintenance training. The MRS will eventually replace the aging AN/SMQ-1 Upper Air Sounding System. The new system is more compact, cheaper to operate, and obtains data from higher altitudes in less time.

CDC Function (OPS)

OT Division (Anti-Submarine Warfare Module - ASWM)

1. The ENTERPRISE ASWM operated in several diverse and challenging areas of operations which fully tested the capabilities of the ASWM as well as the VS and HS aircrews onboard Enterprise. The ASW Module was directly responsible for conducting over 30.4 hours of "ON-TOP" time.

a. "READIEX 98" evaluation tested the ASW Module in a demanding multi-threat environment. Operations were initiated with long range ASW utilizing direct liaison with SURTASS units. This exercise culminated ten days later with 103 hours of continuous ASW against two aggressive, high speed and elusive targets. No attacks were conducted on USS Enterprise while the ship simulated 13 attacks against opposing units.

b. Developed a "ROOF-TOP" passive acoustic training system, which provided realistic recognition and threat analysis of actual submarine signatures for aircrews and surface ship acoustic operators. The "ROOF-TOP" system is responsible for the Battle Group maintaining a high level of ASW proficiency despite being in a low density ASW environment.

c. Throughout the deployment the ASW Module identified all subsurface targets within 200 NM of Enterprise. USS Enterprise and CVW-11 ASW aircraft coordinated constructive "kills" after tracking an Indian "Kilo" class diesel submarine, and later, an Indonesian "Type 209" class diesel submarine.

d. Maintained a real-time Battle Group tactical plot to support the ASW commander's need for a back-up surface plot. This required restructuring the ASW watch organization to support Enterprise's ASWM, FX, FS, and FW plotting and communications requirements.

e. Monitored all radio communications for the "EARNEST WILL" AND "PRAYING MANTIS" operations to improve the response time of airborne assets to commit to battle group requirements.

f. Initiated a cross-deck program with the USS Reasoner to exchange knowledge and experience between ASW divisions.

g. Provided support to CVWR-11, HS-85, and VS-0294, during underway reserve active duty training period.

h. Established and maintained guard of "VP SHOREHOP". Handled 738 messages in support of VP detached site operations and high priority logistics requirements.

i. During calendar year 1988, OT Division conducted 4,809 hours of training. This training resulted in the qualification of 2 ASW evaluators, 4 ASW watch officers, 6 mission support officers, and 2 ASW watch supervisors.

j. Equipment configuration of the ASW Module was altered to improve the ship's mission capability as follows:

(1) The temporary AN/ASN-123 tactical navigation system and AN/ARC-153 UHF radio was removed as directed by COMNAVAIRFAC. This removal was

accomplished by ship's company personnel.

(2) The AN/BQR-22A Sonar Receiver and an AN/ARR-75 Sonobuoy Receivers were installed by Service Engineering Company.

OI Division (Surface Warfare Module)

The USS ENTERPRISE was deployed to the Western Pacific, Indian Ocean, North Arabian Sea, Gulf of Oman, Sea of Japan and Northern Pacific from 05 Jan to 02 July 1988. During this deployment, OI Division played an integral part in numerous major operations by providing an accurate and timely picture of the air and surface activities surrounding Battle Group Foxtrot. These operations included BGE; numerous intercepts of Soviet aircraft; exercises with the USAF, Singapore, Indonesia, Malaysia, numerous "Earnest Will" escort operations; and operation "Praying Mantis" against Iran.

With the newly acquired LMS-11, USS ENTERPRISE assumed the duties of BG Foxtrot and "FF". During the six month deployment, OI Division maintained a superb Link-11 operational up-time of 98%. Link operations were conducted not only with USN units but also with USAF AWAC and a French BG. Over 400 intercepts utilizing only Link-4A Dolly with the Airwing F-14's were accomplished.

OI Division was a key element in all major operations, especially the numerous "Earnest Will" escort operations and operation "Praying Mantis". The Detection and Tracking module maintained a superb air picture through ship's emitters and the NTDS system thus allowing the ship's TAO and the Flag staff to make timely and effective tactical decisions. OI Division personnel were the backbone of the Display and Decision module that presented the TAO with the information needed to make the necessary decisions that led to the successful "Praying Mantis" operation against Iran. The USS ENTERPRISE was designated the Anti-air Warfare Commander ("FC") and remained so until the threat of hostilities ceased. The success of its "FC" duties was due mainly to the superb air picture maintained and displayed by OI division personnel.

The Surface Module was directly responsible for the successful completion of 19 Sea and Anchor details without incident. It maintained a superb picture of the surface environment in the high traffic areas of the Straits of Malacca and the Gulf of Oman. Of special note was the Straits of Malacca transit during which Surface tracked 267 contacts in one 24 hour period, while conducting radar navigation.

On 01 Oct 88, the Enterprise began a six month SRA period. Fourteen of the 29 divisional spaces immediately began rehabilitation. The Rehab work has progressed well ahead of schedule and has greatly improved the habitability of berthing and living spaces.

OI Divisional personnel have been involved in continuous training. Personnel have successfully completed two Radar Assisted Piloting courses, one Intermediate and one Advanced Team Trainer, compiling a 97% score on the graded Advanced Multi-Threat Team Trainer.

OW Division (Electronic Warfare Module - EW Module)

Throughout the 05 Jan -02 July deployment of the USS Enterprise, the EW Module played a key role in early detection and analysis of exercise and real-world threat units. The EW Commander relied heavily upon the knowledge and experience of the Enterprise EW Module. Since all actions and decisions of the EWC were carried out by or through the EW Module, the EW Module provided the personnel and equipment to support the EWC. Additionally, it supported the Flag Staff EW Warfare Command as the Electronic Warfare Control Ship. Through intensive training and interactions with airwing ESM operators, OW division personnel have developed a keen awareness and in-depth knowledge of shipboard and airwing ESM capabilities.

As the Enterprise proceeded across the Pacific in EMCON, the EW module provided the eyes and ears to the Battle Group. Often during Soviet Recce aircraft investigations of the Battle Group, the EW module was the only means to track the movement of Soviet aircraft after the initial identification and confirmation of "no ordnance".

Throughout the numerous exercises and Passex's that the Enterprise was involved in, the EW module was instrumental in the detection and identification of opposing units. The operational readiness of the Electronic Warfare modules throughout the battle group was greatly improved by the training exercises prepared and run by the Enterprise EW Module during transit to and while on-station in the Indian Ocean.

During the numerous "Earnest Will" escort operations and Operation "Praying Mantis" against Iran, the module played a key role in detecting Iranian RECCE and tactical aircraft as well as aiding in the identification of civilian commercial aircraft. While in the high traffic area of the Gulf of Oman, the EW Module was the primary means of identifying the many commercial aircraft that continuously transited the straits.

During the Enterprise SRA 89 period, numerous spaces have been totally rehabilitated. The SLQ-17 antennas have been removed, stripped, painted and replaced. The SLQ-17 control rooms have been stripped and the non-conductive deck matting has been replaced.

OA Division (Meteorology)

OA Division support to the embarked staff and airwing increased significantly due to the availability of the Integrated Refractive Effects Products System (IREPS) version 3.01 software. This version of IREPS made it possible to process and disseminate aircraft refractometer data on a real-time basis. IREPS 3.01 is not available on any other PACFLT aircraft carrier.

- January: IREPS 3.01 became available
Provided support for EGAREM 88-1 ASW exercise
- February: Provided support for joint exercises with Indonesian forces
- March: Provided support to FS Clemenceau weather office

April: Provided support for Operation Praying Mantis combat operation

May: Received ALDEN TR1 facsimile recorder, replacing antiquated ALDEN 9519 recorder

August: Provided training to USNR AG's and ACDUTRA

September: Completed INSURV

December: AN/SMQ-1 radiosonde system was removed. Mini-Radiosonde System (MRS) officially approved as replacement. Provided pier-side observation to the USS Carl Vinson for return to port.

CARRIER INTELLIGENCE CENTER (CVIC) Function (OPS)

USS ENTERPRISE CVIC (OS/OP/OZ Divisions) commenced 1988 with intense last-minute preparations for the impending WESTPAC/IO deployment. This included the last-minute installation and testing of the Fleet Imagery Support Terminal (FIST) and Tactical Receive Equipment (TRE) as well as coordinating the onload of the COMCRUDESGRU THREE staff.

The CVN-65/CVW-11/COMCRUDESGRU THREE intelligence team, employing techniques refined during November 87 "NORPAC-87" operations, provided a myriad of intelligence support to a wide variety of consumers in diverse threat environments. This support was particularly crucial during the April 1988 U.S.-Iranian hostilities. Indeed, intelligence support was specifically cited by the Battle Group Commander as the most crucial factor in the U.S. success. Specific highlights for 1988 include:

- During the Jan 88 Battle Group Exercise (BGE), CVIC was judged as fully combat ready by COMNAVAIRPAC intelligence staff.

- CVIC hosted highly successful Battle Group Foxtrot Intel team program to enhance intel collection effort during port visits and special operations. USS ENTERPRISE/CVW-11 teams, comprised of one Intelligence Officer and one enlisted Intelligence Specialist, contributed over 190 man days while deployed. Teams were involved in the following; (1) Foreign material exploitation, (2) Direct support to BG Foxtrot units participating in 18 April 88 Operation Praying Mantis against the SASSAN GOSP, (3) Direct support to Commander Joint Task Force Middle East (CJTfME) units operating in the Northern Persian Gulf, (4) Valuable intelligence reporting provided during port calls in Indonesia, India, United Arab Emirates, and the Seychelles. This program is considered an outstanding success in terms of the invaluable experience gained by the individuals involved, and in light of the national-level recognition received as a result of high-interest collection and exploitation efforts.

- CVIC provided flawless OPINTEL and strike warfare support to Battle Group assets before, during, and after 18 Apr 88 U.S.-Iranian hostilities. SUPPLOT Branch provided initial tipper info to flag tactical watch which resulted in organic detection and successful attacks by CVN 65/CVW 11 assets on IIN frigates "Sahand" and "Sabalan". CVIC also routinely supported CJTFME during this period with transmission of TARPS and other locally-derived imagery intelligence which assisted national-level decision-making.

- CVIC produced voluminous, detailed, accurate, and often unique intelligence reporting to a wide variety of supported tactical commanders and non-battle group consumers during the Western Pacific/Indian Ocean deployment. The Multi-Sensor Interpretation (MSI) Branch generated over 600 individual intelligence reports including initial intelligence collection and reporting on new delivery TU-142/BEAR F's to India from the Soviet Union. Supplementary Plot (SUPPLOT) Branch produced all-source analyses of Iranian naval patrols not usually generated by afloat commands, which contributed significantly to the U.S. intelligence community's understanding of those operations. CVIC personnel also conducted in-depth material exploitation of the Iranian Revolutionary Guard Corps small boat recovered in the Persian Gulf in March/April 88.

- ENTERPRISE Ship's Signals Exploitation Space (SSES) provided the standard for installation and remoting capabilities of Tributary and Long Range SPRAC (LRSPRAC) networks for all AIRFAC carriers. This included LRSPRAC antenna installation design as well as remoting equipment into Supplemental Plot (SUPPLOT) where it was extremely valuable in coordinating intelligence operations with units in the Persian Gulf/Northern Arabian Sea area.

- Photo Lab produced over 320,000 prints, negatives, and slides during the WESTPAC/INDIAN OCEAN deployment. 29 TARPS missions were flown without any film being lost. Every mission was an outstanding photographic success. Numerous SST missions resulted in hundreds of prints of commercial shipping, combatants, and aircraft. Timely photo processing was used extensively to illustrate events of the "Praying Mantis" operation. Photo lab experienced no major equipment failures during the deployment.

- Photo lab produced and presented over two hundred VIP books to distinguished visitors both foreign and American. The photo lab rendered assistance to COMMIDEASTFOR in developing ground work for establishing an intelligence photo lab on board USS CORONADO. Photo lab received high grades during INSURV inspection for photo processing capability.

Much of CVIC's efforts in the post-deployment period were devoted to the SRA refurbishment of intelligence/flag spaces. The Battle Group Foxtrot Post-Deployment Intelligence Conference was hosted by CVN-65 CVIC in August 1988. This event provided a number of issues/recommendations for consideration by the PACFLT intelligence community. CVIC also continued to provide high-quality graphics support for high-visibility evolutions (eg, change-of-command). Intelligence Officer was CDR T.A. Weik until November 1988, when relieved by CDR M. E. Collins; Assistant Intelligence Officer was LCDR T. B. Holmes; Leading Intel Specialist CPO was ISC D. Robbins, leading cryptologic chief was CTOCS William Campbell, leading photo chief was PHC Bankston. Division officers included LT K. Wixler and LT Jones (OZ), CWO2 C. Hosking (OP), and LCDR C. Norwood (OS).

TRAINING Department

1988 began with our departure for WESTPAC on the 5th of January. Our preparations paid off as we were underway with 100% of the crew fully qualified in the areas of shipboard/aircraft firefighting. With the ship now controlling its own TADTAR, emphasis was placed on keeping everyone within a budget. The deployment proved to have its exciting moments when it came to unplanned TAD expenditures, but we met every commitment without impacting any required training. As our return to Alameda approached, emphasis was shifted to a long range training plan for use during our SRA period. This plan proved most valuable when we submitted our request for the FY 89 budget.

During the first half of the year while on cruise, the ESO function continually supported educational programs by administering exams for SAT, ACT, DSST, GED, and CLEP. Also, information was provided for various college and commissioning programs. For 1988, two NROTC scholarships were awarded, one LDO commissioned, one Naval Academy Prep School candidate accepted, and one potential BOOST candidate awaited results of the board. Additionally, PACE courses were conducted during the cruise in the following subject areas: personal financial management, introductory algebra, business, modern math, English, and consumer economics. The overall participation in these classes was outstanding; there were more than 400 student enrollments. The latter half of the year, while pierside, the ESO function shifted from PACE course administration to local collegiate interfacing with the following colleges: Chapman College, Embry-Riddle Aeronautical University, Central Texas College and College of Alameda. A "College Awareness Day" was held on board in which top advisors and administrators from these institutions represented their respective schools and provided information and answered questions asked by the crew. This event triggered an excellent response by the crew towards enrollment in these local colleges and resulted in active participation in the Navy's tuition assistance program. Presently, there are over 100 students using tuition assistance.

As far as training quotas were concerned, 600 off-ship quotas were obtained. Training was arranged for over 2,000 personnel in damage control training, shipboard firefighting, aircraft firefighting, advanced firefighting, and shipboard firefighting team training in preparation for TRE and REFTRA. During the year, over 50 requests were submitted for class "A" and "C" schools, and more than 600 TAD orders were issued.

The career counselor division completed 1988 with a superb record highlighted by 96 reenlistments performed at three special reenlistment ceremonies. Two hundred seventy-six Enterprise crewmen were reenlisted during calendar year 1988, for an annual net retention rate of 38 percent.

Special Services division provided the crew of Enterprise with a wide array of recreational opportunities throughout 1988. January through July, the Enterprise spent deployed to the Indian Ocean. Special services organized tours and activities for port visits to Subic Bay, Philippines; Mombasa, Kenya; Hong Kong; Pusan, S. Korea; and Seattle, Washington. For many port visits, Enterprise's Special Services was in charge of arrangements for the entire Battle Group. Special Services also arranged many successful holiday routines while at sea, providing the crew with a boost in morale. The end of the deployment was marked by a very successful Tiger cruise, which included a Tiger

cruise talent show organized by special services. In August, Enterprise visited San Diego. Numerous recreational discounts were made available to the crew, and the second annual Enterprise/North Island Golf Tournament was hosted by Special Services. In October, Special Services offered discounts to fleet week events and sponsored the Enterprise/Alameda Golf Tournament. November and December started the ski season, and kicked off Enterprise ski trips to Boreal and Squaw Valley. Special Services ended the year with a Christmas party at the Hyatt Regency-Oakland, where 1000 crewmembers were treated to a fantastic night of dinner and dancing.

CAAC/DAPA division during the year 1988 screened 133 personnel. Seventeen of these were recommended for administrative separation. Thirty-six personnel were recommended for NADSAP/Level I, 40 personnel recommended for level II and 29 personnel recommended for level III. There is ongoing aftercare groups for members returning from level II and level III treatment ranging from 20-40 in number. Outreach is conducted as needed commencing with a 30 minute indoctrination lecture. Two members have been trained to conduct the supervisory level Adams course. During the 1988 deployment, two classes of level II outpatient treatment were conducted for 13 members. This was made possible by utilizing qualified resources available in the ship's company and the air wing. Also, a stress reduction workshop was conducted as a pilot course for the ongoing program.

Enterprise continued to provide comprehensive training for Naval Academy and NROTC midshipmen. Thirteen midshipmen were treated to the opportunity to ride with us back to the States at the completion of WESTPAC 88. August had us at sea for Airwing 30 (reserves) training. It also provided the unique opportunity to bring all three Enterprise reserve units together (Alameda, Columbus, and Ft. Mugu).

COMMUNICATIONS Department

January 1988: Deployed to COMTHIRDFLT area of responsibility.

February 1988: Chopped to COMSEVENTHFLT area of responsibility.

April 1988: Provided both tactical voice and record communications for operation "PRAYING MANTIS".

June 1988: Returned to COMTHIRDFLT area of responsibility.

July 1988: Returned to homepost, Alameda Ca, upon completion of successful six month deployment.

September 1988: Participated in inspection and surveys conducted by Commander, Inspection and Survey Board. Found to be "fit for further service".

October 1988: Commenced ship restricted availability (SRA) to include the following work:

- Refinishing, by Puget Sound Naval Shipyard, of the SB1203 and SB1210 patch panels.
- Ship alteration CVN65-7070, the replacement of 20 KW-7D crypto devices with 12 KG-84C devices.
- Ship alteration CVN65-7285, the replacement of six KY-8 crypto devices with 10 KY-58 devices.
- Refinishing of all topside antennas by Ships Force and aided by Ships Intermediate Maintenance Activity (SIMA), San Diego.
- Redecking of 03-17-20 (secure teletype) and 03-102-130 (hf transmitter room one).
- Refinishing of all teletype equipment by Ship's Force and aided by C.A. Communication Company.

DECK Department

JANUARY: Completed preparations and got underway on WESTPAC 1988. Accomplished four underway replenishments receiving over 2.5 million gallons of JP-5 and 140 pallets of provisions.

FEBRUARY: Moored in Subic Bay, ALAVA pier extension. Due to shortness of the pier and 150 FT bow overhang, it was necessary to place the port anchor underfoot. Completed painting of the ship's starboard side. Got underway enroute to the Indian Ocean and completed six underway replenishments receiving 1.5 million gallons of JP-5 and transferred 250 pallets.

MARCH: Conducted Northern Arabian Sea (NAS) Operations. Accomplished nine underway replenishments receiving 1.8 million gallons of JP-5 and 560 pallets of provisions. Anchored in Mombasa and utilized the two 50 FT UB'S, Captain's gig, and Admiral's barge.

Majority of liberty party was ferried back and forth utilizing eight civilian contracted cargo ships/tugs. Ship utilized two large sea cushions to facilitate the mooring of a 33 X 130 ft barge used as a landing platform for the cargo ships/tugs. The aft accommodation ladder was torn loose from its mountings due to inexperience of contracted boat crews attempting to moor into offsetting currents which were as high as 3-4 knots. The ladder was recovered and repaired in a few hours, restoring normal liberty traffic.

APRIL: Anchored near Misirah for Easter. Conducted operations in the NAS and completed 14 unreps receiving 3.4 million gallons of JP-5. Also refueled, on short notice, the USS MCCORMICK (DDG-8), USS REASONER and USS STRAUSS (DDG-16) in preparation for operation Praying Mantis. Each ship was refueled with a single probe rig from the forward fueling station #3.

MAY: Continued operations in the NAS. Completed 12 underway replenishments. Received three million gallons of JP-5 and transferred over 1,000 pallets. Commenced transit to NS Subic Bay.

JUNE: Moored to ALAVA pier extension, Subic Bay. The port anchor was placed underfoot again due to a bow overhang of 150 ft. Utilized a large crew of Filipino nationals to help clean the starboard hull. The starboard side was completely painted in four days. One of two 50 ft utility boats was returned to the CV boat pool.

Enroute to Hong Kong, a VS-21 S-3 crashed after catapult shot. The motor whale boat was utilized to aid in the rescue of surviving crew and swimmers. Anchored in Hong Kong by utilizing the port anchor with 60 fathoms of chain. A small barge was moored to the fantail for personnel debarkation using the ship's mooring lines and fenders. Hong Kong liberty boat services were outstanding. Ship's sides were painted by "MARY SDD" from waterline to main deck in exchange for a soda pop concession onboard. Some contracted painting was obtained on the port bow and island structure during the last two days inport.

Transited to and anchored in Pusan harbor, Republic of Korea. Port anchor was utilized with 60 fathoms at the water's edge. Used ship's fenders to breast out a 120 X 30 ft barge for personnel debarkation. Liberty boat

services were again outstanding.

Completed two underway replenishments enroute to Seattle: received 620,000 gallons of JP-5 and 330 palletts. Moored in Seattle utilizing standard mooring configuration, stbd side to pier 30. Excellent pier services. All brows were from elevator #3 while the airwing offloaded via elevator #1. Completed touch up painting of the starboard side.

JULY: Alameda homecoming 02 July. Conducted max leave/liberty standdown. completed painting of the stbd waterline.

AUGUST: Conducted ammo offload transferring 813 palletts on two-twelve hour underway replenishments. Anchored off Coronado Roads, San Diego to practice for INSURV.

SEPTEMBER: Got underway for INSURV. Anchored off Fallon Island. Completed satisfactory INSURV inspection.

OCTOBER - DECEMBER: Inport Alameda for SRA. Major projects included the removal and overhaul of winch #7, removal and paintout of the anchors and chains, and the preservation/painting of all remaining boats (gig, mwb, 50 ft utility boat).

1988 ANCHORING EVOLUTIONS

PORT ANCHOR

01 FEB.....SUBIC BAY, PI
27 MAR.....OMAN, NAS
01 JUN.....SUBIC BAY, PI
06 JUN.....HONG KONG
14 JUN.....PUSAN, KOREA
22 AUG.....SAN DIEGO,
CORONADO ROADS
11 SEP.....SAN FRANCISCO,
FALLON ISLAND

STARBOARD ANCHOR

15 MAR.....MOMBASA, KENYA
02 APR.....OMAN, NAS

1988 UNDERWAY REPLENISHMENTS (SENDING AND RECEIVING)

<u>DATE</u>	<u>SHIP NAME</u>	<u>AMOUNT</u>
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88JAN09	USS WABASH (ADR-5)	540,000 GAL JP-5
88JAN16	USS WABASH (ADR-5)	980,000 GAL JP-5 139 PALLETS
88JAN27	USNS NAVASOTA (TAD-106)	740,000 GAL JP-5
88JAN31	USNS NAVASOTA (TAD-106)	475,000 GAL JP-5
88FEB08	USS WABASH (ADR-5)	645,000 GAL JP-5
88FEB13	USS SAN JOSE (AFS-7)	138 PALLETS
88FEB17	USNS NAVASOTA (TAD-106)	740,000 GAL JP-5
88FEB21	USS WABASH (ADR-5)	340,000 GAL JP-5 120 PALLETS
88FEB21	USS SAN JOSE (AFS-7)	162 PALLETS
88FEB28	USNS NAVASOTA (TAD-106)	710,000 GAL JP-5
88MAR02	USS SAN JOSE (AFS-7)	188 PALLETS
88MAR04	USNS NAVASOTA (TAD-106)	400,000 GAL JP-5 51 PALLETS
88MAR06	USS WABASH (ADR-5)	300,000 GAL JP-5 60 PALLETS
88MAR10	USS WABASH (ADR-5)	300,000 GAL JP-5 52 PALLETS
88MAR23	USS SAN JOSE (AFS-7)	173 PALLETS
88MAR24	USS WABASH (ADR-5)	800,000 GAL JP-5 116 PALLETS
88MAR27	USS WABASH (ADR-5)	63 PALLETS
88MAR27	(TO) USS STRAUSS (DDG-16)	SENT 93,000 GAL JP-5
88MAR31	USNS NAVASOTA (TAD-106)	670,000 GAL JP-5
88APR01	USS SAN JOSE (AFS-7)	107 PALLETS
88APR04	USNS NAVASOTA (TAD-106)	415,000 GAL JP-5 72 PALLETS
88APR06	USS SAN JOSE (AFS-7)	178 PALLETS
88APR10	USNS NAVASOTA (TAD-106)	720,000 GAL JP-5

88APR12	USNS NAVASOTA (TAO-106)	61 PALLETS
88APR16	(TO) USS MCCORMICK (DDG-8)	SENT 71,271 GAL JP-5
88APR16	(TO) USS REASONER	SENT 53,067 GAL JP-5
88APR16	(TO) USS STRAUSS (DDG-16)	SENT 60,805 GAL JP-5
88APR17	USS WABASH (ADR-5)	830,000 GAL JP-5 82 PALLETS
88APR20	USNS NAVASOTA (TAO-106)	715,000 GAL JP-5 58 PALLETS
88APR21	USS WABASH (ADR-5)	57 PALLETS
88APR25	USNS NAVASOTA (TAO-106)	525,000 GAL JP-5 35 PALLETS
88APR27	USS WABASH (ADR-5)	125 PALLETS
88MAY01	USS WABASH (ADR-5)	620,000 GAL JP-5 34 PALLETS
88MAY02	USS SAN JOSE (AFS-7)	133 PALLETS
88MAY04	USNS NAVASOTA (TAO-106)	500,000 GAL JP-5 69 PALLETS
88MAY08	USS WABASH (ADR-5)	62 PALLETS
88MAY10	USS SAN JOSE (AFS-7)	306 PALLETS
88MAY11	USS WABASH (ADR-5)	700,000 GAL JP-5 44 PALLETS
88MAY15	USS WABASH (ADR-5)	420,000 GAL JP-5 59 PALLETS
88MAY17	USS MCCORMICK (DDG-8)	3 COALING BAGS 1 STRETCHER, 2 CHAIRS
88MAY18	USS WABASH (ADR-5)	300,000 GAL JP-5 114 PALLETS
88MAY26	USS PYRO (AE-24).	140 PALLETS
88MAY28	USS SAN JOSE (AFS-7)	90 PALLETS
88MAY30	USNS NAVASOTA (TAO-106)	980,000 GAL JP-5

88JUN18	USS WABASH (ADR-5)	620,000 GAL JP-5 127 PALLETS
88JUN26	USS WABASH (ADR-5)	220 PALLETS
88AUG16	USS WABASH (ADR-5)	305,000 GAL JP-5
88AUG20	USS MAUNA KEA (AE-22)	813 PALLETS

SAFETY Department

1. Underway 4 January 1988. Safety emphasis on aircraft movement, underway replenishment, security of spaces (no missile hazards), FOD, electrical safety, and hazard awareness.
2. 1 February: Arrive NAS Cubi Pt., Philippines. Safety emphasis temporarily shifts to proper conduct ashore until the ship pulls out again on the 6th. Safe flight deck and hangar deck ops during normal flight ops as well as during unreps and aircraft movements during normal steaming times become the primary concern. Hot climate and heat stress monitoring emphasized. End of February sees Safety Department beginning to seriously gear up for INSURV. Program for temporarily adding 30 senior personnel to Safety for pre-INSURV NAVOSH inspection begun. Preparation for training of those inspectors begun.
3. 1 March: Deployment continues. Safety begins gearing up for Mombasa, Kenya port visit, getting ready to prevent malaria and minimize other liberty hazards. Early March plans for safe and efficient management of SRA begun, SRA manager and SFQMS coordinator named. 8 Mar Mombasa port visit approved. End of Mombasa port visit and Enterprise operating in Indian Ocean (IO), mid-deployment approaching and Safety keeping close eye on mid-deployment blahs and accompanying increased disregard for shipboard hazards. Flight deck safety still emphasized especially fork lift drivers who are driving too fast and on equipment that is beginning to show wear.
4. 1 April: Enterprise operating in IO and getting ready for Ernest Will operations. Increased vigilance and attention to detail emphasized. Safety reemphasizing hazards that crew might become callous towards if not reminded. Planning for SRA continues. Safety completes training program for additional INSURV NAVOSH inspectors. Enterprise participates in Praying Mantis operation. Cyclone season has arrived and Safety reemphasizes problem of missile hazards.
5. 1 May: Enterprise operating in IO and approaching 45 days of continuous duty at sea. Preparing for beer day. Safety is vigilant for any signs of complacency. 20 May: ship heads east. Safety conducts INSURV NAVOSH inspection. 3,465 discrepancies were found and documented. Safety emphasizing eye hazards and protection against, checking for eye hazard signs and posting where required. 31 May: inport Subic Bay. Safety has been preaching the buddy system for liberty, particularly important after a long at-sea period.
6. 1 June: Inport Subic. Safety takes a look at the condition of the ladder treads on the ship and makes extensive report to Maintenance. 4 June: Enterprise transits to Hong Kong. 11 June: Enterprise again heads north. 17 June: away from Pusan Enterprise begins return home and Safety arranges for visit by California Highway Patrol (CHP). 23 June: CHP visits Enterprise. 27 June: arrive Seattle, Washington for brief port visit. 29 June: heading south and inport Alameda 2 July.

Safety data for the deployment:

Class "A" aircraft mishaps FM/FRM/AGM	2/0/1
Class "B" aircraft mishaps FM/FRM/AGM	0/0/0

Class "A" PID/MPD mishaps	0/0
Class "B" PID/MPD mishaps	0/0
Aircraft mishaps related fatalities	4
Other shipboard fatalities	0
Shipboard fires	0
Flooding	0

Safety heading up major effort to offload all excess hazardous material prior to beginning INSURV. Offload schedule to be completed by 30 August but majority is removed 21 and 22 July. End of July emphasis is placed on getting ready for sea again.

7. 1 August: Inport Alameda for last post deployment standdown. 11 Aug at sea again for FRS CO and CVWR-30 refresher training. Safety emphasis on flight deck and hangar deck safety with primary concern for safe movement of aircraft and refueling. Plans for augmentation of the Safety Department during the SRA are completed. Safety Department completes a comprehensive inspection of all fan rooms and reports to XO and all Department Heads. The end of August saw the Enterprise back at Alameda and the Safety Department along with the rest of the crew making final preparation for the Sept. 11-13 INSURV.

Safety mishap data for Aug.:

Aircraft mishaps	0
PID/MPD mishaps	0

8. 1 September: Enterprise inport Alameda. Safety checking for hazardous material and hazardous conditions in the work spaces in final preparation for INSURV. 9 Sept: out to sea in preparation for INSURV. 12 Sept: INSURV begins. 16 Sept: INSURV debrief indicated that INSURV was satisfied with the Safety Department. 19 Sept: SRA begins. 20 Sept: TAD augmentations to Safety arrive, Safety Department begins around the clock surveillance of SRA work. Primary emphasis during SRA is to prevent shipboard fires, industrial injuries and material damage to the ship.

9. October through December finds the Enterprise thoroughly occupied by the SRA but time and effort is additionally spent on an outstanding Change of Command on 28 October. Safety emphasis remains primarily on the work being conducted by SRA and ship's force personnel doing rehab work of an industrial nature.

Safety data while in port:

Motor vehicle mishaps	3
Motor vehicle fatalities	1
Motorcycle mishaps	1

Motorcycle fatalities	0
Class "A" PIF/MPD	0
Class "B" PID	1
Class "B" MPD	0

ENGINEERING Department

A DIVISION

January - July: All of Auxiliaries Division performed exceptionally well during WESTPAC 88. The steam catapult shop supported a vigorous flight schedule during "Earnest Will" operations in the Persian Gulf. Their efficient watchstanding and expert maintenance were essential for success of actual combat operations during operation Praying Mantis. The hydraulic shop provided numerous emergent repairs on such vital systems as aircraft elevators, flight deck stanchions, hangar bay divisional doors and steering gears. These repairs were performed in an efficient and timely manner and were essential for continuity of the ship's mission. The air conditioning and refrigeration shop maintained the ship's centrifugal air conditioning plants in excellent condition, maintaining superior habitability for personnel on board during the harsh environment of an Indian Ocean summer. The diesel shop maintained all four emergency diesels in excellent condition and received outstanding results during the Diesel Inspection and Operational Reactor Safeguards Examination. The machine shop provided their usual outstanding maintenance support and was responsible for IMA level repairs to numerous mission essential components. The pneumatics workcenter and O2N2 generating workcenters were responsible for maintaining 100% operability of the ship's service air and cryogenic plants. The liquid-oxygen produced was vital for the vigorous flight schedule. The steam heat shop performed numerous repairs to the ship's laundry and galley equipment. These repairs were essential for maintaining the excellent habitability during WESTPAC 88.

August - September: "A" division's performance was outstanding in all respects during the ship's INSURV inspection. The division worked very hard in preparation and contributed significantly toward the very successful INSURV inspection.

October - December: All workcenters were exceptionally busy during the start of the Selected Restricted Availability. Each workcenter performed numerous ship's force repairs and provided excellent support for IMA and depot level work. This work was successful in significantly upgrading the entire division's material condition.

DC/R DIVISION

January - July: During WESTPAC 88, DC/R division completed numerous emergent repairs to the ship's CHT, firemain, and lightwater systems. The nuclear welders performed several critical repairs to reactor plant systems onboard ENTERPRISE and completed a mission essential repair on the USS LYNDE MCCORMICK at sea. Outstanding strides were made in preparation for the upcoming INSURV inspection. With superior training and consistently outstanding performance, the flying squad protected the ship from a major casualty while responding to emergencies throughout the cruise.

August - September: Extensive preparations for INSURV resulted in an exceptional performance by the DC/R division. According to one INSURV inspector, "the ENTERPRISE is the most damage control ready aircraft carrier I have ever seen".

October - December: SRA has challenged the DC/R division in many ways: major CHT system repairs, major firemain system repairs, innumerable gas free requirements, major main space fire fighting shipalt, halon system installation in diesel spaces and pump rooms, FORSE preparations, and planning for REFTRA. All of these items and much more were handled with professionalism and a "can-do" attitude. To summarize, damage control and repair on any aircraft carrier is a full time job. All personnel in DC/R division deserve to be commended for the long hours, heavy workload, and true dedication to making ENTERPRISE the most damage control ready aircraft carrier in the U.S. Navy.

E DIVISION

During 1988, "E" division provided over 50,000 mw-hr of electrical energy for the ship's needs, removed 4000 pounds of dead end cables, processed over 4000 troublecalls, qualified watchstanders for 50 watchstations (including qualifying over 50% of nuclear electricians as load dispatcher, senior in-rate), supported flight operations with repairs to 350 flight deck lights, electrical overhauls of two aircraft elevators, repairs to 15 aircraft starting stations, supported 13,000 man-hours of training, completed emergent repairs to 200 vital propulsion plant electrical components and provided electrical power and sound for 30 air shows.

January to March: The ship deployed to the Western Pacific, grounds were cleared on degaussing coils, all flight deck and hangar bay aircraft starting stations were brought to 100% operability, ship's deceptive lighting was rigged, Number One 10 KW motor generator was repaired, and Number Two Special Frequency Turbo-Generator suffered a shaft shear casualty.

April - June: An NPMTT visit was completed, six 125 KVA transformers were installed and bus work modifications occurred to support full combat load on special frequency distribution, the underwater log rodmeter was repaired, 12 motors were rewound for the ship as well as 30 motors for the battle group. Many hours were spent preparing for and completing ORSE with a grade of above average.

July - September: INSURV was completed. CHT holding tank sensors replaced, reverse power relays for 3 SSTG's were removed for repair. Repairs were made to the X50J phone circuit. Significant repairs were made to catwalk electrical outlets, five fire pumps were overhauled. Electrical repairs were completed to the number two pump room after flooding.

October - December: Commenced SRA, installed ATM machines onboard for a Navy test program. Started upgrading the rewind shop's ventilation, overhauled fire pump controllers, propulsion plant motors and galley equipment. Started watchstanding requalification. Reentry hose AFFF station modification for propulsion plant was started and halon mods for pump rooms and shaft alleys were also commenced. Supported the Commanding Officer's Change of Command with electrical power, ship's lighting, and coordination of sound equipment requirements. The year closed with a cableway improvement program in progress, 115 VAC distribution balancing inspection completed, and "E" division providing decorative lighting and music in the hangar bay for the holiday season. Significant modifications to 440 VAC.60 HZ distribution for installation of two additional SFMG's and additional equipment to support special frequency buswork modifications were in progress.

M DIVISION

January: Underway for Western Pacific Deployment - "M" division personnel corrected Number Seven Ship's Service Turbine Generator expansion joint leak after extensive investigation by NAVSEA and other technical agents failed to locate the vacuum loss problem. EM22 repaired and returned the unit to full operation with onboard spares until a new expansion joint could be installed during SRA.

February: Port visit to Philippines - Steam-out maintenance performed in Number Four Main Machinery Room; numerous leaking steam and feed valves were repaired and returned to service. Number Two Special Frequency Turbine Generator suffered a catastrophic shaft shear causing flying debris to damage a seawater pipe and puncture a 3/4" steel deck. "M" division personnel performed emergency repairs and returned Auxiliary Machinery Room equipment to service. Number Two Special Frequency Turbine Generator was beyond repair. However, usable parts from the unit were utilized in maintaining the one remaining SFTG in an operable condition to ensure power to the 400 HZ power distribution system. These SFTG's are obsolete and have little supply support.

March: Port visit to Mombasa, Kenya - "M" division is in port/starboard duty to keep the ship safe and functional at anchor. On station Gulf of Oman - tanker escort/air cover duties. Number Three SFTG requires daily upkeep while still minimizing downtime ("M" division stations an around-the-clock watch on this vital unit). Steam-outs for maintenance in all the plants about once a week keep plant integrity at a maximum.

April: Combat Air Operations against Iran - "M" division maintained all propulsion spaces in a maximum state of readiness to support Air/Strike Operations. All equipment malfunctions were repaired immediately upon discovery of the faults. During this period, Operational Reactor Safeguards Examination preparations continued to ensure our readiness for satisfactory performance of the exam. No impact on steaming ability was attributed to "M" division.

May: Port visit to Philippines - Five steam-out periods were required to correct steam leaks in Number Two Main Machinery Room. Condition of the number Two Main Machinery Room was excellent due to the diligence of "M" division in repairing their gear before it became unusable. Continued ORSE preps, intensive drilling all day was wearing hard on the plants. Late night maintenance became the norm.

June: Port visits to Hong Kong and Pusan, South Korea. Pusan created new challenges to "M" division; the ship was forced to move anchorage on three occasions the same day due to poor bottom conditions. This was accomplished by duty section only, while also bringing a water barge alongside. ORSE finally arrived; "M" division spaces have never looked better, and even with never before seen drills, the division was graded above average. The hard work paid off.

July: Return from WESTPAC - After a brief standdown period, the pre-SRA preparations and IMA upkeeps commence, although limited in what work can be accomplished prior to INSURV. The plan of action for INSURV was finalized.

August - September: Underway Carrier Quals and INSURV - INSURV arrives.

Many underway days of extensive testing and inspections. When returned to port, "M" division works for 48 hours to disassemble plant equipment. The planning paid off - INSURV went well and "M" division rested for a four day standdown. Then SRA took our full attention.

September - December: SRA continuing - new work discovered from INSURV was being picked up. The valve trailer was turning out valves at a rate of seven valves per day. Extensive Propulsion Plant Requalification Program started to ensure knowledgeable operators maintain proficiency for PORSE 89.

December: Vice Admiral Heckman visits - tours the plants and was pleased at their condition. "M" division completes total lube oil off-load after investigation and discovery of low quality oil.

January - December 1988: Established a working, effective quality control organization for "M" division. Developed highly effective work packages, minimized delay during repair and eliminated rework of equipment. Ship's material history has significantly benefited from this program.

AIR Department

January 1988: For all intents and purposes, the year began for the Air Department on January 4 with the commencement of "fast cruise" exercise and drills alongside the pier. On January 5, Enterprise began its six month deployment heading towards Southern California for several days of around-the-clock CO with Air Wing Eleven. January 12 saw the beginning of Battle Group Readix B7-4B which included Battle Flex Deck operations and climaxed with a 42 aircraft night strike. On January 24, Enterprise inchooped to the 7th Fleet. A CNAP assist visit took place between January 27-30. All divisions of the Air Department were judged outstanding. For the month, Enterprise had 1335 day launches, 407 night launches, 1,246 day recoveries and 563 night recoveries.

February: February 1-5 was spent alongside Alava pier in Subic Bay. During this period, COMFAIRWESTPAC conducted a pre-cruise inspection and found all Air Department divisions outstanding. This was an especially busy time for V-2 division as they completed three waterbrake overhauls in four days. On 19 February, Enterprise arrived in the Northern Arabian Sea. For the month, there were 992 day launches, 280 night launches, 753 day recoveries and 528 night recoveries.

March: March 13 was a day of note as Enterprise crossed the equator on its way to Mombasa, Kenya. On this day, those crewmembers who had not previously done so appeared within the Royal Domain of Neptunus Rex and initiated into the Solemn Mysteries of the Ancient Order of the Deep. Having survived that and four days in Mombasa, the air wing participated in the first of many "Ernest Will" operations-tanker escort duty in the Persian Gulf. On March 28, while anchored off Masirah, Oman, the ship held its annual Flight Deck Olympics. The biggest event proved to be the aircraft directing competition with the captain and department heads participating. For the month, there were 1150 day launches, 255 night launches, 882 day recoveries and 524 night recoveries.

April: April 4, although going unnoticed by most of the crew, was a turning point as it marked the halfway point of the cruise. A safety standdown was held on April 10. On April 13-16, the Enterprise conducted exercises with the French aircraft carrier Clemenceau. Many crewmembers were treated to lunch French-style, a.k.a., wine and more wine. On the 15th and 16th as tension increased, V-4 division refueled three "small boys" in preparation for Persian Gulf operations. On April 18, tension in the Gulf reached a fever pitch as the air wing carried out strikes against Iranian naval forces sinking or severely damaging several ships. April was the busiest month of the year with 1,522 day launches, 439 night launches, 1,297 day recoveries and 665 night recoveries.

May: On May, 7 catapult #1 logged its 96,000th shot. May 20 brought smiles to 5500+ faces as the Enterprise rendezvoused with the USS Forrestal and, on the 21st, set a course for the Straits of Malacca and the South China Sea. During May, there were 1,415 day launches, 305 night launches, 1,211 day recoveries and 499 night recoveries.

June: June 1-4 was spent moored alongside Alava poer, Subic Bay; our first liberty in 75 days. After port calls in Hong Kong and Pusan, S. Korea, the Enterprise steamed towards the Aleutian Islands on its way to Seattle. June 26 marked the flyoff of the A-6s and EA-6Bs. Next came a two day port call in Seattle to pick up "Tigers". In June, there were 344 day launches, 22 night

launches, 289 day recoveries and 66 night recoveries.

July: The "Tigers" received a very up-close and personal look at flight operations as they crowded along the foul line for the flyoff of the remaining aircraft on July 1. The Enterprise arrived in homeport Alameda on July 2 and began its standdown for the remainder of the month. For the month, there were 53 day launches.

August: August saw operations return to normal as the Enterprise CO'd CVRW-30 from the 10th to the 21st. Several noteworthy accomplishments emerged from this CO period. On the 14th, Enterprise, along with VFA-303 and 305, set a new record of 68 cat shots and traps in one hour. Also on the 14th, Enterprise recorded its 270,000th arrested landing. On the 20th, Captain Rocky Spane recorded his 1,000th cat shot and trap. The ship had a 3M inspection between August 29 and September 2. The Air Department received an outstanding score of 98.9%; the highest of any major department on the ship. For the month, there were 1,548 day launches, 141 night launches, 1,594 day recoveries and 130 night recoveries.

September: INSURV was held September 12-15 during which time the Air Department again proved to be operationally sound and ready for battle. Following INSURV the ship unofficially began its Ship's Restricted Availability (SRA) period. October, November, December: While in SRA, Air Department personnel immersed themselves in overhauling equipment, rehabing spaces and training in preparation for work-ups beginning in April 1989. For the Year: --V-1 division accomplished over 40,000 aircraft moves on the flight deck without a reportable crunch. Outstanding leadership resulted in over 100 FOD-free days and a cruise FOD rate of 0.247; 25% below TYCOM goals. --V-2 division expertly accomplished 10,244 launches and 10,247 recoveries without a mishap.

--V-3 division performed 9,189 aircraft moves on the hanger bay with a crunch rate of 0.0005%.

--V-4 division received 16,026,423 gallons of fuel and pumped 17,134,058 gallons without incident.

--V-5 division expertly provided the administrative support without which V-1 through 4 could not function effectively.

DENTAL DEPARTMENT

1. The Dental Department provides complete dental treatment to all ship's company, embarked Air Wing, and escort/support ships of the entire Battle Group and USNS/MSC ships. The department is staffed with five Dental Officers (one Comprehensive, one Oral and Maxillofacial surgeon, three General Practice dentists), thirteen Dental Technicians (one CPO, one Administrative Technician, nine Dental Assistants, and two Prosthetic Laboratory Technicians).

2. Summary of accomplishments:

a. While deployed to the Western Pacific/Indian Ocean, the Dental Officers went aboard six escort and USNS/MSC ships. During these visits, all dental records were reviewed and prioritized treatment was established.

b. Treatment procedures during the year totalled 72,043 - an increase of 22.9% over the previous year.

c. A new intra-oral X-ray machine was installed in September contributing to mission readiness.

d. Implemented the Quality Assurance/Risk Management Program to monitor infection control, resource utilization, records review, drug utilization, patient contact/satisfaction, safety, staff development and incident reporting.

e. Developed and implemented sound procedures for Annual Training Plan, incorporating all inservice training, continuing education/professional development and mission specific training.

f. Drafted and implemented the Command Annual Birthday Review of Personnel, Medical, and Dental Records, to streamline the administrative review and examination process, while providing flexibility to personnel and their supervisors and reduce time away from assigned tasks.

g. Implemented a comprehensive Infection Control Program, thereby reducing risk of cross-contamination to both dental care providers and patients.

h. Revised the Command's Preventive Dentistry Program instruction to establish policy and increase personnel awareness of preventive dental care. Ensured ship's stores procured appropriate preventive dental items.

i. Maintained an average of over 90% Operational Dental Readiness.

j. Maintained and supported the Command's 3-M program, achieving a grade of 98% during CNAP assist visit and zero discrepancy during the INSURV 3-M inspection.

k. The Oral Surgeon, LCDR Terrence I. Allemang, DC, USN was awarded a Letter of Commendation by the Commander, Task Group 70.6 for his assistance to the Medical Officer during surgery.

l. All Dental Officers attained qualification for Advanced Cardiac Life Support.

NAVIGATION Department

05JAN88 Underway WESTPAC '88, exiting San Francisco Bay.

16JAN88 Operating in Hawaiian OPS area Kaulakahi Channel and Nihoa Island.

27JAN88 Transited Kazan Retio Island Iwo Jima Island.

31JAN88 Entering Port, Subic Bay, R.P.

01-05FEB88 Inport Subic Bay, R.P. at Alava Pier.

06FEB88 Underway from Subic Bay.

10FEB88 Transited the Straits of Singapore and Malacca Straits.

15MAR88 Enroute to Mombasa, Kenya, East Africa.

15-19MAR88 Inport Mombasa, Kenya.

25MAR88 Operating in the Gulf of Oman.

27MAR88 Anchorage at Masirah.

29MAR88 Exiting anchorage of Masirah.

02APR88 Enroute to Masirah for anchorage.

04APR88 Exiting anchorage of Masirah. Enroute to OPS area. Gulf of Oman.

18APR88 Operation "PRAYING MANTIS".

28MAY88 Enroute through the Malacca Straits and Singapore Straits.

01JUN88 Entering Subic Bay, R.P.

01-04JUN88 Inport Subic Bay, R.P.

04JUN88 Exited Subic Bay, R.P. Enroute through South China Sea to Hong Kong.

06JUN88 Approaching Hong Kong Harbor.

06-11JUN88 Inport Hong Kong.

11JUN88 Exited Hong Kong Harbor, enroute to Pusan, S. Korea.

14JUN88 Entering Pusan, S. Korea.

14-17JUN88 Inport Pusan, S. Korea.

17JUN88 Exiting Pusan, S. Korea.

18-19JUN88 Transited Tsugaru Straits enroute to Aleutian Islands.

22JUN88 Arrived at Aleutian Islands operating area.

27-28JUN88 Enroute to Seattle, WA. Transited the Straits of Juan De Fuca.

28JUN88 Inport Seattle, WA.

29JUN88 Exiting Puget Sound. En route through Straits of Juan De Fuca for San Francisco, CA.

30JUN88 Operating through North Pacific.

01JUL88 Operating off the California Coast.

02JUL88 Enroute to San Francisco. Entering San Francisco Bay.
1026,02JUL88: Moored stbd. side to pier three south, NAS Alameda, CA.

MARINE DETACHMENT

PART I

1. Unit Designation.
 - a. Reporting Unit Code: 50077.
 - b. Table of Organization Number: 6503.
2. Period Covered and Location.
 - a. 1 January 1988 to 31 December 1988.
 - b. Homeport: Naval Air Station, Alameda, California, 94501.
 - c. Inport and At-Sea Periods:

5 Jan - 31 Jan 1988	At Sea.
1 Feb - 5 Feb 1988	Inport Subic Bay.
6 Feb - 14 Mar 1988	At Sea.
15 Mar - 18 Mar 1988	Inport Mombasa.
19 Mar - 31 May 1988	At Sea.
1 Jun - 4 Jun 1988	Inport Subic Bay.
5 Jun - 6 Jun 1988	At Sea.
6 Jun - 10 Jun 1988	Inport Hong Kong.
11 Jun - 13 Jun 1988	At Sea.
14 Jun - 17 Jun 1988	Inport Pusan.
17 Jun - 27 Jun 1988	At Sea.
28 Jun 1988	Inport Seattle.
29 Jun - 2 Jul 1988	At Sea.
3 Jul - 10 Aug 1988	Inport Alameda.
11 Aug - 15 Aug 1988	At Sea.
16 Aug - 17 Aug 1988	Inport San Diego.
18 Aug - 21 Aug 1988	At Sea.
22 Aug - 9 Sep 1988	Inport Alameda.
10 Sep - 14 Sep 1988	At Sea.
15 Sep - 31 Dec 1988	Inport Alameda.

3. Personnel Information.
 - a. Commanding Officer: Captain Geoffrey L. Henry.
 - b. Executive Officer: First Lieutenant Marc W. Jasper.
 - c. Detachment Gunnery Sergeant: Gunnery Sergeant Eliseo Delgado.
 - d. Administration Chief: Staff Sergeant Robert J. Santiago.

4. Equipment. This Detachment has no major equipment in its inventory. This Detachment maintains weapons and equipment to accomplish the assigned mission of the Ship's Security Force. Other equipment is maintained and procured by USS ENTERPRISE (CVN 65)

PART II

Narrative Summary

1. Command, Operations, and Training.

a. During this reporting period the Marine Detachment was involved in several short at-sea periods, inspections, and ceremonies. In addition, marksmanship and other required training was accomplished.

b. ENTERPRISE completed her deployment on 2 July. From 11-21 August, ENTERPRISE was involved in reserve air wing carrier qualifications; from 9-14 September, ENTERPRISE underwent an underway material inspection from the Board of Inspection and Survey.

c. The Marine Detachment continues to perform its security and ceremonial functions. While in port Alameda, the Marine Detachment was inspected by the Commanding General, FMFPAC team. In addition, the Detachment completed its field chemical exercise and numerous force-on-force security drills.

2. Medical. The USS ENTERPRISE (CVN 65) provides all medical and dental services to the Detachment. Corpsmen aboard the ship are used while the Detachment participates in field exercises and firing weapons. Corpsmen are also utilized for training lectures and classes for first aid.

3. Logistics/Supply. Logistic and supply matters are coordinated through the S-4, Marine Corps Security Force Battalion, Pacific, Mare Island, Vallejo, California. Marine Corps requisitions are processed by the Detachment Supply NCO through the S-4. Periodic inspections will be conducted by the S-4 to ensure supply procedures are followed. The Detachment Supply NCO is also responsible for maintaining Navy funds and requisitioning procedures.

4. Civic Action. The Marine Detachment continues to give displays and tours to distinguished visitors onboard ENTERPRISE. During this period, the MARDET provided color guards and presentations to numerous civic groups and military officers from various services.

5. Conducted many security scenarios and qualified over 50% of strength on the .45 pistol for Fiscal Year 89. In addition, on 28 October, USS ENTERPRISE had a change of command with Captain H. T. Rittenour relieving Captain R. J. Spane as Commanding Officer.

6. The Marine Detachment provided numerous honor guards and firing details for memorial services, etc. onboard ENTERPRISE and throughout the Bay Area.

MEDICAL Department

FORWARD

The purpose of this cruise report is to place in repository a snapshot of medical department activities onboard U.S.S. ENTERPRISE during West Pac 88. This overview, together with observations and comments of the medical department staff, is intended as an aid in preparation for deployments of the future -- a boost along the learning curve. Each deployment encounters its own unique set of circumstances and problems, and certainly this proved true for ENTERPRISE. West Pac 88 was exceptional as the deployment which saw hostile actions in the Persian Gulf in what has been described as the largest naval battle since World War II; that provided surveillance and protection of sea lanes threatened by fanatical and unpredictable regimes; that conducted operations at the end of the longest possible line on planet Earth of logistic support and personnel evacuation; and that in its ports of call faced the emerging uncertainties of a world wide HIV pandemic. Yet much of what was encountered is but variation upon common themes of past experience. A comparison of this report with those which have preceded will capture that which is common and highlight the particular problems that may thread into the recurring patterns of the future.

MEDICAL DEPARTMENT
CHRONOLOGY

05JAN88

Underway from Pier 3 South, Alameda, CA

Senior Medical Personnel:

Senior Medical Officer	- CDR H. J. Moore
Ship's Surgeon	- LCDR T. E. Marfing
Nurse Anesthetist	- LCDR A. Esposito
CVW-11 Flight Surgeons	- LCDR R. M. Menendez
	- LT J. F. Murphy
DESRON 9 Medical Officer	- LT T. W. Parks
TEMAC Flight Surgeon	- CDR J. T. Dunn
Medical Admin Officer	- LTJG C. L. Burton
Physicians Assistant	- CWO4 M. R. Lederer
Leading Chief Petty Officer	- HMCS D. F. O'Neill
Radiation Health Chief	- HMC J. T. Cusick
Medical Material Chief	- HMC M. Merza
Training/Readiness Chief	- HMC C. A. LaRoche

Other medical Department Personnel personnel:

Ships Company:	(A) Arrived	(D) Departed	
HM1 Lippert	HM2 Roush	HM3 Cherry	HN Morton
HM1 Crotts (A)	HM2 Lee	HM3 Henderson	HN Wike (A)
HM1 Revels (A)	HM2 Carter	HM3 Bolding	HN Soto
HM1 Williams	HM2 Abbott (D)	HM3 Waddell (D)	HN Ridley
	HM2 McCall	HM3 Lantz (D)	HN Waters
		HM3 Anderson	HN Moore
		HM3 Troisi	HN Stevens
		HM3 Allsop	HN Manzano
		HM3 Hodgdon	HN Abon (D)
		HM3 Davis	HN Morgan
			HN Miller (A)

Carrier Air Wing Eleven:

HM2 Arrowood	HM3 Andris	HN Harris (A)
HM2 Miller	HM3 Borne	
	HM3 Tully	
	HM3 Zanine	

Note: HMC LaRoche TAD to NAS Miramar.

06JAN88

MEDEVAC to Naval Hospital San Diego. SN with Dx:
Hepatitis. HM3 Davis escorts.

MEDEVAC to Naval Hospital San Diego. HN with Dx:
Depression. HM3 Hodgdon escorts.

LCDR Jack Haugh, MC, USNR, Orthopedic Surgeon,
departs at end of ACDUTRA.

07JAN88 MEDEVAC to Naval Hospital San Diego. AA with Dx: Psychological. HM2 Andris escorts.

MEDEVAC to Tripler AMC, Hawaii via USS TRUXTUN. MMC with DX: TIA. CDR Moore escorts.

LCDR Osborne and HM1 Grossman from NAMI, Penscola, FL on board to teach ACLS.

12JAN88 MEDEVAC to Tripler AMC, Hawaii. AMSAN with Dx: Hepatitis.

13JAN88 Vice Admiral Jeremiah, CINFPACFLT, onboard for the day.

14JAN88 MEDEVAC to Tripler AMC, Hawaii. EW3 with Dx: Psychological.

LCDR Osborne and HM1 Grossman end TAD orders and escort MEDEVAC ashore.

16JAN88 0115 man overboard, A-7 from VA-22 rolled off elevator #2, plane captain lost at sea.

MEDEVAC MS2 from USS MERRILL. DX: Fx right hand. Patient returned same day.

18JAN88 MEDEVAC AMHAN from USS BAGLEY. DX: Patella contusion. Patient returned following day.

19JAN88 HMCS O'Neill to USS MERRILL for NBC Warfare with DECEP Team, return same day.

CDR Moore returns from USS TRUXTUN.

Class alpha A-7 mishap, VA-22 pilot ejects, no injuries.

20/21JAN88 Cross international date line.

HMC Merza departs on emergency leave.

21JAN88 LT Murphy departs with HS-6 to assist USS TRUXTUN in rescue of injured Japanese fisherman on board Merchant Vessel Yahata Maru B1.

22JAN88 MEDEVAC from USS TRUXTUN of Japanese fisherman, LT Murphy returns, patient suffering from shock, open fx left tibfib, ruptured spleen. Total OR time 8 hours, walking blood bank activated for 12 donor units.

28JAN88 CDR Moore to Subic Naval Base for pre-port call visit.

29JAN88 Japanese pilots on board for tour, depart same day

30JAN88 7th Fleet and Japanese CNO on board for ship tour, depart ship same day.

1FEB88 CDR Moore returns from Subic Bay, RP. Port call Subic.
Japanese fisherman doing well, transferred to Naval Hospital Subic for continuing care and disposition.

3FEB88 CDR Moore to USS SAN JOSE for medical assist visit.

4FEB88 CDR Moore to USS WABASH for medical assist visit.
LCDR Marfing to USS PYRO for medical assist visit.

6FEB88 Depart Subic Bay, enroute Indian Ocean.

10FEB88 Transit the Straits of Malacca, 13 hrs, Singapore in sight.

11FEB88 MEDEVAC MS2 from USS LYNDE MCCORMICK for evaluation of headache. LP confirmed SAH.
MEDEVAC via Diego Garcia, CDR Moore and HM3 Waddell escort, HM3 Waddell escorts to Tripler AMC, Hawaii.

13FEB88 CDR Moore returns from Diego Garcia.
CASREP initiated for Picker x-ray unit.

14FEB88 CDR Moore over to USS MIDWAY for Indian Ocean medical turnover, back same day.

15FEB88 LTJG Burton and HMCS O'Neill over to USS MIDWAY for IO medical turnover, back same day.

19FEB88 MEDEVAC via Diego Garcia. ABEAA with Dx: Periostitis L hip. MM3 with Dx: Psychological. LCDR Menendez escorts.

21FEB88 LT Murphy to USS SAN JOSE to assist in care of SKC with suspected MI, and further transport to Muscat, Oman.
LCDR Menendez returns from Diego Garcia.

22FEB88 LCDR Dunn over to USNS CONTENDER to assist in removal of FB from thumb of civilian seaman, returns same day.
LT Murphy returns from USS SAN JOSE.

24FEB88 Water bioluminescent, very beautiful.

25FEB88 CAPT Stetson, MC, USN, Joint Task Force Middle East Surgeon, on board for medical brief, departs same day.

26FEB88 MEDEVAC via Diego Garcia. IC3 with Dx: Psychological.

MM2 with Dx: Psychological. LT Gustafson escorts.

27FEB88 LT Gustafson returns.

28FEB88 MEDEVAC civilian seaman from USNS SEALIFT PACIFIC. Dx: Abdominal pain.

CDR Moore to USS WABASH and USNS NAVASOTA for medical assist visit, returns same day.

29FEB88 Steel beach picnic, weather and food were great!

HMC Merza returns from emergency leave.

01MAR88 MEDEVAC civilian seaman to USNS NAVASOTA for transport to Muscat, Oman. Dx: Abd pain. CDR Dunn escorts.

LCDR Esposito and LCDR Marfing receive Navy Achievement Medal.

02MAR88 Mr. Guenter Kempe, Picker X-ray Corp., arrives to repair Picker x-ray unit.

CWO4 Lederer to USS MERRILL for medical assist visit.

03MAR88 MEDEVAC via Diego Garcia. MM1 with Dx: Fracture R humerus. AME2 with Dx: R/O melanoma.

04MAR88 LCDR Dunn returns from USNS NAVASOTA. CWO4 Lederer returns from USS MERRILL.

05MAR88 Class alpha mishap, SH2F helo from HSL-35 DET 7 aboard USS BAGLEY. No casualties. Three crewmembers MEDEVACED to ENTERPRISE for evaluation, returned to duty following mishap investigation.

06MAR88 LT Gustafson to USS PYRO for medical assist visit.

07MAR88 LT Gustafson returns from USS PYRO.

CDR Moore to Mombasa, Kenya for pre-port call medical visit.

Commander, JTFME, Admiral Less and French Naval Admiral on board for tour, depart same day.

09MAR88 ET2 surgical case, appendectomy.

10MAR88 MEDEVAC via Diego Garcia.

ET3 with Dx: Derangement of R knee.

ET3 with Dx: Shoulder injury.

ADAA with Dx: Hematuria.

CDR Moore returns from Mombasa, Kenya.

12MAR88 CDR Dunn departs at completion of TEMAC.

13MAR88 Crossed equator at Latitude 00.095S, Longitude 43.59E. Shellback ceremony completed to rid ship of slimy wogs, medical had 35 polliwogs.

19MAR88 Depart Mombasa, enroute Northern Arabian Sea.

24MAR88 MEDEVAC via Diego Garcia.
 PR2 (DESRON) with Dx: Eye disorder.
 AR with Dx: Lymphadenopathy.
 AT3 with Dx: Abnormal weight loss.

MEDEVAC to USS WABASH for transport to Masirah air head/Diego Garcia.
 AK1 with DX: Retinal detachment.
 DPCS with DX: Malignancy of the retina.
 LCDR Menendez escorts.

CDR Moore to USS WABASH and USS SAN JOSE for medical assist visit, returns same day.

26MAR88 MEDEVAC via Diego Garcia.
 MM3 with Dx: Hepatitis.
 AN with Dx: Human bite wound.

27MAR88 LT Gustafson to USS JOSEPH STRAUSS for medical assist visit, returns same day.

MEDEVAC from USS SAMUEL GOMPERS. SN female with Dx: Appendicitis, female HM2 escorts. HTC with Dx: R/O kidney stone.

28MAR88 CDR Moore to USS SAMUEL GOMPERS for medical assist visit, returns same day.

Radiation Health Audit performed by LTJG Booker and HMC Fulton, USS SAMUEL GOMPERS.

LCDR Menendez returns from Diego Garcia.

01APR88 MEDEVAC via Diego Garcia.
 BM3 with Dx: Knee injury.
 MS3 with Dx: Epilepsy.

LCDR Menendez to USS SAN JOSE for medical assist visit, returns same day.

02APR88 MEDEVAC via Diego Garcia. EM2 with Dx: Kidney stones.

03APR88 Anchored off Masirah, Easter Sunrise Service.

05APR88 MEDEVAC via Diego Garcia.
 LCPL with Dx: Fever of unknown origin.
 MSSA with Dx: Seizures. LT Murphy escorts.

06APR88 MEDEVAC from USNS NAVASOTA for transport to Diego Garcia. Civilian with DX: Nose neoplasm.

09APR88 MEDEVAC via Diego Garcia.
ADAN with Dx: Depression.
AN with Dx: Lung mass.

10APR88 LT Gustafson to USS PYRO and USNS NAVASOTA for medical assist visit, returns same day.

11APR88 LT Murphy returns from Diego Garcia.

13APR88 CDR Moore to USS SAMUEL GOMPERS and USS JOSEPH STRAUSS for medical assist visit, returns same day.

14APR88 Le Medecin Principal Cathelin, Flag Surgeon from French aircraft carrier CLEMENCEAU, aboard for day visit.

15APR88 USS ROBERTS strikes mine while conducting operations in Persian Gulf.

MEDEVAC from USS LYNDE MCCORMICK.

18APR88 Operation "Praying Mantis": Persian Gulf air strike.

20APR88 MEDEVAC via Diego Garcia.
FN TAD to NAS Miramar for ARS program.
AN with Dx: Foot infection.

23APR88 MEDEVAC via Diego Garcia. AMH1 with Dx: Peptic Ulcer.

26APR88 MEDEVAC via Diego Garcia.
MM3 with Dx: Episodes of altered consciousness. AA with Dx: Hematuria. LT Gustafson escorts.

29APR88 CDR Moore visits French aircraft carrier CLEMENCEAU, returns same day.

29APR88 Le Medelin Principal Tallamitte, Senior Medical Officer from CLEMENCEAU, onboard for day visit.

30APR88 LT Gustafson returns from Diego Garcia.

01MAY88 CDR Moore to USS WABASH and USS PYRO for medical assist visit, returns same day.

02MAY88 CDR Moore to USS SAN JOSE for medical assist visit, returns same day.

05MAY88 Steel Beach picnic and beer day, weather and food were all great.

07MAY88 LT Quiato, (Industrial Hygienist) from USS SAMUEL GOMPERS onboard for assist visit.

10MAY88 MEDEVAC from USS SAMUEL GOMPERS. PN2 female with Dx: Ectopic pregnancy. Laparotomy performed. Female HM2 in escort.

12MAY88 LT Murphy to USS PRYO for medical assist visit, returns same day.

13MAY88 MEDEVAC from USS LYNDE MCCORMICK. MM1 with Dx: Appendicitis.

14MAY88 MEDEVAC via Diego Garcia.
MM2 with Dx: Hearing loss.
DK3 with Dx: Hepatitis.
AMH1 with Dx: Alteration of consciousness.
HN TAD to ARS, NAS Miramar, CA.

LT Quiato, Industrial Hygienist, departs.

15MAY88 CDR Moore to USS WABASH for medical assist visit, returns same day.

16MAY88 MEDEVAC FC3 from USS COPELAND with Atrial Fibrillation.

17MAY88 MEDEVAC via Diego Garcia.
IM3 with Dx: Personality disorder.
FC3 with Dx: Atrial fibrillation.
LT Murphy escorts.

PN2 and HM2 returned to USS SAMUEL GOMPERS.

18MAY88 HMCS Deen from USS FORRESTAL onboard for medical turnover brief.

19MAY88 LT Murphy returns from Diego Garcia.

20MAY88 MEDEVAC via Diego Garcia. AO2 with Dx: Central nervous system disorder.

CAPT John Bigbee, MC, USN, SMO, USS FORRESTAL, onboard for medical brief and turnover.

21MAY88 1515 turnover to USS FORRESTAL. Depart Northern Arabian Sea enroute Subic.

23MAY88 AE2 found dead in bed following febrile illness. Remains transported via Diego Garcia for post mortem exam, escort LT Gustafson. Dx: Myocarditis.

27MAY88 LTJG Burton, HMC Cusick, and HM3 Hodgdon to USS TRUXTUN for radiation health audit.

28MAY88 Transit Straits of Malacca.

29MAY88 LTJG Burton, HMC Cusick, and HM3 Hodgdon return from

USS TRUXTUN.

CDR Moore over to USS TRUXTUN for medical assist visit, returns same day.

MAJ Thomas Scott, MC, USAF from USUHS, Bethesda, MD arrives as TAD surgeon to cover while LCDR Marfing is away for surgical boards.

30MAY88 LCDR Marfing departs enroute San Francisco to take surgical boards.

31MAY88 MEDEVAC to Naval Hospital Subic, RP. AA with Dx: Abdominal pain. LT Murphy escorts.

01JUNE88 Port call Subic Bay.

LT Murphy and LT Gustafson return.

04JUNE88 Depart Subic Bay, enroute Pusan, Korea. LT Murphy departs to Hong Kong for pre-port call visit.

05JUNE88 Class alpha mishap, S-3 from VS-21 crashed on take-off. CDR (CO) DOA. AW2 DOA. LTJG lost at sea. LTJG minimal injuries.

06JUNE88 Port call Hong Kong.

LT Murphy returns.

11JUNE88 Depart Hong Kong, en route S. Korea.

12JUNE88 LT Gustafson departs for Pusan, Korea pre-port call visit.

14JUN88 Port call Pusan.

LT Gustafson returns.

15JUN88 LCDR Marfing returns from surgical boards. MAJ Scott departs at completion of TAD.

17JUN88 Depart Pusan, enroute Seattle via NORPAC.

20JUN88 HM3 Henderson and HM3 Hodgdon advanced to HM2.

21JUN88 CW04 Lederer receives NAVY ACHIEVMENT MEDAL. HMCS D'Neill receives NAVY COMMENDATION MEDAL. HM2 Carter receives NAVY ACHIEVMENT MEDAL.

SN surgical case, appendectomy.

22JUN88 MEDEVAC to Elmendorf AFB, AK. Dx: Retroperitoneal mass. LT Murphy escorts, returns same day.

23JUN88 ORSE board inspection.

27JUN88 ORSE board departs. Ship receives above average, Rad health program judged very good.

Transit Straits of Juan de Fuca.

28JUN88 Port call Seattle, Wash. 1300 tigers come aboard.

29JUN88 Depart Seattle. Tiger Cruise enroute Alameda.

30JUN88 Tiger Steel Beach picnic. Great weather and food.

HN's frocked to HM3.

01JUL88 Squadron fly-off.

02JUL88 Tiger med-evac to NAVHOSP Oakland. Dx: Unstable angina. LT Gustafson escorts.

2JUL88 Return to NAS Alameda, pier 3 at 1000, TERRIFIC HOME COMING.

WHAT IS MORE BLESSED WHEN WITH LABOR OF FAR TRAVEL THAN TO PUT CARES AWAY, LAY DOWN THE BURDENS OF THE MIND, AND COME TO OUR OWN HOME? THIS ALONE MAKES ALL THE TOIL WORTHWHILE.

INFAPIENT AND OUTPATIENT MORBIDITY

JANUARY

I. INPATIENT CASES:

Hepatitis (2 cases)	Atypical chest pain
Pancreatitis	Suicide attempt (2 cases)
Nose fx (2 cases)	Memory loss (hysterical)
Cellulitis (3 cases)	Motion sickness
Adjustment reaction	Acute asthma
Inguinal hernia	Depression
Suicidal ideation (2 cases)	Viral syndrome (2 cases)
Foot contusion	Arm hematoma
Transient ischemic attack	Viral gastroenteritis (2 cases)
Neck cellulitis (2 cases)	Cervical adenopathy
Foot infection	Acute sinusitis
R/O MI/bronchitis	Fx leg/splenectomy
Low back pain (2 cases)	Ocular trama
Varicella (2 cases)	Tonsillitis
Upper GI bleed	Esophageal spasm
Paronychia	Knee trauma
Peri-orbital cellulitis	
R/O epileptic event	

II. SURGICAL CASES:

Inguinal herniorrhaphy
Circumcision (3 cases)
Vasectomy

Exploratory laparotomy, splenectomy, sharp debridement left lower extremity, open tib/fib fracture, intraoperative arteriogram left lower extremity, four compartment fasciotomy left lower extremity, percutaneous steinmann pinning and plaster fixation left lower extremity.

III. MISC:

Outpatient visits: 685
Laboratory tests: 1087
Pharmacy units: 3099
X-ray film exposures: 561

FEBRUARY

I. INPATIENT CASES:

Low back pain (3 cases)	Abdominal pain (3 cases)
Infectious mono. (2 cases)	Sm. bowel obstruction
Bursitis	Pneumonia (2 cases)
Hernia repair	R/O appendicitis (2 cases)
Concussion	R/O hepatitis
Gastroenteritis (2 cases)	Hip pain

Suicide precaution (2 cases)
Ascending lymphangitis
Nasal fx
Conjunctivitis (2 cases)
Depression
Skin graft
Pilonidal cyst
Peptic ulcer disease

Effort headache
Cellulitis (4 cases)
Renal colic
Dizziness
Abscess (2 cases)
Aseptic meningitis
Sphincterotomy

II. SURGICAL PROCEDURES:

Exploratory laparotomy/appendectomy
Excision of mesenteric nodes
Split-thickness skin graft, right lower extremity
Exploration, left fifth finger
Right inguinal herniorrhaphy
Circumcision (5 cases)
Vasectomy (2 cases)
Pilonidal cystectomy
Sphincterotomy

III. MISC:

Outpatient visits:	1523
Laboratory tests:	3865
Pharmacy units:	2889
X-ray film exposures:	305

MARCH

I. INPATIENT CASES:

I&D superior palpebra
Migraine (2 cases)
Right inguinal hernia
Infected left foot (2 cases)
Knee ligament tear
Viral syndrome (3 cases)
Flexor digitorum profundus repair
Hypovolemia (2 cases)
Hepatitis (2 cases)
Gastroenteritis
Manic disorder
Nasal fx.
Retinopathy
Abscess left patella
Abdominal pain (2 cases)
Hematuria

Visual problem (hysterical)
Fx. humerus
Pilonidal cyst (3 cases)
Chest pain (2 cases)
Cellulitis (10 cases)
Asthma
Appendectomy (4 cases)
Hydrocolectomy (2 cases)
Right submandibular space inf.
Renal calculus (2 cases)
Low back pain (5 cases)
Varicella (2 cases)
Prepatellar bursitis

II. SURGERY PROCEDURES:

Appendectomy (4 cases)
Left inguinal herniorrhaphy
Left hydrocolectomy
Bilateral hydroelectomy
Wound exploration, and tendon repair left index finger
Pilonidal cystectomy (3 cases)
Elective circumcision (2 cases)
Elective vasectomy (12 cases)

III. MISC:

Outpatient visits: 1920
Laboratory tests: 5038
Pharmacy units: 3663
X-ray film exposures: 585

APRIL

I. INPATIENT CASES:

Cellulitis (2 cases)
Gastroenteritis
Abdominal pain (2 cases)
Eye trauma

Episode of alteration of
consciousness
Fever
Hypovolemia
Foot infection (2 cases)
Varicella
Epicondylitis
Inguinal hernia (2 cases)

MA
Skull Fx
Left shoulder injury
R/O nephrolithiasis
(2 cases)
Contusion bilateral knees
Punctate keratopathy
Upper GI bleed
Tonsillitis (2 cases)
Situational depression
Perirectal abscess
Hematuria
Viral syndrome

II. SURGICAL CASES:

Right inguinal herniorrhaphy (2 cases)
Anal condyloma fulguration
Circumcision (6 cases)
Vasectomy (9 cases)

III. MISC:

Outpatient visits: 1903

Laboratory tests: 1922

Pharmacy units: 3309

X-ray film exposures: 440

MAY

I. INPATIENT:

Syncope (3 cases)
Gastroenteritis (3 cases)
Pharyngitis
Cellulitis (6 cases)
Abdominal pain (2 cases)
R/O appendicitis
Renal colic

Fever/headache (2 cases)
Prostatitis
Acute frontal sinusitis
Bronchitis

Depression (3 cases)
R/O nephrolithiasis (2 cases)
Epididymoorchitis (2 cases)
Varicella (2 cases)
R/O hepatitis
Atrial fibrillation
Left canine spaces abscess
(Dental)
Low back pain
S/P I&D furuncle
Myocardial contusion
Exploratory laparotomy

II. SURGICAL CASES:

Exploratory laparotomy: ectopic pregnancy
Elective circumcision (5 cases)
Elective vasectomy (5 cases)

III. MISC:

Outpatient Visits: 1905
Laboratory Tests: 1752
Pharmacy Units: 3535
X-Ray film exposures: 469

JUNE

I. INPATIENT CASES:

Cellulitis	Tonsillitis (2 cases)
Multiple trauma	Hepatitis
Hemorrhoids (2 cases)	Gastroenteritis (4 cases)
Viral syndrome (5 cases)	Pleuritic pain
R/O osteomyelitis	Renal colic
Unstable angina	Fx metatarsal
Finger amputation	Herpes genitalis
Headache	Bronchitis
Thrombophlebitis	Closed head trauma
Varicella (3 cases)	Peptic ulcer
Pilonidal cystectomy	R/O appendicitis (2 cases)
Penile lesions	Abdominal pain

II. SURGICAL CASES:

Appendectomy
Amputation L 4th digit
Split thickness skin graft left lower leg
Exam under anesthesia, hemorrhoidectomy
Vasectomy (2 cases)

III. MISC:

Outpatient visits:	1478
Laboratory tests:	1946
Pharmacy units:	3975
X-ray film exposures:	445

WEAPONS Department

JAN - Departed NAS Alameda to WESTPAC 88

FEB - ENTERPRISE Weapons Department awarded Battle Efficiency Black "W" for Jul 86 - Dec 87 competitive cycle. Port Visit Subic Bay.

MAR - Port Visit Mombasa

APR - "Operation Praying Mantis"

MAY - Neg

JUN - Inport Subic/Hong Kong/Pusan
Inport Seattle
Tiger Cruise

JUL - Returned from WESTPAC/I.O. 88

AUG - Conventional Weapons Offload
AIRPAC 3-M Inspection
Inport San Diego
Dependents' Cruise
CVWR 30 AIRWING ACDUTRA

SEP - INSURV
Commenced SRA

OCT - Conducted 40MM salute for ENTERPRISE Change of Command.

NOV - NEG

DEC - NEG

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

January 1988 through December 1988

AIMD OFFICER: CDR Michael Charles Bachmann,

Comprised of 8 Officers and over 400 enlisted personnel, the AIMD provides essential aircraft component repair and maintenance services for the embarked Carrier Airwing. With full repair capability for over 2,000 individual aeronautical components, AIMD provides the critical onboard logistics support necessary to keep the sophisticated aircraft of ENTERPRISE's Airwing in a high state of readiness during operations at sea. AIMD support capabilities span all areas of aircraft maintenance including repair of avionics components, structural surfaces, engines, hydraulic components, and aviation survival equipment. Specialized support equipment and highly trained maintenance technicians are employed throughout AIMD to provide full support of the eight aircraft types embarked on ENTERPRISE. In addition, AIMD contributes a variety of unique services to sustain flight operations. These include maintenance of ENTERPRISE Ground Support Equipment (GSE) and test equipment, calibration services, technical assistance to Battle Group FOXTROT and squadron maintenance personnel, and non-destructive inspection services.

AIMD's goal is to consistently and expeditiously provide intermediate maintenance service of the highest quality to meet the operational support requirements of Carrier Airwing Eleven.

The AIMD has been a department totally committed to the support of Battle Group Foxtrot and Carrier Airwing Eleven as evidenced during this period. Prior to USS ENTERPRISE's 1988 Western Pacific/ Northern Pacific/ Indian Ocean and Northern Arabian Sea deployments, Commander, Naval Air Forces, U. S. Pacific Fleet (COMNAVAIRFAC) inspectors assessed ENTERPRISE Aviation Maintenance Programs and Support Equipment Material Condition as the BEST in the Pacific Fleet. This unparalleled evaluation was noteworthy as the senior inspector briefed Commander, Cruiser Destroyer Group Three that ENTERPRISE had established a new mark of excellence for Pacific Fleet AIMD'S.

The AIMD was fully prepared for the 1988 deployment. Having coordinated the combined efforts of onboard technicians, Naval Aviation Depot, and Naval Air Engineering Service Unit personnel, the AIMD completed a comprehensive rework, verification, and calibration effort of more than one thousand avionics automatic test and general maintenance support equipments and enabled the AIMD to provide unparalleled support to Air Wing Eleven throughout workup and extensive Northern Pacific operations.

Material readiness improvements throughout ENTERPRISE'S AIMD have been unsurpassed. The institution of the Local Asset Management System, Support Equipment Standardization System, Aircraft Battle Damage Repair, Boron-Epoxy Composite Repair, and Helicopter Emergency Egress Device System Repair Programs, in addition to the transition of E2C aircraft support from VAST (AN/USM 247) to RADCUM (AN/USM 467), have been noteworthy and have enhanced IMA repair capabilities and turnaround processing times. A unique departmental training program additionally enabled the USS ENTERPRISE AIMD to deploy with absolutely no Contractor Engineering Technical Specialists (CETS); the

first COMNAVAIRPAC Carrier to accomplish this major Chief of Naval Operations (CNO) objective. Equally impressive was AIMD'S extraordinary capability to sustain their major test equipments in a fully operational status as reflected in the lowest number of requests for technical assistance (four), and inoperative benches of recent carrier deployments.

More significantly, the support provided to Carrier Airwing Eleven and Battle Group Foxtrot Ships/ Helo Detachments has been unparalleled. During the 1988 deployment, the USS ENTERPRISE AIMD successfully processed and repaired more than 23,000 repairable components, attained an unsurpassed repair rate of 83 percent, and reduced component turnaround time to less than 6.7 days. In addition, the AIMD processed more than 8,000 rotatable pool assets while achieving a commendable 96 percent pool effectiveness rate. Daily Air Wing support review meetings between AIMD, SUPPLY, and Airwing Eleven enabled the attainment of an extraordinary overall Airwing Eleven Mission Capable/ Full Mission Capable Readiness Rate of 89/ 86 percent, a new standard, as the Airwing accumulated an extraordinary 20,903 flight hours. More importantly, AIMD'S efforts sustained USS ENTERPRISE'S flawless escort of reflagged tanker operations in the Persian Gulf. AIMD'S extraordinary repair of all expeditious repair components prior to 18 April 88 enabled Airwing Eleven to launch with Mission/ Full Mission Capable rates of 92/ 90 percent and successfully fulfill "Operation Praying Mantis"- retaliatory strikes against Iranian ships and targets in the Persian Gulf. Commander, Cruiser Destroyer Group Three (COMCRUDESGRU THREE) summed up AIMD'S exemplary Battle Group support efforts during this reporting period: "Once again AIMD lends the helping hand in the time of need. Teamwork, resourcefulness, and initiative all add up to self sufficiency, the key to success 10,000 miles away from homeport. AIMD - Don't leave home without it".

Upon completion of a highly successful deployment, ENTERPRISE immediately commenced preparations for support of Carrier Airwing Reserve Thirty and once again the AIMD superbly supported the embarked Airwing. COMNAVAIRPAC subsequently assessed AIMD'S Surface 3M Program as outstanding with their receipt of an overall PMS performance rate of 99 percent. Washington Board of Inspection and Survey (INSURV) additionally commented on AIMD'S outstanding preparations and overall excellent material condition of facilities and test equipment. The department has subsequently commenced Ship's Restricted Availability (SRA) 89. The following Ship Alterations are scheduled for completion:

SHIPALT 7080	AN/USM484 HYBRID TEST SET	(EA6B VANS)
SHIPALT 7088	EA6B VAN ICAP II ECP 390	(EA6B VANS)
SHIPALT 7349	AN/ARM 200	(AN/ARC 182)
SHIPALT 7078	HALDN 1211 STOWAGE	
A/E35U-3	CILOP - OIL ANALYSIS MACHINE	

In addition, a major ship's force effort is underway for the rework/verification of test equipment, refurbishment of AIMD facilities, and repair of support equipment. These industrious efforts will enable the ENTERPRISE AIMD to continue to demonstrate their total commitment to Battle Group support in preparation for the 1989 deployment.

EXECUTIVE Department

PUBLIC AFFAIRS

VIP visits and Distinguished Visitor embarks: The Public Affairs office supported and coordinated numerous embarks for influential Navy supporters, the majority of which were from the San Francisco and San Diego, California areas. These guests were made up of highly-placed military members, educators, medical and business professionals, as well as a large number of media members. Media embarks were approved through CHINFO, and covered local to national broadcast and print media. During deployment, ENTERPRISE hosted high-level guests from Bahrain, Saudi Arabia, Oman, Philippines, Hong Kong, Korea, Japan, Kenya, Indonesia, Malaysia, France, and the United States.

IN-PORT TOURS: 1988 saw an increase of tours to youth groups in conjunction with Youth Programs at NRD San Francisco. Other tours generally consisted of centers of influence, high-ranking military personnel, and a small number of individuals from the local community. Due to the operational nature of ENTERPRISE in 1988, Public Affairs was only able to offer a fraction of the tours it had offered in the previous year.

FLEET HOME-TOWN NEWS PROGRAM: Public Affairs continued to maintain an active program, with all newly reporting and departing crewmembers given the opportunity to participate in the program. ENTERPRISE'S participation in 1988 was recognized as the finest for any Pacific Fleet carrier.

PUBLICATIONS: While underway, ENTERPRISE publishes a daily newspaper, "The Shuttle," which contains the latest available news and sports from local sources, AP, UPI and occasionally transcribed from BBC or VOA shortwave when teletype not available. PAO also publishes the "Big E" magazine (familygram), a 28-page magazine-format publication that was recognized as the finest large command familygram in the Navy by its recent First Place CHINFO merit award. It features articles and photographs pertinent to shipboard life and is mailed by the ship to all dependents and family members.

PRESS RELEASES: PAO has been successful in marketing its news releases and photographs to nearly every major city across the United States, Navy Times, Pacific Stars and Stripes, and many West Coast military (mostly Navy) publications. Its support of the rescue of a Japanese fisherman in January and the rescue of a female sperm whale from a fisherman's net in February garnered ENTERPRISE international print and broadcast coverage.

PEN PAL PROGRAM: Due in large part to a "Dear Abby" article promoting that the public write servicemen overseas, ENTERPRISE PAO was very active in the distribution of Pen Pal letters to members of the crew. This carefully coordinated program was significant in raising morale of the crewmembers. Entire classes, mostly at the elementary and junior high school level, kept close tabs on Enterprise activities and integrated the program into Social Studies and English classes.

TELEVISION and RADIO: Operated by PAO staff members, the ship's KENT Television won, for the second year in a row, a First Place CHINFO award for its broadcast efforts. KENT maintains three channels, 18 hours a day, seven

days a week while underway. It provided live coverage of many major events, produced numerous video news spots for "Navy News This Week" as well as special function productions, training tapes, port briefs, and nightly newscasts. It also supported ship's Special Services through BINGO.

KRUZ radio features prominent AFRTS prepared programming and live "DJ" shows with request lines for the crew's enjoyment and morale. When newswire copy is available, news and sports broadcasts are broadcast.

PERSONNEL OFFICE

Personnel continues to be in a high state of readiness in its administration of all personnel-related matters. They reenlisted 180 shipmates, processed approximately 360 personnel, transferred approximately 400 personnel and issued over 3,000 Identification Cards. CWO2 Marcelo Dalisay reported in August as Personnel Officer, in charge of the proper handling of over 3,000 enlisted service records.

PRINT SHOP

The Print Shop provided printing services for the Air Wing, DESRON 9, COMCRUDESGRU 3, ship's battle group, as well as in-house support. It processed over 8,000 printing requests which included six changes of command, 40 Air Wing familygrams, four port guides, shipboard newspapers, forms etc. In all, over 12,000,000 sheets of paper were printed in 1988, using over 500 pounds of printing ink. Awards for excellence were received from COMSEVENTHFLT, COMNAVBASE San Francisco, DESRON 9 and others.

CARRIER JUDGE ADVOCATE

MILITARY JUSTICE: During this period, 31 cases were disposed of at special courts-martial; 21 of them resulted in the accused receiving a BCD in addition to forfeitures, brig time, and reductions in rate. Twenty-eight cases were disposed of at summary courts-martial. The Discipline Officer processed 1,334 report chits, of which 444 individuals appeared at NJP. The Captain held mast on 64 occasions during this period.

LEGAL ASSISTANCE: The Carrier Judge Advocate and Assistant Carrier Judge Advocate saw over 1,200 clients covering assistance in divorce, tax law, landlord/tenant problems, etc. In excess of 861 notarial acts were performed. 530 powers of attorney and 82 wills were prepared during the reporting period.

CLAIMS: There was little activity in the area of claims against the government. Only 29 claims with dollar value of over \$10,000 were processed for crew members who were victims of larcenies of personal property in their lockers or damage attributed to acts beyond their control.

JAGMAN INVESTIGATIONS: Four JAGMAN investigations were completed during the reporting period.

LECTURES: Provided 82 briefs/lectures to include ACDO/CDO, I-DOC, and Voting Briefs for crew members. The lectures for voter registrations garnered a phenomenal 92% shipboard voter registration rate.

POST OFFICE

The Post Office handled over 750,000 pounds of mail, sold 45,000 money orders (dollar value \$3,072,000.), and sold over 215,000 stamps. It provided postal services support to all units of Battle Group FOXTROT.

CHAPLAINS' OFFICE

MINISTRIES: Roman Catholic Mass was celebrated every day while at-sea and every day except Saturday in port. Mass totals were 465.

Protestant Worship was offered every Sunday at-sea and Monday thru Friday in port. Two Protestant chaplains provided 283 services.

Lay-led services were available at-sea, representing LDS, Full Gospel Fellowship, Church of Christ, Fundamental Baptist, and The Navigators.

PASTORAL CARE: A duty chaplain was available 24 hours a day whether in-port or at-sea. The Duty Chaplain's responsibilities were to visit sick-bay, the brig, and to deliver Red Cross messages.

Visitation was extended to brig, sick-bay, the Treasure Island brig, and Oak Knoll Hospital. The Chaplains considered visitation to be a primary ministry duty aboard Enterprise.

AMCROSS/CLASS E Messages: The chaplains delivered 1,765 messages. The majority of outgoing were responses and requests for health and welfare of family members.

Counseling: All three chaplains shared equally in pastoral counseling for both ship's company and Air Wing personnel. Counseling needs covered family, marital, pre-marital, financial, child and spouse abuse/support, work related, spiritual, and personal issues.

Significant events include:

- 04 Jan - CDR David O. Travers, CHC, USN, reported as new Command Senior Chaplain.
- 15 Jan - Chaplain-facilitated Level III alcoholism after-care group begins.
- 18 Jan - Memorial service for AMSAN Paul Miller, USN, plane captain for VA-22 (lost at-sea while in A-7 which went over Elevator 2). Chaplain taught Domestic Conflict Containment Program classes for spouse abusers.
- 19 Jan - Rev. Martin Luther King, Jr. memorial service.
- 02 Feb - Community Relations painting project at San Isidro Elementary School, Subic City, RP.
- 08 Feb - Chaplain-taught Level III Alcoholism recovery classes begin.
- 16 Mar - Conducted a three-day community relations painting project at Mombasa, Kenya Secondary School for the Physically Handicapped. Total of 103 volunteers.

- 18 Apr - Chaplain-taught Parent Effectiveness training begins.
- 29 Apr - Chaplain facilitated group for adult children of alcoholics.
- 24 May - Memorial Service for AE2 Jay S. Hughes, USN, of MS-6 (died in his sleep of natural causes).
- 11 Jun - Memorial Service for CDR Robert Anderson, LTJG Charles Roy, and AW2 David Stentrom of VS-21 (killed in aircraft crash).
- 21 Jun - Broadcasting of Homecoming Briefs by Chaplains.
- 04 Aug - Memorial Service for LTJG Kenneth Ekberg (died as result of auto accident).
- 20 Sep - Memorial Service for FC1 William Hungerford (suicide).
- 12-13 Oct - Six Suicide Prevention lectures for all First Class Petty Officers.
- 29 Dec - Memorial Service for FN Jeffery Anderson.

MAINTENANCE DEPARTMENT

During 1988, the Maintenance Department was primarily involved with repair support to the ship during a Western Pacific/Indian Ocean deployment, followed by three repair availabilities upon return to Alameda after deployment. Additionally, the department was integral to the planning efforts for a \$63 million SRA that commenced in September. Other efforts by the department included support for the underway material inspection conducted by the INSURV Board and the concurrent PMS inspection required, as well as routine operation of the Maintenance Support Center (MSC) providing technical research and repair parts requisitioning.

With the start of deployment on 5 January, the planning for a repair availability with Ship Repair Facility (SRF) Subic was already well underway. With a limited period in Subic before continuing on to the Indian Ocean, an advance party was sent ahead to Subic to coordinate the final screening actions. With only ten days, SRF Subic was able to accomplish a significant amount of repairs.

Once into the Indian Ocean, ENTERPRISE was assigned two ship-to-shop availabilities with the repair tenders USS CAPE COD and USS SAMUEL GOMPERS anchored off Masirah Island. Utilizing air support to and from Diego Garcia, the loghead at Masirah, and the regular underway replenishment ships, over 350 work requests were submitted, screened, equipment delivered, repaired, and returned without benefit of seeing either tender for more than two days.

During this period, the second phase of the work definition conference for the forthcoming SRA was conducted onboard. At the completion of the Indian Ocean deployment, another brief availability was conducted at SRF Subic.

Upon return to Alameda, ENTERPRISE was assigned three short repair availabilities with Supervisor of Shipbuilding, Conversion, and Repair, San Francisco (SUPSHIP), primarily emergent repairs that were required before the SRA, and in support of the UMI by INSURV. Immediately upon completion of the UMI in September, SRA early work was commenced and the Maintenance Department became involved in ship-to-shop availabilities with U.S.S. GOMPERS and Shore Intermediate Repair Activity (SIMA), San Francisco. Through calendar year 1988, the maintenance department screened and planned availabilities totalling over 3,000 individual work requests.

SRA Department

April 1988 marked the final planning stages for a major Selected Restricted Availability (SRA) estimated at \$63 million dollars. The second and final phase of the work definition conference was held in April while deployed in the Indian Ocean, identifying all repairs that would be assigned to three major industrial activities: Supervisor of Shipbuilding, Conversion, and Repair, San Francisco (SSSF); Mare Island Naval Shipyard (MINS); and Puget Sound Naval Shipyard (PSNS). Additionally, concurrent availabilities were assigned to Shore Intermediate Maintenance Activity, San Francisco (SIMA), USS SAMUEL GOMPERS, and a large ship's force work package was planned. To support these various activities, act as interface with contractors, and coordinate and monitor all repairs, an SRA Department was established, drawing its manning from the rest of the ship's departments on a temporary additional duty basis.

With the start of authorized early work on 16 September, the SRA department organization was implemented under the direction of CDR H. W. Hartsell as department head. Three major functional areas were established: Ship's Force Overhaul Management (SFOMS), Shipyard Support, and Firewatch Division. The SFOMS organization further was comprised of a head rehabilitation team, a vent cleaning team, a tool issue team, and an ADP support team.

Major work for SSSF contractors was broken down into six major contracts to provide for better overall management of repairs. These included a propulsion plant package, hull and auxiliary machinery package, a topside structural and electronics package, 400 HZ repair and aircraft elevator package, miscellaneous support services package, and a miscellaneous new work package. Two Bay Area master ship repair contractors, Continental Maritime Inc. and Service Engineering Company, were awarded the six contracts. Major repairs and ship alteration installations include major repairs to JPS tanks and piping systems in number 3 pump room, overhaul and repair of numerous pumps, turbines and valves in the propulsion plants, inspection of the catapult steam receivers, modification's to the RIM-7M missile system, installation of an improved maintenance enclosure for CIWS mount 23, numerous electronic repairs and modifications, overhaul of all four catapults, repairs to the ship's CHT system and valves, weapons elevator tests and repairs, ventilation systems ship alterations, work on four aircraft elevators, and installation of two 400 HZ motor generator sets replacing two turbine driven sets. PSNS was tasked with inspecting seven steam generators while MINS repaired numerous primary and secondary valves.

Early work start went well, with minimum delays and disruptions. The official CNO SRA start date, 31 October, saw a significant increase in production work onboard. Again, work start went smoothly. The end of December marked the 50% milestone in the SRA. Through this period, overall production status remained well ahead of time expired.

SUPPLY Department

January - February 1988: Having loaded more than 2.5 million pounds of material during the POM period, the Supply Department began the 1988 deployment fully loaded and ready to support ENTERPRISE and CVW-11.

Upon departure from Alameda on 05 January 1988, the integration of more than 300 TAD personnel from CVW-11 into the Supply Department organization occurred very smoothly. To ensure the material pipeline remained full throughout the next six months, a final CONUS top-off stock reorder was dropped at NSC Oakland prior to departure. Enroute to the operating areas off Hawaii, the first WESTPAC reorder was prepared and transmitted to NSD Subic Bay.

The first major logistics evolution for the 1988 deployment occurred on 16 January with the underway replenishment of over 350 pallets of material from USS WABASH. This evolution was the first of 38 accident-free underway replenishments that witnessed the on-load of more than 6,000 pallets of cargo. During each UNREP, the Stock Control Division (S-1) capably coordinated VERTREP operations on the flight deck while the Material Division (S-8) orchestrated the movement of material on the hangar bay.

We quickly established ourselves as a professional team in all respects at the outset of the deployment. We maintained outstanding Air Wing readiness rates of 89 percent mission capable (MC) and 86 percent full mission capable (FMC) throughout the deployment. In addition, we maintained an average of only 19 off-ship not mission/partial mission capable requisitions during the deployment.

A port visit to Subic Bay, from 1-5 February, gave every division the opportunity to top-off and prepare for the upcoming Indian Ocean period. In the service divisions, final requirements were stabilized and stores loaded to ensure crew morale was maintained at a high level during the extended sea period. Included in these successful programs were an ENTERPRISE tailored foreign merchandise effort, Steel Beach picnics, numerous mess deck "special" nights, and other similar special events.

March 1988: By March, we were well established into the routine of operations in the Indian Ocean and, from a supply perspective, were setting the standard for all other Pacific Fleet carriers. Our readiness figures were outstanding, ship sales were up, and morale was high. The port visit to Mombasa, 15-19 March, was a real challenge for Supply, trying to ensure maximum liberty was extended to the crew while at the same time ensuring we topped off on fresh fruit and vegetables. The time off was particularly good in that it allowed all hands, who were now all trusty shellbacks, following the crossing of line on the 13th of March, to relax and enjoy a few days off reflecting upon their ordeal only a few days before. All in all, the timing was good as it allowed the crew to pull together into a stronger cohesive unit. Spirits were high.

April 1988: April was a busy month. Well established in our Indian Ocean deployment, we experienced what we had trained for. On April 18th, the day of Operation Praying Mantis, our MC/FMC rate was 92 percent and 90 percent respectively. These rates, when called upon to do our duty with little advance planning, validated our superior readiness rates. Supply's resourcefulness in solving the 400HZ CASREP and the aircraft elevator NR 2 CASREP just prior to our

retaliation against the Iranians was very timely, to say the least. Restoring these two major systems to combat readiness ensured our ability to react to any hostile actions. VERTREPS and supply logistics were disrupted during this time since USS SAN JOSE was trapped in the Persian Gulf and flight operations continued around the clock making VERTREPS out of the question in order to maintain a ready deck. AFM expenditures were over 4.5 million dollars alone in the month of April due to the high flight hours (exceeding 5,200 hours) and extra-special maintenance efforts being performed to ensure full combat capabilities in all aircraft systems. April stock issues exceeded 23,000 in this one month alone and all seven Navy Stock Fund Goals were met for the third month in a row. Collectively, we validated our logistics capabilities to sustain combat readiness and high morale under combat conditions.

May 1988: In May, we were relieved by USS FORRESTAL and bid the Indian Ocean farewell. Having completed this major portion of our deployment, we turned our attention towards the final load out in Subic. We made all seven Navy Stock Fund Goals again this month, received augments in excess of 4.75 million dollars, and were successful in all respects reporting readiness rates of MC/FMC of 89.8 and 86.9 percent, respectively.

June 1988: June was another busy month. Resupply in Subic followed by port visits to Hong Kong and Pusan consumed much of the month with the last half dedicated to the transit back to the good old U.S. of A, arriving in Seattle on the 28th. Subic resupply was difficult at best. The rain never stopped, truck after truck was unloaded, and material brought on board. Crane service and loading went from 0530 to 2400 daily and over 1,000 pallets of material were brought on board. Subic was not a liberty port for Supply. It is in understanding this that one can realize how much Supply appreciated the liberty ports of Hong Kong and Pusan. We dropped Supply reorder levels to 60 days ordering and shipping time in June, conducted an automatic off-load of excess material and continued to perform in a brilliant manner, again maintaining all seven Navy Stock Fund goals for the 5th consecutive month.

July 1988: The final event for WESTPAC 88 was the Tiger Cruise, which originated in Seattle on 29 June and ended in Alameda on the 2nd of July. It was a great time for all and only overshadowed by a terrific homecoming to Alameda on the 2nd of July, thus marking the end of our deployment. During the deployment, the crew had consumed over 1.6 million cans of soda and the ship's store had achieved record sales. We were able to turn over \$437,000 in profits to the ship's Welfare and Recreation fund.

August 1988: August saw the arrival of CVWR-30 Reserve Air Wing onboard for carrier qualifications. This at sea period with a different Air Wing presented numerous challenges for the Supply Department, all of which were met head-on and with total success. CVWR-30 and COMNAVAIRPAC considered it a most successful training period.

September - October 1988: September saw the start of our extensive SRA period. The Supply Department quickly established SFOMS procedures for material procurement and charged full speed ahead on its own FRRP program to renovate the ship's barber shop as well as the forward and after galleys. Numerous other plans were also executed for the renovation of various berthing spaces, storerooms, and staterooms. It is also in this time frame that NAVSEACENPAC installed the B+ prime upgrade to the SNAP I computer suite. This significantly increased the availability of Shipboard Uniform Automated Data Processing

System (SUADPS) emulation processing time. Another computer enhancement was started during this time with USS ENTERPRISE being selected as a test site for the Automated Teller Machine (ATM) At-Sea Program. Hardware and system equipment were delivered and installed on 17 October which allowed disbursing to conduct its first ATM payday on 1 November 1988. October was a particularly busy month. With all the above work going on, the SRA, ending FY88 and starting FY89 financial records, it was also the month in which the Commanding Officer, CAPT R. J. Spane was relieved by CAPT H. T. Rittenour. The Supply Department helped coordinate the event. It was followed by a grand reception in hangar bay number one and it was praised by all who attended.

November - December 1988: These two months saw the continuation of an active SRA and the preparation for a new AVCAL. The REAVCAL efforts were completed by the end of December in preparation for the ASF Philadelphia conference in January. Over 1,000 allowance change requests were filled out to increase repairables allowance. Over 3,000 consumable items were identified as either needing increased allowances or needing to be initially carried onboard as new allowances. These efforts were praised by COMNAVAIRFAC during the pre-AVCAL quality review conference in mid-December. The repairables inventory was finished by the end of December and was also a tremendous success. The resulting accounting and financial adjustments were as low as COMNAVAIRFAC had ever seen.

1988: It was a notably successful year for the Supply Department and USS ENTERPRISE.

COMMAND HISTORIAN'S CONCLUDING REMARKS

The first half of 1988, embodied in a 6-month "Westpac 88" Western Pacific / Indian Ocean deployment, represented the culmination of a long and arduous work-up cycle. ENTERPRISE men and machines had achieved their highest ever state of readiness. This readiness, in turn, was translated into peak operational performance, demonstrated in a myriad of complex evolutions conducted in a wide variety of operational environments. From the searing heat of the Northern Arabian Sea to the cold-weather climes of the Northern Pacific, ENTERPRISE expertly demonstrated her impressive power-projection capabilities. All who observed her in action, from friendly naval personnel and diplomats to real and potential enemies, were unquestionably awed.

The July homecoming, while a fitting end to a highly successful deployment, ushered in a new phase in the 27 year-old "Big E's" life. In commencing its Selective Restricted Availability (SRA), ENTERPRISE again transformed itself into a non-operational entity. Within this industrial environment, equipment ranging from simple mechanical devices to complex, multi-million dollar systems was torn-down, modified, and rebuilt. This reconditioning, often managed by new faces at all command levels, was matched by a detailed training program designed to minimize loss of personnel expertise. As 1989 dawned, the "Big E", headed by new Commanding and Executive officers, was already moving toward deployment-ready status.