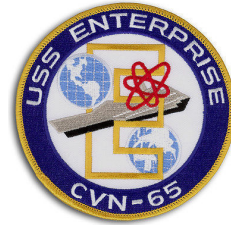


The



BIG E NEWS



USS ENTERPRISE CVAN-CVN-65 ASSOCIATION

WWW.CVAN-CVN-S5.ORG

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Welcome To The Reunion



Sept. 23 ~ Sept 27
Las Vegas

Enterprise, the world's first nuclear powered aircraft carrier, could become the first Navy vessel of its kind to be scrapped by a commercial breaker - if the Pentagon gets its way.

The Puget Sound Naval Shipyard pointed Navy Times to a website that outlines four potential plans to finally dispose of the Big E, a warship that faithfully served the fleet for 51 years. Before it was deactivated in 2012.

Five years and \$750 million later, workers had siphoned out the flat-top's nuclear fuel and the Navy Decommissioned it. Now it's just a rusting hulk tied up at the Huntington Ingalls Newport News shipyard.

The four proposals include:

- Partially dismantling the carrier at a commercial breaker by removing all parts of the ship except the nuclear reactor compartments, which will be transported to the Puget Sound Naval Shipyard & Intermediate Maintenance Facility in Bremerton, Washington. After processing the parts will be chopped into eight sections and shipped again

to the U.S. Department of Energy's Hanford Site for disposal.

- Following the same plan, except for packaging the reactor compartments into four sections for shipment to Hanford. Each package would contain two of the ship's reactor plants.

- Dismantling the carrier at commercial shipyards, including cutting apart the eight reactor plants into several hundred small containers for disposal at established Department of Energy or licensed commercial waste facilities in Washington, Utah, Texas or South Carolina.

- Doing nothing. The Enterprise would be mothballed at an unnamed shipyard with "periodic maintenance to ensure storage continues in a safe and environmentally responsible manner."

Last fall, the Navy contracted with the Huntington Ingalls Newport News shipyard, agreeing to pay \$34 million for stowage and upkeep of the vessel over the next three years.

A 2018 report by the Government Accountability Office estimated it could cost between \$1 billion and \$1.5 billion to dispose of the Enterprise at the Puget Sound shipyard. Due to work backlogs, that also would take about least 15 years.

GAO pegged the price tag for breaking the Big E at between \$750 million and \$1.4 billion if completed by commercial scrap-pers, and it could be completed in the next decade without harming ongoing efforts to repair vessels needed for the active fleet.

In 2016, the Navy asked contractors to submit disposal bids but the effort was halted a year later due to a scuffle with the Nuclear Regulatory Commission over which agency had the legal authority to oversee reactor work in the private sector.

Although Navy officials remain mum on the spat, the differences appear to be sorted out and the process is moving forward.

"The Navy will examine a range of options for overseeing compliance with applicable federal laws," said Puget Sound Shipyard spokesman J.C. Mathews.

"We are at the early stages of this process, and we are not ready to discuss the regulatory structure at this time."

Those details, he said, will be spelled out when a final impact statement is published in "early 2021," although the timetable could change.

Over the decades, the Navy at Puget Sound has safely packed and shipped to Hanford 133 military reactor compartments pulled from 124 nuclear vessels, Mathews said. GAO noted that civilian contractors also have disposed of 32 commercial reactors.

The proposals don't specify potential commercial breakers, only locations in Newport News and Brownsville, Texas. Officials are planning public meetings to discuss the proposals in both communities, plus Bremerton.

The first two options the Navy is considering begin with the same process.

The Enterprise would be dry-docked and then split into three sections, isolating the middle "propulsion spaces" holding the reactors.

That section would be stripped of the ship's island, flight deck and any other spaces above the hanger deck. What's left would be sealed up and towed to Puget Sound.

It's much easier to store or scrap non-nuclear warships. It costs the Navy roughly \$200,000 to mothball a non-nuclear carrier every year, according to Naval Sea Systems Command.

But officials have expedited their removal.

Between 2014 and 2017, the Navy sent the carriers Constellation, Ranger and Independence to breakers.

And the service plans the same fate for the carriers Kitty Hawk and John F. Kennedy, the only two ex-flattops still managed by the Navy.

Officials have been shopping the ex-Kitty Hawk to scrappers since late 2017, with no takers.

In 2017, the Navy also removed the former flattop John F. Kennedy from the museum ship donation list and earmarked it for "disposal by dismantling."



I prefer to remember her as she was not as she is.

Cruise book from last reunion

Will be available in our website www.cvan-cvn-65.org

It will be a few years before the next Enterprise joins the fleet...

As it now stands, the lead ship of the class, the USS Ford (CVN-78) has been in commission since 2017 and won't be deployable until...possibly 2022 - 2024! That translates into 7 ½ years from keel laying to commissioning and another 5 to 7 years to be deployable. Next in line, the Kennedy (CVN-79). So, if you're wait to see CVN-80 back in the fleet, it will come, but not any time soon.

As it turns out the next carrier to have the hull number 80 will not be the first. That honor belongs to a "jeep carrier" built in WWII, that ship, was the USS Petrof Bay (CVE-80). With a very limited number of fleet carriers available early in the war the need for more flattop decks for fleet operations, anti-submarine warfare, aircraft transports, and convoy escort was critical.

So, while we are waiting for the next Enterprise to come along, if you're interested, there are lots of ship's histories around to investigate. Most of us served on other ships with interesting histories. Besides the library and the bookstores, there are websites like :

The *Dictionary of American Naval Fighting Ships* (<http://www.hazegray.org/danfs/>) and *NAVSOURCE* (<http://www.navsource.org/archives/home.html>) that have a lot of information .

Article Reference Source: *Book: Escort Carrier WWII, Rick Cline, RA Cline Publishing*
ISBN: 0-9663235-0-5

Bill Slupe, Historian
USS Enterprise Association

Tentative Reunion Schedule

**Wednesday 9/23/2020 Check In and Welcome Dinner Fund/
Officers 8:30 AM Meetings and General Meeting 10 AM
Ship's Store and Memorabilia will be open**

Thursday 9/24/2020 Maybe Open Slot Tournament

**Friday 9/25/2020 Lake Mead Cruise, Hoover Dam Tour, Strip/
Ethel M Chocolate Tour 7 hour trip transportation Included**

**Saturday 9/26/2020 General Meeting, 9:AM and the Final
Banquet Ship's Store and Memorabilia will be closing shortly
after meeting**

**Hospitality room will be open all days Soft drinks and Snacks
provided No visible alcohol allowed**

Hotel Provides

**Free Shuttle to Strip and Downtown to Restaurants in Sams Town
Other Amenities, i.e. bowling alley, safes, etc. Secure room for
Memorabilia and Ship's Store, Hospitality Room/Registration
area Color Guard for Banquet and Missing Man Table**

**Auction items to be displayed in Ship's Store and awarded at
Banquet.**

USS ENTERPRISE ASSOCIATION

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Monroe, MI 48162

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Las Vegas Reunion 2020 September 24 –26th

Meet up with some of your past shipmates and friends and tell some of those believable sea stories.

There is a lot to do and see above and beyond the great activities our reunion chairmen have lined up for us.

Reunion 2020 Check in Wednesday 9/23 Check out 9/27

Las Vegas NV.

Sam's Town Hotel (Old Las Vegas)

5111 Bolder Highway

Las Vegas NV 89122

702-456-7777



No shuttle from the
Airport



No Complimentary
Breakfast

Rooms

Sun thru Thursday \$65.53

Friday and Saturday \$110.73

These rates are good 3 days before and 3 days after our reunion

Room reservations are with the Hotel Directly

Friday, 9/25/20 Lake Mead Cruise, Hoover Dam Tour, trip

/Ethel M Chocolate Tour Transportation Included

included \$110 PP 7 hour trip How many _____ x \$110 _____

Association Reunion Reservation Fees \$145 PP

Banquet

P-Prime Rib

C-Chicken Marsala

P or C



Food

Allergies

Name _____

Name _____

Name _____

Name _____

Total Reunion fees

Reservations _____

Cruise _____

Total _____

Make check & Mail to

USS ENTERPRISE ASSOCIATION

39015 W 23rd St South

Cheney KS 67025-8963

IMPORTANT REUNION REGISTRATION INFORMATION

TO BE ABLE TO RECEIVE THE POSTED
RATES THE REGISTRATIONS MUST BE
MADE NO LATER THAN 15 AUGUST 2020.
YOU MUST USE CODE A0USC09 WHEN
MAKING THE RESERVATION. THE LETTERS
ARE CAPITAL LETTERS.