



BIG E-MAIL

USS Enterprise (CVAN/CVN-65) Association www.cvan-cvn-65.org

A Historic Birthday and Association Reunion

SHERATON NORFOLK WATERSIDE HOTEL, NORFOLK, VA

NEW DATES, November 27-30, 2011

The dates for the reunion have changed to accommodate ship's schedule.
Register by calling **1.888.627.8042** and ask for **2011 USS Enterprise Reunion**.

If you have already registered at the hotel, call and change your registration dates.

November 27 Sunday

8 am -12 pm Registration
9 am Fund Board Meeting
10 am Executive Board Meeting
6 pm Welcome Reception at hotel

November 28 Monday

9 am General Business Meeting
Tours of USS Enterprise (time TBA)
Memorial Service aboard USS Enterprise
Birthday Reception/Gala in hanger bay (time TBA)

November 29 Tuesday

The ship will be open for tours (time TBA)
Birthday Concert Flight Deck (USO is finding a headliner)

November 30 Wednesday

9 am General Business Meeting
4-6 pm pictures for Cruise Book
6 pm Banquet

Reunion registration fee **\$90 per person**
Make checks payable to: **2011 USS Enterprise Reunion**

Send payment to:
Bill Newby
P.O. Box 307
Kingston, TN 37763-0307

400,000 Landings on Enterprise

By Michael Croft, MC3, USS Enterprise Public Affairs

USS ENTERPRISE, ARABIAN SEA, an F/A-18F Super Hornet from the Red Rippers of Strike Fighter Squadron (VFA) 11 became the 400,000th aircraft to land on USS Enterprise's (CVN 65) flight deck May 24, 2011.

Lt. Matthew L. Enos and Weapon System Officer Lt. Cmdr. Jonathan Welsh manned the Super Hornet for the historic landing. Enos said he is honored he was the pilot to put Enterprise on the short list of aircraft carriers with 400,000 landings.

In her 50 years of service, Enterprise has wowed many people and set many records. She is the first nuclear-powered carrier and the first nuclear carrier to transit the Suez Canal. Enterprise was the first carrier to fly F-14 Tomcats and is the longest warship in the world.

"I think it's only fitting that a squadron with the impressive history of the 'Red Rippers' is the one to make this landing," said Capt. Dee L. Mewbourne, commanding officer of Enterprise. "We are witnessing history."

The other three carriers with more than 400,000 traps are USS Lexington (CV 16), USS Independence (CV 62), and USS Kitty Hawk (CV 63).

Enterprise and Carrier Air Wing 1 are in the U.S. 5th Fleet area of responsibility conducting close-air support missions as part of Operation Enduring Freedom. *Ed. Note: Enterprise is also the first nuclear powered ship in combat.*



USS Enterprise (CVN 65) is the first nuclear-powered aircraft carrier to reach this milestone *Photo by Alex R. Forster MC3*

From our Chairman Stan Martin

Easter will have come and gone by the time most of you read this and I personally hope that all had a wonderful holiday. I do hope that most are making plans for getting underway to Norfolk in November to the birthday reunion. It doesn't hurt to make plans early, but if you've already done so, please make sure you update your reservations (see front page). I'm confident that everyone who attends the reunion will meet new friends and renew a lot of old friendships. The Sheraton Waterside has excellent facilities and is located downtown within easy walking distance of most everything from shopping to cruise ships.

In the past few months I have talked to a good number of people on the phone and with email about coming to the reunion. It's going to be a special gathering of members to celebrate the 50th birthday of Enterprise. I do hope that all who have inquired will be there and enjoy the camaraderie of each other's company. We have a good number of members who have never missed a reunion since the formation of the Association in the mid-1980s. Cheers to all of them.

Time is starting to take its toll on our association membership. With a heavy heart, I must tell all that, in the past few months, we have lost four members: H James Kadinger, Vice Admiral Richard J. Naughton, Norman Strong, and Robert "Sol" Walsh. They will be deeply missed and remembered by all. Several members have asked for a proper way to pay tribute to these members. The only suggestion I have at this time is to donate to the scholarship fund in their name. If any other suggestions come in, I will pass them along. We will have a memorial service at the reunion to memorialize these members.

The Association has donated \$1000 to a group called MOMS cookies, about which you'll read in this issue. It comprises volunteers who send packages to service personnel all over the world. I recently heard from the Command Master Chief that the packages were well-received. With the recent tragedies on the ship, I recommend we send more for moral support and a show of support from the membership.

One final note: Has anyone thought of making an endowment or allotment to the USS Enterprise Scholarship Fund in their will?

Stan Martin

Recollection—Day One

by Mark Best MMC(SW) Years aboard Enterprise 1983-1987, 1993-1995, 1998-2001

The following is my recollection of my first days in the Navy. I wrote it from a diary and my memories of that day nearly 30 years ago.

Richard Allen, my recruiter, sold me on the idea that I should formally drop out of the University of Nebraska and join the Navy. The fact that the university has already asked me to voluntarily stay home for a semester (known as academic probation) made the decision that much easier.

Rich was a First Class Aviation something or other, but we were near the same age and had some really good talks. He recommended that I go to San Diego for boot camp. Boot camp in Florida during June, July and August would be brutally hot. He told me Great Lakes was just old and boring, plus I would probably end up there for my later 'A' school. He told me that I would need to start running now and build myself up to the requirements for boot camp graduation. He recommended that I get a shorter haircut right before I left.

My first day in the Navy started out in an unusual way if for no other reason than the 3 am.... ack!, make that the 0300 wake up call. Rich comes to the door at 3:30 am. Everyone is crying for one reason or another. I am half asleep from barely being in for 3 or 4 hours. We all went to Perkin's Pancakes for a quick bite of my last civilian food for two months.

Reporting to the local MEPS (Military Examining and Processing Station), I went through the requirements and other activities like a zombie. I signed what seemed like 100 forms, gave about three pints of blood, among other things. I was repeatedly asked some questions. Each



We took tests and signed forms. Photo lifted from web site <http://oldbluejacket.com/bootcamp.htm>.

Continued on page 7

Association Officers

Chairman-

Stan Martin

304.965.3988

Vice-Chairman

Ray Godfrey

304.229.8259

Secretary

Robin Spelman

Treasurer; Database

Herb Hentchel

First Past Chairman

Chas Folcik

Second Past Chairman

Bill Newby

Third Past Chairman

Don Rasmussen

Director 3 yrs.

Harrison Gerstlauer

Director 2 yrs.

John Curley

Director 1 yr.

Doug Braun

Ships Store; Webmaster;

Rich Kehoe

Scholarship

Don & Marylee Thiry

Newsletter

Ray Godfrey

mmcvan65@hughes.net

Membership

Tom Reed

Chaplain

Bill Slupe

Nominating Chairman

Doug Braun

Historian

Bill Slupe

PAO

Bill Newby

2011 Norfolk Reunion

Stan Martin

2012 Galveston Reunion

Charles & Sheri Teller

2013 Denver Reunion

Robin Spelman



DEPARTMENT OF THE NAVY

USS ENTERPRISE (CVN 65)
FPO AE 09543-2810

May 1, 2011

Dear Family and Friends of ENTERPRISE,

Greetings from aboard the mighty warship ENTERPRISE! I hope this letter finds you happy and healthy, and as excited as we are that we are past the halfway point of our deployment.

The ENTERPRISE team has worked incredibly hard in the more than three months that have passed during deployment. We performed brilliantly at a range of operations, many often unexpected. We supported the Navy's Maritime Strategy in different regions of the world, conducting theater security cooperation port visits to Lisbon, Portugal, and Marmaris, Turkey. After enjoying some liberty and hosting more than 2,000 guests onboard the ship for tours, we transited the Suez Canal and into the Red Sea. In March we launched our first strikes from the Arabian Sea in support of Operation ENDURING FREEDOM over Afghanistan. Following a five-day port visit to the Kingdom of Bahrain two weeks ago, we remained in the Arabian Gulf supporting Operation NEW DAWN over Iraq.

Throughout this journey, we were faced with challenges and excitement alike, becoming the first aircraft carrier to conduct anti-piracy operations as well as the first carrier to host country music star Toby Keith aboard for a concert. Since departing in January, we've been at sea for 97 days and in port 10 days. We safely steamed more than 30,000 miles and launched more than 4,900 sorties; each mission a success due to the hard work of your loved ones at sea.

While the work is rewarding, stress can be high during deployment. It's a challenge for both Sailors at sea and families at home. To relieve stress we rely heavily on communication from home—we love receiving your care packages, emails and letters. It's important in conversations with our loved ones that we remain compassionate and cognizant of that daily stress. We all understand the difficulties of communicating effectively without the benefits of face-to-face interaction, and sometimes our words on the screen don't accurately convey what we truly mean. We want to be sure to maintain good, active communication, but through correspondence that is tempered, measured and considerate of the stressful environment on both ends.

We are lucky to have the leisure of instant communication even thousands of miles away, but this often means that our Sailors and Marines receive news via email, upfront and unfiltered. Often no one else on the ship is aware, and your loved one may be bearing bad news alone and without their onboard support system. The same goes for families back home—you may encounter challenges and need support of your own. Families have resources available, and I ask that you not hesitate to use them. If you receive a message from your loved one that is troubling to you, contact our Ombudsman or the ENTERPRISE chain of command, even me, directly. You can find our Ombudsman's contact information by going to our website www.enterprise.navy.mil and clicking on the Ombudsman tab. The enterprise chain of command can be reached at co@cvn65.navy.mil, xo@cvn65.navy.mil, or cmc@cvn65.navy.mil.

As we press on through deployment and continue to accomplish our mission, we think of you back home and look forward to the day we see you on the pier. We couldn't do what we do without your love and support, and we'll be home before you know it.

In sincere appreciation,

DEE L. MEWBOURNE

New members since 27 September 2010

Doug E. Evelyn	Gerald R. Avery	Glen Pittman
William A. Edwards	Louis W. Ludium	Ken Ford
Bryan J. Lawrence	Decil R. Fuhrman	Pat Johnson
James M. Jones	Arthur Benotti	Marilyn Ashe (associate)
Daniel M. Leckie	William Dutcher	Kenneth G. Sawdey
Stephen D. Kanode	Gary Vitteck	William T. Bentfeld
Frederick E. Lewis	Thomas Buchanan	John C. Napoli
Paul J. Dolan	William Verzino	William R. Watson

Commanding Officers USS Enterprise CVA (N)/CVN-65

Vincent P. de Poix
Nov 25, 1961-June 20, 1963

Frederick H. Michaelis
June 20, 1963-July 17, 1965

James L. Holloway III
July 17, 1965-July 11, 1967

Kent L. Lee
July 11, 1967-July 8, 1969

Forest S. Petersen
July 8, 1969-Dec 3, 1971

Ernest E. Tissot
Dec 3, 1971-April 9, 1974

Carol C. Smith
April 9, 1974-Dec 10, 1976

James W. Austin
Dec 10, 1976-Feb 23, 1980

Robert J. Kelly
Feb 23, 1980-June 17, 1983

Robert L. Leuschner
June 17, 1983-Jan 27, 1986

Robert J. Spane
Jan 27, 1986-Oct 28, 1988

Harry T. Rittenour
Oct 28, 1988-Aug 7, 1991

Daniel C. Roper
Aug 7, 1991-Aug 27, 1993

Richard J. Naughton
Aug 27, 1993-Feb 2, 1996

Michael D. Malone
Feb 2, 1996-Nov 10, 1997

Evan M. Chanik
Nov 10, 1997-March 10, 2000

James A. Winnefeld, Jr.
March 10, 2000-Feb. 15, 2002

Eric L. Neidlinger
Feb. 15, 2002- Dec. 10, 2004

Larry Rice
Dec. 10, 2004-May 17, 2007

Ron Horton
May 17, 2007-May 6, 2010

O. P. Honors Jr.
May 6, 2010-Jan. 4, 2011

Dee L. Mewbourne
Jan. 4, 2011-Present

Remembering Our Shipmates

Robert C. Walsh aka "Sol" May 02, 1926-April 24, 2011

MADISON, WI-Robert C. Walsh, age 84, passed away on Sunday, April 24, 2011, at his home. He was born on May 2, 1926, in Melham, S.D., the son of James B. and Anna Walsh. At an early age, the family moved to Fullerton, N.D., where Robert's father accepted a position as a grain buyer and elevator manager. Robert attended school there, and in 1942, enlisted in a government program named "National Youth Administration" and learned to be a machinist (a trade he followed his entire life). After a brief employment in St. Paul, Minn., he enlisted in the U.S. Navy in April 1944. After "boot" training in Farragut, Idaho, he served on an LST in the South Pacific for nearly two years. He continued on in the U.S. Navy following World War II and retired as a master chief petty officer after 20 years of service. He served on other ships as well, notably the U.S.S. Fargo CL-106 and later the U.S.S. Enterprise CVAN-65 (the world's first nuclear powered aircraft carrier) for five years. After retirement he came to Madison and was employed by the University of Wisconsin Nuclear Engineering Department for 30 years, retiring in November 1994. He was employed as a machinist and welder, and assisted many students in their thesis projects. Robert is survived by his wife, Mary of more than 55 years; children, Cecelia "Punk" (Peter) Mueller, Bob Walsh, Rena (George) Yoder, Tom (Reigna) Walsh, and Teri (Scott) Schuricht; 16 grandchildren; 6 great-grandchildren; and brother, Warren (Ardie). He was preceded in death by his parents and a brother, James.

Ed. Note: Our thanks to Glen Lee for sending this obituary.



Sol Walsh—an icon of Enterprise

By VADM V. P. de Poix

Although not unexpected, given the trend of Sol's health for some months, I was much saddened to get the call from Glen Lee to say that Sol had passed away.

Reflecting on our 20 or more years of active correspondence, I remember my first meeting with Sol. It was aboard Benewah, the berthing vessel tied up in the shipyard across the pier from Enterprise and used for billeting our nuclear crew, mainly engineers. When settling into my quarters upon arrival in early 1961, I found the desk safe locked with no combination. When I called the chief engineer to ask if he had anyone who could crack a safe, he said he did. Shortly, Sol arrived and got the safe open with no difficulty. I asked Sol if he had ever thought about making some serious money doing banks, but he said no; he was enjoying his work as a Machinery Repairman and this was just a service when needed.

I saw Sol only occasionally during the rest of the two and a half years I was aboard, but when we ran into each other at one of the early reunions, he reminded me of the safe incident. From that time, we started corresponding, and, as I got to know Sol through his letters, my regard for him continued to grow. He was a prolific letter writer, keeping up an extensive correspondence with Enterprise shipmates, both our ship and the earlier CV-6 of WWII fame, and was highly pleased to be made an honorary member of that association.

Sol had a superior talent in his rate, as recognized by his early promotion to Master Chief Machinery Repairman. This, coupled with his capacity to organize and lead the team for which he was responsible, made him a standout in the ship's engineering department. When Enterprise entered the Fleet in late 1961, she had a new, ground-breaking nuclear-propulsion plant. It was to be expected that snags and problems would come up, but our plant worked to perfection from Day One. While this was, of course, due to Admiral Rickover's close attention to design and construction, it was also due in large measure to Sol and his team mates who maintained the plant as it met new and extended demands.

We have lost one of the icons of our great ship. Anyone who knew Sol will miss him, and I am in that host.

Editor's Note: VADM Vincent P. de Poix, USN (Ret) was the first CO of Enterprise.

Remembering Our Shipmates

The 'Silent' Communicator

By Dee Armstrong

I can't recall the year, but I remember only too well the first time I met Sol Walsh. Regardless of his challenging speech, he got the message clearly across to me that I was a welcomed addition to the Enterprise Association family. His spirit for the Association was contagious—fun, warm, and memorable. His stories will long be remembered by all. Ray and I treasure the letters we received from this magnificent, although ironically silent, communicator. As a speechwriter by profession, I found his words, always on lined yellow-pad paper and hand-written, as fascinating, entertaining, and genuinely sincere. He chose his words carefully, as if he treasured each one as much as I did.

On my wall is a plaque—one of hundreds that I'm sure Sol so generously made and gave to so many of us. As a not-so-young woman now, I value the words on that plaque, dated 1988, and read them often: "Dee Armstrong—All American Girl—My Second Love." I know how much Sol loved Enterprise, but I also know his first love was Mary. We have several tomes sitting on our bookshelf—"Days of Wine and Rosie," compliments of dear Sol. Sol was a true romantic, a real Renaissance Man.

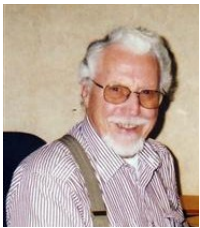
He told Ray and I that he would only live a day after Mary died, should she die first. I believe that to be true, and that God spared him the emotional pain of losing the one you love. I told him that Ray and I would be connected spiritually forever, regardless of death trying to separate us. Sol and Mary will always cheat death because they will always be connected.

Sol, my second love, thank you for your service, for your love of life, for your letters, for your passion for friends and family, and unrelenting loyalty to Enterprise. Rest in peace, my friend. We will all miss you.



Vice Admiral Richard Joseph Naughton (October 5, 1946 – February 25, 2011) of San Diego passed away at his home. He was the Superintendent of the U.S. Naval Academy from 2002 to 2003. On 27 August 1993, then Captain Naughton assumed command of USS *Enterprise*. During his command, he supervised a \$2.1 billion re-

fueling of the USS *Enterprise* nuclear plant. He led a 5,000-man crew through an intense shipyard refit, nuclear qualifications, and a multi-million dollar ship's force habitability project. He re-energized a shipyard overhaul that was \$100 M over budget and behind schedule.



Norman J. Strong USN (Retired)
Mar. 10, 1934 - Mar. 13, 2011
Resident of Santa Clara
Norm passed away suddenly on Sun.
March 13th. Loving husband of Danielle.
Norm is also survived by Major, Maxx
and Munch, father of Jennifer (Mike),
Michael, and Brian. Loving grandfather of

Chelsea, Hannah, Nicholas, Sarah, and Brady. Great grandfather of 2. Brother of Franklin (Beverly) and Minnette Ann Perley. Norm was a plankowner in RM Division on the USS Enterprise CVA (N) 65 and long time member of the USS Enterprise (CVAN-CVN 65) Association. He served as Chairman of the Association for eight years.



Rear Admiral Robert S. Smith, USN (Ret.), died at his home in Grand Prairie, TX, on 4 February 2011. "Bob" (often referred to by his Midshipmen Classmates as "Studebaker" as means of distinguishing him among the myriad Smiths in Bancroft Hall) was born in Gary, IN, on 4 August 1925. He received his congressional appointment to the Naval Academy from Indiana a little late and was the last man

to join 1947 class and skipped Plebe Summer entirely. In 1956, he underwent Nuclear Power Training at Arco, ID, then served on school's staff. After some time spent preparing to commission LONG BEACH (CGN-9), he was reassigned to commission ENTERPRISE (CVAN-65) as its engineering officer until ordered in 1964 to command USS HOLDER (DD -819).

CALL FOR LETTERS:

Deadline-July 15, 2011.

In honor of the passing of our friend, Sol Walsh, I am requesting that everyone who received letters from Sol, please copy or scan those you are willing to share, and send them to me:

Dee Armstrong
P.O. Box 725
Gerrardstown, WV 25420
deearmstrong@hughes.net

I am going to design and publish a collection of Sol's wonderful and creative letters. I need your copies no later than July 15th please, since I'd like to have the collection ready and available for the November reunion.

Thank you.

Operation: Men and Women Of Military Service (MOMS)

MOMS Cookies sends more than cookies

By Herb Hentschel

A few weeks ago, Chas Folcik, our past chairman, sent an email to encouraging many of us to remember the sailors now serving aboard the Big E with the likes of short notes or cookie/toiletry packages; the ship is deployed in support of the efforts in Iraq, Afghanistan, and Somali pirate interdiction. Specifically, if you are so inclined, address your 'care package' to the Command Master Chief of the ship. The specific address is: CMC Keith Oxley, USS Enterprise CVN 65, FPO AE 09543 2810

When I received this email, I immediately thought of MOMS Cookies, an organization that I support here in Illinois. It's a non-profit 501(c)(3) organization that sends out packages of snacks and toiletries to the troops overseas and has existed for the last 9 years. It was started by Deb Treppiedi and her friends from Grace Lutheran Church in Wilmington, IL in April of 2002. It was done at the behest of Deb's son who had just returned from the initial invasion of Afghanistan and shared with his mother that '...he wished that he could do more for his troops.'

Over the years, she has partnered with such organizations as Frito-Lay, Sturm Foods, and Kraft who send her semi-trailers full of product. Many times these companies will have their employees specifically package product for the troops that MOMS will send out. Other companies donate cash, publicity and time to Deb's efforts. For example, the company that I retired from, Exelon Nuclear (the electric utility for N. Illinois, Philadelphia, and Baltimore), donated \$47,000 to the cause (\$20,000 in cash and \$27,000 from the proceeds of a fishing tournament that Braidwood Nuclear Station held). The Girl Scout Councils of Northern Illinois, Chicago land, Wisconsin and Indiana support MOMS by asking their customers if they would be interested in sending a box of cookies to the troops. As a result, over the last five years, over 5,000 cases have been donated to the efforts. Along with the cookies, the scouts write letters or submit craft items in the packages which are especially welcome by the troops. Along with product, \$200,000 in phone cards have been sent to our servicemen and thousands of dollars in PX cards have also been sent.

I had the opportunity to visit with Deb and her volunteers. They were busy packing boxes for the next shipment. These volunteers come from local organizations, individuals who care, and family groups of service members presently stationed overseas. Approximately 200 boxes go out each week; last year 12,000 boxes were shipped and right now she has a request for 8,200 boxes. 80% of the requests for packages come from military leadership positions (e.g. chaplains, platoon SGTS, C.O.s, morale officers) and the other requests come from stateside family requests. In April, the local Joliet, IL USMC Reserve Co. E, 4th Reconnaissance Battalion shipped out to Afghanistan and the volunteers were busy with their packages.

At our request, MOMS has sent out 40 boxes to the Big E already with more to be sent. If any of our members has a desire for a friend or family member to receive one of these packages, go to the website-- www.momscookies.org -- for the particulars. Though a donation is not necessary, keep in mind that it costs about \$20 to send the box; the postage alone presently is \$15.73. A visit to the website is quite educational and gives a great over-view of MOMS efforts.



MOMS warehouse shelving is well organized so that the volunteers can select a lot of different items for each box. Photo by Herb Hentschel



A variety of items go into each box. Photo by Herb Hentschel

Chas Folcik goes to school in Enterprise, FL

Chas Folcik, Past Chairman of the USS Enterprise CVAN/CVN65 Association went to Enterprise Elementary School of Enterprise, FL. at the request of the school guidance counselor, Mrs. Lemire, to speak to the students about the USS Enterprise. He gave information about the size and capacity of the ship, its role in the military, and most importantly, the sailors.

Mr. Folcik had one request for the students and that was to write to the sailors of the USS Enterprise.

Students across the grade levels wrote letters explaining who they were, what school they were attending, and a little information about themselves. The students were curious about life on a ship so they also asked questions for the sailors to answer. Most importantly, the students thanked the sailors of the USS Enterprise for helping to keep us all safe.

The students have again written letters of support to the Sailors aboard the BIG E. The ship has received the first batch of letters and they are elated.

Ed. Note: What a good example Chas has set. Let's all try to reach out like this.



Dr. Virginia Abernathy, Principal, Chas Folcik, Mrs. Terra Lemire, Guidance Counselor and students with letters for Chas to send to the ship. Photo and article submitted by Chas Folcik

Recollection—Day One

answer resulted in a great big stamp in my newly made service and medical records. These stamps were still there the day I retired.

After all this was the formal swearing-in ceremony. I had sworn to be a good boy when I joined Delayed Entry; now this was the promise that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice. So help me God.

After the morning's activities, we were herded into a huge waiting room next door that looked like Grand Central Station. Lines and lines of airport chairs

— you know, those uncomfortable plastic chairs that are welded to one another. There were lots of straight backed chairs filled with tired people with nothing better to do than sit there and wonder, ‘what the hell did I just do?’ There was nothing to do but sit and wait. If you tried to take a nap, some gung-ho CPO or Gunnery Sergeant would scream into your face to wake you up (they didn't want you to miss your bus, you see). Our group to San Diego sat in that room for six hours. I thought it was pure hell. But I was wrong. Later I would find out that while waiting in line for our ferry across the river Styx was far from fun, it was also a far cry from hell.

Eventually, my bus arrived and we went to the airport. I was a nuke candidate, therefore I was the senior person (advanced to E-3 upon my swearing in). I was given the groups' orders and threatened with near death if I lost them. We arrived at San Diego International Airport. Some people made the mistake of drinking on the plane which only made them tired and cranky. A man from the USO met us

and guided us to baggage claim. Why people took more than recommended was beyond me.

Quick side story: we had a young man who brought two suitcases of stuff with him. During the initial muster, he had to choose what he wanted to keep. If it did not fit in the small file box provided, it went into the garbage. This guy ended up losing at least one suit, several pairs of Levis and a nice pair of cowboy boots. They told him before he left that would not



There was no need for civvies or bags in boot camp, they supplied you with a nice big green canvas bag to throw over your shoulder. *Photo lifted from web page <http://oldbluejacket.com/bootcamp.htm>*

work out, but he was not yet a believer.

Now, after our last trip to the restroom, we were brought out and told to wait on the concrete benches outside the terminal (BTW, that bench was still there last year when my wife and I visited San Diego — I know, the base is closed, but that bench was still where I remembered). I surveyed my fellow enlistees. Several had brought no money with them and we had not eaten since early that morning. I had been in the Navy for a little more than 16 hours and I was already making money slushing cash (\$5 for \$10) so these guys could grab some tacos from an airport vendor.

One individual in particular caught my eye. He was your typical hard-rocking, party-hardy kind of guy. He just couldn't seem to grasp the concept of the NO SMOKING sign. He would suffer for his nicotine habit very soon. One thing Rich, my recruiter told me, ‘if you smoke, quit’ --- this was good advice, even if I never had taken up the habit.

We arrived at NTC/RTC San Diego at approximately 2100 hours. Upon arrival, we were herded into a large room with a predominantly white tile floor with the exception that about every four feet one tile was black. We were told to each pick a black tile and stand on it while roll call was taken. I took up residence in the third row back on the far right hand side. But this was to be a military style roll call; rather than call out our names, the Company Commanders, the Navy version of a Drill Instructor, called out the last four

digits of our social security numbers (SSN). Fortunately, I had foreseen this and had ensured that I knew mine inside out and backwards before I dared place one foot on the bus that brought me here. Unfortunately for most, my foresight seemed to be rare. Roll call took forever, since there were about one hundred of us in the room, and the process was interrupted about every 20 seconds by a CC questioning, with a colorful vocabulary, why someone didn't know his SSN.

Some were asked their General Orders (some more good advice from my recruiter) — 90 percent had no idea what a General Order was—their first introduction to the “push-up position.”

We were given a short “Welcome to the Navy” speech and told that our next stop would be bed. It was after midnight. We were all sent to a third floor (later to be known as decks) of a nearby barracks. It took ten to fifteen minutes for everyone to find a rack, make his bed, disrobe and hop in. The lights went out at a quarter to one. We were told that ‘someone’ would get us first thing in the morning. There sure were a lot of ‘someones’ those first few days.

Some would consider this the end of the First Day, but we had not yet met our Company Commander, nor had we had uniform issue. They racked us out because they were not used to a gaggle of recruits coming in so late. We got the minimum indoctrination and went to bed.

Ed. Note: Thanks Mark for the story of your first day's experience at boot camp. I am looking forward to publishing the rest of the story.

Ray H. Godfrey
PO Box 725
Gerrardstown, WV
25420

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Image from ship's first Christmas card.

Navy Names Next Aircraft Carrier USS John F. Kennedy

From Secretary of the Navy Public Affairs release date 5/29/2011 12:43 BOSTON (NNS) - Secretary of the Navy Ray Mabus announced today the next Gerald R. Ford-class aircraft carrier will be named the USS John F. Kennedy CVN 79. *Verified at <http://www.navy.mil>*

Retiree death information

Please follow the steps below to report the death of a military retiree.

Step 1 - Notify the DFAS Casualty Care Team at 800-321-1080. Have the decedent's Social Security Number and date of death. DFAS will begin to close out the pay account to prevent any overpayments.

Step 2 - Contact your financial institution and inform them.

Step 3 - Within 7-10 business days you should receive a condolence letter from DFAS.

Step 4 - Complete the SF 1174 and return with a copy of the retiree's Death Certificate to: DFAS U.S. Military Retired Pay
P.O. Box 7130

London, KY40742-7130

Fax: 800-469-6559

If you need assistance 800-321-1080.

Contact List: You should also notify the following agencies/departments ASAP.
Social Security Administration at 800-772-1213.

Defense Enrollment Eligibility Reporting System 800-538-9552.

Department of Veterans Affairs (VA) at 800-827-1000 for military retirees receiving disability compensation.

Office of Personnel Management at 888-767-6738 if the member was a current or retired federal civilian employee.

VA at 800-669-8477 for retirees enrolled in a VA-Families and executors may also receive assistance with administrative requirements from a Casualty Assistance Officer or Retired Activities/Affairs Office.

Other useful information may be available at:

Bureau of Navy Medicine (Burial at Sea information)

(888) 647-6676 (Option 4)

Department of Defense (Military funeral honors)

(877) 645-4667

Veterans Administration (Funeral or Burial benefits)

(800) 827-1000



Big E-Mail is distributed to members of the USS *Enterprise* (CVAN/CVN-65) Association. Please forward all comments and submittals to:

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