



# BIG E-MAIL

USS Enterprise (CVAN/CVN-65) Association    [www.cvan-cvn-65.org](http://www.cvan-cvn-65.org)

## 2011 Norfolk Reunion Agenda

*Ship board activities subject to change.*

### November 27 Sunday

0800-1200 Registration  
0900 Fund Board Meeting  
1000 Executive Board Meeting  
1800 Welcome Reception at hotel  
Ship open for tours with duty section only

### November 28 Monday

0800 General Business Meeting (get ship meal tickets)  
1000 Memorial Service aboard USS Enterprise  
1130-1300 lunch with crew, \$5.00 meal ticket required  
1200 open for tours of USS Enterprise  
1630 Birthday Reception/Gala in hangar bay

### November 29 Tuesday

#### Crew and family Centric Day

0900-1600 open for tours with displays and ships stores  
1130-1300 lunch with crew, \$5.00 meal ticket required  
1630-1800 dinner with crew, \$5.00 meal ticket required  
1900 Holiday/Patriotic Concert onboard ship

### November 30 Wednesday

0900 General Business Meeting  
1600-1800 pictures for the Reunion Cruise Book  
1800 Banquet

#### Reunion registration fee is: \$90 per person

Make reunion registration checks payable to:

#### 2011 USS Enterprise Reunion

Send reunion registration payment to:

**Bill Newby**  
**P.O. Box 307**  
**Kingston, TN 37763-0307**

**Reunion registration is required to attend the association functions and to use the shuttle bus to the ship.**

**Register at the Sheraton Waterside Hotel by calling  
1.888.627.8042 and ask for the \$84+tax:  
2011 USS Enterprise Reunion registration rate.**

**There is no shuttle service from airport to hotel.**

## July 15 Homecoming—always an honor and a boost for the soul!

*Story and photos by Dee Armstrong (Ray Godfrey's proud wife)*

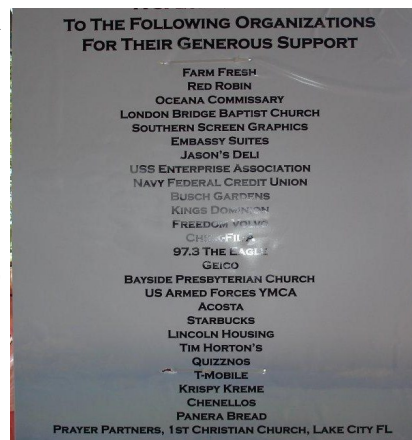
I was so privileged to be able to attend Enterprise's homecoming events mid-July in Norfolk. The day was perfect and everyone's spirits were high.

This deployment was a challenge for CAPT Mewbourne, former skipper of the USS Eisenhower. He took command of Enterprise's crew who were struggling with loyalty and morale issues from the public scandal on the previous captain's watch. CAPT Mewbourne was obviously successful in helping to heal those wounds and bring our ship and its glorious crew home with nothing short of excellence in leadership of ship's company and performance of its mission.

My participation began with a spirited barbeque at the Fleet Recreation Park the evening prior to the ship's return. With just the right temperature and a slight breeze, children and adults alike enjoyed the activities, food, and camaraderie. The buffet was well worth the wait in line. The few Association members who attended stayed comfortable in the shade of the picnic area. The ice sculpture of the Enterprise was outstanding, although the heat of the day naturally took its toll.

Deedee Mallet, the BIG E Fleet Readiness Group President, seemed to be everywhere at once. She was running raffles, checking on food, overseeing children's events, and answering a bombardment of questions about the pier activities and processes of the following morning. She is amazing, and, with support from her donors and her volunteers, has helped fill the gap made by so many limitations on how much the Navy can provide. She has adopted our ship and will see her right through decommissioning, we hope!

A large sign recognized all those who had donated time and money to making the party happen, including the USS Enterprise CVAN CVN 65 Association (see photo at right).



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# From our Chairman Stan Martin

Many things have happened since the last Big-E newsletter. The Enterprise Homecoming Party, the Commanding Officer change of command, and the planning for the 50th birthday party to name a few.

On July 14, 2011 a small contingent of Association people attended the homecoming party for the families of USS Enterprise CVN-65. The next morning we stood on Pier 12 and watched the USS Enterprise CVN-65 tie up to the pier. What a grand and glorious sight that was.

We have arranged for bus transportation to shuttle people between the Sheraton Waterside and Pier 12. The schedule will be available at registration and posted at the hotel. The shuttle buses are being paid from the reunion registration and we want to ensure that the service is only used by the people that have paid for the service. Please help us make sure this is not abused.

The menu for the Sunday evening reception is finger foods only, not a full meal. The Wednesday evening buffet is a full meal. We feel that everyone will be satisfied.

Presently we are very near booking 25% of the 468 Sheraton's rooms. Wouldn't it be great if all the rooms were filled with Enterprise People?

The hotel registration room rate is \$84 plus tax and that includes self parking. The hotel is providing many other services that benefit the association and some of those were mentioned in the February newsletter.

There are benefits to belonging to the Association and registering for the reunion. Registration fees have always been charged at our reunions to cover the costs of the services received during the reunion. If the fees were not collected the hotel and other service costs would have to be paid out of the Association treasury. By registering you can attend the Sunday evening reception, ride the shuttle bus to the ship, and attend the buffet on Wednesday evening.

Thank you for being a member and I hope to see you in Norfolk.

Stan

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## The "FINAL" last change of command—17 August 2011

By Dee Armstrong

After all the controversy flying around the Enterprise, and after return from deployment, the USS Enterprise hosted one final change of command prior to her last deployment in December 2011 and decommissioning in October 2012.

As I boarded this great ship once again, my first thought was that CAPT Dee Mewbourne was robbed of his change of command ceremony. He took command in January 2011, in the midst of scandal and just prior to deployment in support of Operations ENDURING FREEDOM and NEW DAWN, as well as direct involvement in counter-piracy and counter-terrorism missions. Here he was, already turning over his command to another, CAPT William Hamilton. CAPT Mewbourne brought our ship through perilous times—both physically (completing 1,400-plus combat missions during deployment) and emotionally. In recognition of Mewbourne's efforts as commanding officer, RADM Terry B. Kraft, Commander, Carrier Strike Group Twelve and guest speaker, presented the outgoing captain with the Legion of Merit award.

It was a perfect day, although I could have appreciated it being ten degrees cooler! I did notice a cold bottle of water under each guest's chair in the hangar bay, a lesson learned from last year's ceremony! Another noticeable difference in the ceremony was the presence of the Enterprise Chorus, a newly formed group of talented sailors who are preparing for their performance at the 50<sup>th</sup> birthday party in November.

From this ceremony, I learned some new facts about Enterprise, the most senior—and most complex—ship in the Navy. There have been more people in space than there have been commanding officers of a nuclear-powered aircraft carrier. It's current crew, who breathes life into the floating steel city, boasts 55 sailors seeking American citizenship,

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David and Herb Hentschel, Stan Martin, John Curley, LCDR Sarah Self-Kyler, visit in the CO quarters. LT Pohnel has his back to us. The bright lights behind Herb and Stan are from the CV-6 portholes that Capt. de Poix had installed and are on loan from the Naval History and Heritage Command. Photo by Dee Armstrong

## Association Officers

**Chairman-**  
Stan Martin  
304.965.3988

**Vice-Chairman**  
Ray Godfrey  
304.229.8259

**Secretary**  
Robin Spelman

**Treasurer; Database**  
Herb Hentschel  
815.768.7427

**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

**Notice to all members:** the Association Bylaws on pages 3 through 7 are current and for your reference to be used when voting on the revision that will be submitted to the assembled members at the 2011 reunion in Norfolk. Please submit any changes that you would like to make to these bylaws to: Ray Godfrey, PO Box 725, Gerrardstown, WV 25420 by 12 September 2011 or to: mmcvan65@hughes.net or xmmcvan65@yahoo.com

## USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION

### *Constitution and By-Laws Adopted -August 20, 2010*

#### ARTICLE I NAME

The name of the Association will be **USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION**.

#### ARTICLE II CHARTER

The purpose of this Association will be to perpetuate the memory of the USS ENTERPRISE (CVAN/CVN-65) and those shipmates who served aboard her, both prior to and after commissioning and to promote and maintain the spirit of camaraderie that existed among those who served aboard USS ENTERPRISE. This purpose includes:

1. Planning and arranging annual reunion meetings.
2. Locating former shipmates and urging their active participation in the Association.
3. Contributing mementos, pictures, plaques, artifacts, insignia, papers, letters and other memorabilia relating in any way to pre-commissioning, commissioning and service aboard the USS ENTERPRISE (CVAN/CVN-65). Such items may be maintained by individual members and shared at Association gatherings or donated to the Association Historian for historical preservation.
4. To educate the public regarding the USS ENTERPRISE (CVAN/CVN-65).
5. To solicit funds to preserve and maintain the Historical Room on the USS ENTERPRISE CVN-65.
6. To solicit funds to support the scholarship funds established for the eligible USS ENTERPRISE (CVAN/CVN-65) crew and dependents as outlined in these bylaws and the USS ENTERPRISE (CVAN/CVN-65) FUND bylaws.
7. To do any other act or thing incidental to or connected with the foregoing purposes or an advancement thereof, but not for the pecuniary profit or financial gain of its members, directors, or officers.

#### ARTICLE III MEMBERSHIP

##### SECTION 1

- Membership is to be open to all personnel as follows:
  1. Individuals who served aboard ENTERPRISE either prior to or after commissioning may join as "**Full Members**".
  2. All Commanding Officers of ENTERPRISE may join as "**Life Members**".
  3. The Widows of deceased ENTERPRISE personnel may become "**Honorary Members**" of the Association in accordance with Article IX, Section 4.
  4. Individuals who have not served aboard ENTERPRISE and are interested in ENTERPRISE and/or the Association may join as "**Associate Members**".
- All Members of the Association in good standing as of 31 December 1986 shall be considered "**Charter Members**".
- All Members joining the Association 1 January 1987 or later shall be considered "**Full Members**".

- "**Charter Members**" and "**Full Members**" will have the same benefits and privileges within the Association and shall be considered "**Full Members**".
- "**Life Members**" will have the same benefits and privileges within the Association as "**Charter Members**" and "**Full Members**".
- "**Honorary Members**" will have limited benefits and privileges within the Association.
- "**Associate Members**" will have limited benefits and privileges within the Association.

##### SECTION 2

##### **Membership Privileges**

- All Members of the Association shall be classified as "**Full Member**", "**Life Member**", "**Honorary Member**", or "**Associate Member**".
  1. "**Full Member**" shall have all rights, benefits and privileges within the Association as set forth within these "Constitution and By-Laws" including the ability to vote, hold any elected office or serve on any committee as chairman or participant.
  2. "**Life Member**" shall have all rights, benefits and privileges within the Association as set forth within these "Constitution and By-Laws" including the ability to vote, hold any elected office or serve on any committee as chairman or participant. "**Life Member**" status is not limited to Commanding Officers of ENTERPRISE. Any "**Full Member**" who has shown exemplary dedication and service to the Association and who, in the opinion of the Executive Board warrants this status may nominate the individual at the Executive Board meeting held at a reunion. Then, a two-thirds majority vote from the General Membership at the first meeting held of that Reunion must be obtained. "**Life Member**" status is exempt from all sections of ARTICLE IX DUES of these "Constitution and By-Laws".
  3. "**Honorary Member**" will have limited benefits and privileges within the Association. As an "**Honorary Member**" they may attend Annual Reunions, assist in locating former shipmates or other persons interested in joining the Association. "**Honorary Members**" are ineligible to vote or hold elected office. However, they may serve as a Committee Chairman if appointed by the Chairman or serve on a committee if selected by a Committee Chairman.
  4. "**Associate Member**" will have limited benefits and privileges within the Association. As "**Associate Member**" they may attend Annual Reunions, assist in locating former shipmates or other persons interested in joining the Association. "**Associate Members**" are ineligible to vote or hold elected office. However, they may serve as a Committee Chairman if appointed by the Chairman or serve on a committee if selected by a Committee Chairman.

### **SECTION 3**

- The Addresses, E-Mail Addresses, Phone Numbers and FAX Numbers of the Membership shall be for the sole use of the Association Members ONLY. Distribution to anyone who is not a Member is prohibited without the written approval of that single Member or group of Members. The (Membership Roster) is for the sole use of the Association Membership.

## **ARTICLE IV MEETINGS**

### **SECTION 1**

1. Annual meetings of the Association shall be held in locations designated by the Membership.
2. Location of reunions shall be posted at least three years in advance. This section may be suspended by vote of the Executive Board.
3. If volunteers are available, the Association will alternate sights for convenience of the Membership ... West, Middle & East, if a Member chairs the reunion, if no one volunteers for the proposed area location in turn, then their turn may be passed over.

### **SECTION 2**

1. Meetings of the Association shall be conducted by the Chairman, or in his absence, the Vice-Chairman, or in his absence, the First Past Chairman, the Second Past Chairman, the Third Past Chairman or the meeting postponed until an officer of one of these stations is present.

### **SECTION 3**

1. Meetings shall be conducted in accordance with the By-Laws and by Robert's Rules of Order in cases not covered by these By-Laws. The members shall transact such business as may properly come before them.

### **SECTION 4**

1. Executive Board Meetings may be called and held at such times and places as the Executive Board may designate. Notice of aforesaid meetings to be given 15 days in advance of said meeting.

## **ARTICLE V DIRECTORS**

### **SECTION 1**

1. A board of Directors, hereinafter called the Executive Board, shall be established that will include all elected officers during their term of office, a Chaplain, the three immediate past Association Chairmen and up to three additional members elected by the membership at large.
2. Elected Executive Board Members shall:
  - Work on special projects with the Association Chairman.
  - Assist the Public Affairs Officer, Membership Chairman and Nominating Committee Chairman in promoting and maintaining the relationship between the Association, the Ship, Patriot's Point Maritime Museum and Public Affairs in general.

### **SECTION 2**

1. All committee chairmen shall be considered members of the Executive Board.

### **SECTION 3**

1. The executive Board shall be the senior governing body of the Association. A majority of members of the Executive Board present shall constitute a quorum and call an official meeting for the transaction of business. Members of the Ex-

ecutive Board in an appointed position shall not have voting privileges.

### **SECTION 4**

1. All present and past Commanding Officers shall serve as Honorary Members of the Executive Board.

## **ARTICLE VI OFFICERS**

### **SECTION I**

- The following officers shall be elected at the annual Association Meeting by open or closed ballot at the discretion of the Nominating Committee.
  - Chairman
  - Vice Chairman
  - Secretary
  - Treasurer
  - Executive Board Member

#### **Chairman -**

- The Chairman shall serve a two year term and not more than two consecutive terms at any given time or not more than four terms in total.

#### **Vice Chairman -**

- The Vice shall serve a one year term and no more than three consecutive terms or more than five years in total.

#### **Secretary -**

- The Secretary shall serve a two year term with unlimited terms allowed if he is unchallenged

#### **Treasurer -**

- The treasurer shall serve a two year term with unlimited terms allowed if he is unchallenged

#### **Executive Board Members -**

- The Membership shall also have three (3) Executive Board Members elected to the Board

### **SECTION 2**

- The elected officers shall exercise administrative power appropriate to their office which includes but not limited to the following:

#### **Chairman -**

- Preside at all meetings of the Association. Appoint those committee chairmen necessary for the good of the Association.

#### **Vice Chairman -**

- Assists the Chairman in the performance of his duties and will assume the responsibilities of the Chairman in the absence of the Chairman. Extend an expression of sympathy to the family of deceased members from the Association.
- Coordinate and directs the efforts of the Nominating Committee Chairman and Committee Members.

#### **Secretary-**

- Take meeting minutes and prepare them for distribution in a professional manner.
- Prepare and print any 'Constitution and By-Laws' changes between the first Executive Board meeting and the first General Membership at each of the annual reunions.
- Maintain the "Official copy" of the 'Constitution and By-Laws'.
- Incorporate any changes at the reunions to the 'Constitution and By-Laws' and print and distribute them to the General Membership annually.
- Maintain the Association's current Organizational Chart.
- Maintain the Association's current Job Descriptions.

- Supply the Newsletter Editor with a report for each of the four Newsletter editions.
- Maintain and keep accurate records of all Association correspondence
- Support the Executive Board as needed.
- Send out letters of condolence to widows of deceased members as directed by the Association Chairman.

#### ***Treasurer-***

- Collect Association Dues, Initiation Fees, Scholarship Fund contributions and any other Association income.
- Pay all invoices presented to the Association for payment.
- Maintain accurate record of all Banking transactions and report on the status of the Association funds at the annual reunions.
- Maintain and report on the status of the Association's Checking and Savings accounts also known as the Association's General Fund'.
- Maintain and report on the status of the Association's Scholarship Fund.
- Issue the Scholarship Fund check annually to the recipient of the Scholarship Fund Award as prescribed by the Executive Board of Directors.
- Prepare and submit any and all Income Tax Forms for the Association as needed.
- Oversee the Association's Database Administrator reporting functions.
- Maintain the Association's Identification Number.
- Conduct Annual Audit the Association's Ship Store Clerk
- Send a letter and donation to Navy Memorial Fund for deceased members in good standing as directed by the Association Chairman.
- Pay all submitted Monthly Expense Reimbursement forms.
- Submit to the chairman, a monthly financial report.

#### **Executive Board Members –**

- Work on special projects with the Association Chairman.
- Assist the Public Affairs Officer, Membership Chairman and Nominating Committee Chairman in promoting and maintaining the relationship between the Association, the Ship, Patriot's Point Maritime Museum and Public Affairs in general.

#### **SECTION 3**

- The officers and Executive Board shall receive no compensation for services.

#### **SECTION 4**

- The Nominating Committee, under the guidance of the Vice Chairman, shall submit a slate of officers to the Chairman NOT LATER THAN 1 MARCH OF EACH YEAR. Any member in good standing may also submit the name of a nominee for any office, such nominee to be a member in good standing, to the Chairman NOT LATER THAN 1 MARCH OF EACH YEAR. The Chairman shall cause the entire slate to be published in the next edition of the official Association Newsletter in order that all Members in good standing may have an opportunity to vote at the annual Association meeting.

#### **SECTION 5**

- Any officer may be removed from office for conduct not in the best interest of the Association at the discretion of the

Executive Board. Any office vacated for any reason may be filled by the Executive Board.

#### **SECTION 6**

- When an Officer, either elected or appointed and installed is removed from office, they shall surrender to their successor, all the property, records and any communications pertaining to their office and/or this Association.

#### **ARTICLE VII ELIGIBILITY OF OFFICERS AND COMMITTEE CHAIRMEN**

##### **SECTION 1**

- All Officers and Committee Chairmen must be dues paying members with current Membership in good standing.

#### **ARTICLE VIII VOTING**

##### **SECTION 1**

- Voting privileges shall be extended to all Association members in good standing. Voting for all officers shall be by ballot at the annual Reunion. Newly elected officers shall take over their elected position during the last General Meeting held at each annual Reunion.

##### **SECTION 2**

- There shall be no voting by proxy.

##### **SECTION 3**

- A two thirds (2/3) vote of voting members in attendance and in good standing, quorum being present at a General Business Meeting, shall be required to revise the By-Laws. Proposed amendments and/or changes to the By-Laws must be made available to the membership, in writing, at the beginning of the reunion so they may be posted in the Memorabilia Room. Thus allowing the By-Laws Committee and Parliamentarian time to make sure of no conflicts with other rules and regulations of the Association and/or governing bodies.

#### **ARTICLE IX DUES**

##### **SECTION 1**

- The dues of the ENTERPRISE ASSOCIATION shall be \$15.00 per member per calendar year. An initiation fee of \$30.00 for all new members shall include the first year's membership. An invoice shall be forwarded to each member prior to 1 January of each year indicating amount of dues/fees payable. All moneys, dues and fees shall be paid to the Secretary-Treasurer, not later than 31 January of each calendar year.
- Membership committee chairman may, as recruiting incentive, waive initiation fee if the members attends the next annual meeting.

##### **SECTION 2**

- "Sol Walsh Plan". Dues may be paid annually for any number of years in advance as desired by the member. Any member paying for four (4) years in advance shall receive credit for five (5) years dues.

##### **SECTION 3**

- Members shall be considered delinquent with unpaid dues for one year on 30 June of each calendar year. Any member who becomes delinquent for two or more years may rejoin by paying the initiation fee of \$30.00. The initiation fee shall include membership dues for the year the member was reinstated. Members delinquent for two calendar years shall be dropped from the active rolls.

##### **SECTION 4**



- Widows of paid-up deceased members shall not be assessed any dues. Widows of deceased personnel who were not members, or were delinquent at the time of their husbands' demise may join on their own by paying a one time initiation fee of \$30.00. No other dues shall be assessed.

## **ARTICLE X COMMITTEES and POSTS**

### **SECTION 1**

- Chairman of the following committees shall be appointed by each elected Chairman of the Association. The incoming Chairman at the Annual Reunion shall appoint Committee Chairmen for the coming year, to serve until the next Annual Reunion. Each Committee Chairman shall select his own committee members to serve under the guidelines of the Position Description Article defined as "Term".
- **Chaplain -**
  1. Shall serve as religious leader of the Association.
- **Newsletter Editor -**
  1. Receive input for and publish a periodic Association Newsletter.
- **Audit Committee -**
  1. Audit the fiscal records of the Secretary-Treasurer annually prior to the annual meeting.
- **By-Laws Committee**
  1. Develop suggested amendments or changes to the existing By-Laws and present to the Membership at the annual reunion. Proposed amendments and/or changes to the By-Laws must be made in writing and available to the Committee at the beginning of the reunion.
- **Reunion Committee -**
  1. Evaluate potential facilities for Association Meetings. Plan and execute arrangements for the meeting after securing authorization and approval by the Executive Board and the General Association Membership.
  2. The Association Chairman shall be kept up to date on all plans and any needed changes, or requests by either the appointed facilitator or association. The Association Chairman shall pass this information on to the Association.
  3. Complementary rooms, food etc. shall be reserved for the Ships representative or Honored Guest Speaker, if outside the Association. If the Honored Speaker is a member of the Association, Their registration fee shall be waived as a gesture of the Associations gratitude. Any discounts, will be deducted from the Associations final bill.
- **Membership Committee -**
  1. Endeavor to recruit eligible persons to become members of the Association.
- **Nominating Committee Chairman -**
  1. Under the direction of the Vice Chairman develop a slate of Officers to be voted on at each annual reunion. The Association Chairman shall ensure that there are at least four members of the Nominating Committee, one of whom is on the Executive Board. The Nominating Committee Chairman shall ensure that the slate is forwarded to the Chairman NOT LATER THAN 1

MARCH OF EACH YEAR, who will ensure that the slate is published in the next edition of the Newsletter for voting on by all members in good standing. Further, the Nominating Committee Chairman shall obtain background information on each nominee (to include his Navy Career and any civilian career after the Navy), which will be published in the next edition of the Newsletter with the slate of nominees to assist the members in their decision making.

- **Database Administrator**
  1. Shall maintain the Association Membership Data Base. Under the direction of the Treasurer, print and mail prior to 1 January of each year, annual invoices to each member for annual dues payment.
  2. Provide, as requested, rosters, telephone directories, etc. to any member of the Association.
- **Scholarship Committee Chairman -**
  1. Shall administer the Scholarship Program as identified in the Scholarship Committee Chairman Position Description and be responsible for providing all verifications and submissions to the Board of Directors for a fair and objective selection process
- **Ship's Store Clerk -**
  1. Develop and maintain the ship's store. Prepare and set-up a display for the Annual Reunion. Produce Flyers of items available for sale to the general membership.
- **Webmaster -**
  1. Develop and maintain the Associations Net sight. Thus not only keeping us in close contact with the Ship's Net page, but also with anyone seeking information about the Association by way of the Net.

### **SECTION 2**

- **Committee Information**
  1. After the Reunion, all Committee Chairmen shall write a brief note of comments, goals and list of Committee Members, to the Chairman. Also in January and May. If any support, of any type, is needed it may be requested at any time.

### **SECTION 3**

- The Executive Board shall appoint Posts who will not only be selected from the Association Membership, but also from Associate Membership. They will report directly to the Chairman or his appointed representative.
- **Public Affairs Post -**

Coordinate the Public Relations of the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION.

## **ARTICLE XI SCHOLARSHIP QUALIFICATION AND SELECTION CRITERIA**

### **SECTION 1 Scholarship Description**

- The Association shall award a scholarship of no more than \$1000.00 per student as a one time grant to be taken from the scholarship fund.

### **SECTION 2 Eligibility**

1. Applicant must be a USS Enterprise CVN-65 crew member, or a dependent thereof, or a USS Enterprise (CVAN/CVN-65) Association member in good standing or their dependent.
2. Applicant must be a direct descendant (grandchild/great-grandchild) of a USS Enterprise CVN-65 crew member

or a USS Enterprise Association member in good standing. (These applicants are only eligible if there are no applicants in category 1 above.

### **SECTION 3 Qualifications**

- Applicant must be enrolled as a full-time student in the upcoming fall semester at an accredited college or university. Scholarship must be used for undergraduate studies only, leading to a bachelor's degree.
- Applicant's sponsor must be a member of the Association one (1) year prior to application date. Sponsor information must be completely filled in for consideration.

### **SECTION 4 Submissions**

- Applicants must complete and return the Association Scholarship application to the Scholarship Committee Chairman no later than 30 days prior to the start of the annual reunion in the year of application

### **SECTION 5 Selection Criteria, Process, and Judging Guidelines**

- The Scholarship Committee Chairman presents the Association Board of Directors with all eligible and qualified applicants' submissions.
- At the annual reunion, the Board of Directors score the applicants accordingly:
  1. Grade point (cumulative) X 10 points for a high school senior, OR grade point (cumulative) X 5 points for a college student.
  2. Number of total hours of volunteer work X 1 point limit 15 (requires verification).
  1. Applicant and/or sponsor involvement in Association is worth 5 to 25 points at the discretion of the Board.
  2. Working while a full-time student is worth 1 point per hour per week with a maximum of 15 points (with verification).
  3. Each extra-curricular activity and/or honor is worth 1 point (with verification).
  4. Scholarship essay, as demonstration of skills and documentation, is worth up to 20 points -- up to 10 points for quality of message and up to 10 points for grammar, spelling, and punctuation.
- The Board of Directors will use these criteria, total the points for each applicant, and determine the most worthy recipient.

### **SECTION 6 Implementation and Verification**

- The scholarship recipient shall be announced at the reunion dinner banquet. The recipient's essay shall be published in the Big E-Mail Newsletter, along with a recognition article.

## **ARTICLE XII COMPENSATION AND PROFITEERING**

### **SECTION 1 Services Rendered**

1. No Officer, Member of the Board of Directors, Committee Chairperson, Committee Member, appointed or elected Officer, or any other Member of the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION shall be compensated for ANY service performed for the Association.

### **SECTION 2 Profiteering**

1. Profiteering by any Association Member for any reason is prohibited. Any and all profits from sales from the Ship's Stores, e.g., ball caps, jackets, jewelry, photographs, other memorabilia, etc.; Association sanctioned drawings or any other profit making undertaking during the annual reunion or at any other time by any Member, shall only be by official

authorization of the Executive Board unless covered by another Article or Section of the Constitution and By-Laws. All profits from such undertaking shall accrue to the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION.

2. Sales of Association memorabilia through any source other than the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION Ship's Stores are not authorized.

### **SECTION 3 Solicitations**

1. No Member shall utilize any USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION Membership listings (Roster); this to include Addresses, Phone/FAX numbers and E-Mail Addresses for commercial solicitations of any kind. Commercial solicitations outside of the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION of any Member shall result in the soliciting Member being expelled from the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION for cause.

### **SECTION 4 Auctions, Drawings and/or Donation Tickets**

- Depending upon the Laws of the State or District in which the Reunion is held:
  1. Auctions of items will be held first, either at any general meeting or banquet, with proceeds going to the General Fund unless the person or persons who donated the items or a majority vote held in the business meeting designates the funds elsewhere.
  2. The money from ticket donations for a drawing of any and all items donated for this purpose shall accrue to the USS ENTERPRISE (CVAN/CVN-65) ASSOCIATION.
  3. A "RED" TICKET or "HALF-AND-HALF" Drawing may be conducted at any general meeting or banquet, with one-half of the ticket donations going to the Scholarship Fund and one-half to the holder of the winning ticket.

**The changes from the Pigeon Forge reunion that the general membership voted on have been incorporated into this document and are adopted as of August 20, 2010.**

**Ray H. Godfrey, By-Laws Chairman**

**Stanley A. Martin, Chairman**

Signed copy on file.

**Send suggested changes to:**  
**Ray Godfrey, PO Box 725, Gerrardstown, WV 25420**  
**Or**  
**mmcvan65@hughes.net**  
**Or**  
**xmmcvan65@yahoo.com**

## **Welcome Aboard New Members since June 2011**

Dale N. Bledsoe	Associate member	
Tabitha S. Bledsoe	VFA-11	2010-Present
Charles T. Creekman	Associate member	
Kenneth L. Dunklebarger	Associate member	
Joseph A. Enos	V-6	1961-1963
Robert J. Krebsbach	M Division	1961-1963
Thomas L. McDonald	S-3	1960-1964
Raymond A. Mulhern	Navigation	1961-1963
Napoleon Williams	VF-33	1962-1965

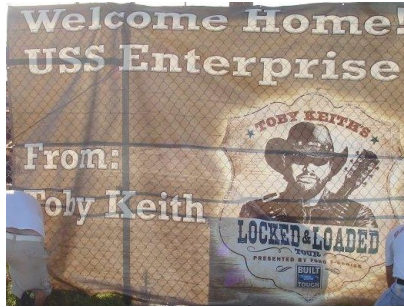
*Continued from page 1*

Stan Martin, Association Chair, and wife, Ruth; Bill Newby; Bill Polverari and his grandson, Nick Redmon, 12 years of age; and Alex Scincov all helped celebrate. Nick said he will have to reconsider his choice to join the Army after high school! We can only hope we inspire him enough to GO NAVY!

The next day was so exciting—no matter how many homecomings I have attended, each one is just as breath-taking as the previous one. On the edge of the road across from Pier 12 was a huge banner saying “Welcome Home, USS Enterprise, from Toby Keith.” Everyone was high on patriotism!

On the pier that sunny morning, those with whom I had dined the night before were eagerly assembled on Pier 12. In addition, I was pleased to reacquaint with Bill Miklos, a long-time Association member and friend of Ray’s. I joined CAPT Todd Creekman, executive director of the Naval Historical Foundation, at the McDonald’s across the street from the pier for coffee.

Mid-morning, all of us were privileged to meet Shirley Langston, who began her career with Newport News Shipbuilding on Aug. 11, 1958, when Enterprise was being built. More than half a century later, she’s still there. “I came in with the Enterprise and I’ll leave with the Enterprise,” she said. Decommissioning - for both – is around the corner. At 72 years young, Langston is the shipyard’s longest-serving female master shipbuilder, a title bestowed after 40 years of service. She’s one of 25 active master shipbuilders who have worked there at least 50 years.



*Shirley Langston and Dee Armstrong*

Shirley is one of two people at the shipyard who draw up—in painstaking detail so there’s a record of everything—the to-do lists for the welders, machinists, electricians and others who overhaul Navy aircraft carriers.

To see our sailors standing at the rail, anticipating the hugs and kisses of their loved ones, is a feeling that everyone should experience at least once. It’s always occasion for tears in one’s eyes. The raffles for “the first kiss” are very popular, but I was impressed that this young lady wanted to place her name in the hat! I’m sure her father or mother was very pleasantly surprised to see her on board for that first kiss!

As the ship turned into Chesapeake Bay, we caught a glimpse of the superstructure, and the cheers began on the pier. All of the waiting was nearing an end. The reality of reunited families was minutes away.



*Sailors manning the rail. No longer moving on nuclear power, the tugboats are in control.*

Several Association members stayed on the pier to tour the ship after the crew finished disembarking. Our ship’s crew always welcomes Association members across its deck!

It was a long day, as usual, but it was also another homecoming worth the effort and privilege. I will never forget the hugging and kissing of families once again made whole!

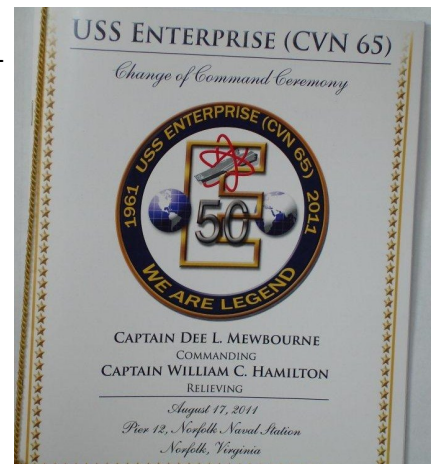
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representatives from 49 states, and 52 percent between the ages of 19 and 25 years old. This crew overcame all adversities and received a standing ovation from ceremony attendees.

CAPT Hamilton spoke of the importance of situational awareness, telling a story of then-CAPT Rice, who noticed a sailor looking through only one lens of a pair of binoculars. Apparently, the binoculars were bent and, when both lenses were used, it caused double vision. When questioned about the binoculars, the sailor said he tried to turn them in to supply as malfunctioning, but was told that as long as they worked, they would not be replaced. Rice took the binoculars and threw them into the James River. He told the executive officer to take care of the situation. The EO asked what justification for replacement he should list on the supply form. Rice replied that the binoculars had been “float-tested” and had failed the test. CAPT Hamilton stressed the importance of actions and not just words. He vowed to keep Big E “ready on arrival.”

Many former COs were in attendance, but I specifically remember seeing CAPT Daniel Roper, 13<sup>th</sup> CO, and VADM Mike Malone (CAPT Hamilton’s mentor), 15<sup>th</sup> CO. In attendance from the Association was Chairman Stan Martin, Treasurer Herb Hentschel (and his son David); John Curley and his wife, Margaret; and Bill Newby.

Our thoughts and prayers are with the new CO as he takes responsibility for a major Navy milestone in November, a deployment in December, and a decommissioning in 2012. His leadership, experience, and passion for Enterprise will carry him through, along with strong support from his wife, Sherry.



*Change of Command pamphlet.*



## Recollection-Day Two

*Continued from May 2011 issue article, "Day One" by Mark Best MMC (SW) (Ret); on Enterprise 1983-1987, 1993-1995, 1998-2001*

When we last left the men of Company 926, we were in our racks getting our first sleep in the Canoe Club. Being that we got into bed around 1am, we were prepared for a rousing awakening at sunrise. It never came and we never woke up. Around 9 am, a Chief Petty Officer was doing a barracks inspection and found about 50 recruits sleeping in 'his' barracks. He found out later which 'someone' directed us up there and all was forgiven, but never really forgotten. We had missed the first indoctrination and ended up picking up trash around the boat channel in San Diego for our first day.

They did not make the same mistake with us again. We were up at sunrise the following day and started our indoctrination. We started by getting our first Navy haircut and uniforms (called a sea bag) and throwing all civilian clothes in the garbage. They did not want folks to have civilian clothes in case someone tried to desert. It is very noticeable to walk around San Diego with a buzz cut and wearing a Navy uniform.

I don't remember too many details about this day. It all went by pretty quickly in a sleep deprivation induced blur but I'll do my best.

The morning was pretty uneventful. We went to breakfast (the food was surprisingly good even if we weren't given but 5 minutes to eat it). We were issued uniforms. We walked (they didn't even bother to have us march) all over the place. Oh, of note: right before they issued us our boots they told us to make certain that our boots fit correctly as "the average recruit walks over eight hundred miles before he graduates". A claim I was to later examine and verify to my satisfaction. I kept my eye out for the smoker I had seen earlier. I wanted to place myself far away as possible from anybody who had practically tattooed Please sir, just mess with me! to his forehead.

At lunchtime they marched us (yes, they were trying now) to our new barracks right adjacent to the San Diego International Airport and the Marine Corps base. Just a quick note, we did have a young recruit who really missed Momma's cooking and thought that jumping the fence and making a run for the airport was a good idea. Well, Ricky Recruit did not find the airport; however, he did find a Marine Corps patrol which and threw him back over the fence to the Navy side. He had a note pinned to him that said, "Return to Sender."

We did not stay in that barracks for very long. Apparently, that building was last in line for the sewer and somewhat downstream. Anyway, we awoke to at least two inches of raw sewage on the floor. Every toilet was overflowing, as was every urinal. Where was the Sounding & Security Watch? Of course, he did not think anyone would notice if he grabbed some nap-time in his rack. This young Sailor pretty much was a one-man S&S watch for about 2 weeks.

The first few days were a continuing blur of uniform stowage and preparations. Learning Navy terminology, 'floors' became 'decks', 'ceilings' became 'overheads', 'bathrooms' became 'heads' and 'showers' became 'rain lockers' ... this was just the beginning.

We started our physical training; the discipline and respect were enforced immediately. We hardly had time to 'use the head' during those first few days. We learned that if it walks or had a red

aiguillettes, salute it!!

Actually, it was not as bad as I thought it would be. I fully expected people to get in my face and yell. I fully expected to run and do exercises. My recruiter did spend some time explaining the finer points of getting along in boot camp. It was kind of like having a very strict mother ... get up when the alarm goes off, make your bed very neat, fold your clothes, shower and shave, show up on time and eat everything you can because you WILL burn off all those extra calories!! Also, keep your mouth shut or it will get you in trouble. From that first few days, I learned 'better the world to think you a fool, than to open one's mouth and remove all doubt.'

Boot camp itself is nothing but a straight forward attempt at removing what you were and making you into a Sailor. I was older than most of my peers because I did attempt college for 2 years. I think the hardest part was the intense loneliness. Even though you were with 85 other guys sleeping in the same room, you felt alone for a few days until friendships built and we became comrades. Most you would never see again, but as with all Sailors (note that I capitalize the word) you share a common bond that can never be broken. People who have never served cannot fathom the dedication that we build for one another.

I was in a drill company in San Diego for boot; meaning that we were the elite company. We were selected on an individual basis for our maturity and ability to work as a team. For our time in boot, we were the marching band and flag brigade that represented Naval Training Center at local functions. It all started with a very irritated sounding chief comes in and demands to know who can play a musical instrument or was in their high school marching band. A bunch of guys raise their hands. He tells them that they are going to be in a special company, called a drill company, and that they would have a lot of privileges and treated special.

We had to do all the stuff the regular recruits did like work up to run 2 1/4 miles in 18 minutes, learn to float on their backs for five minutes. Most of the black guys and a few of the white guys could not do it, so we worked late into days and nights working on this. I hope this does not sound racist, but the black guys helped the white guys run and the white guys helped the black guys swim. We made a good team. We worked very hard to learn the fine points of military marching.

I was in charge of making sure the special uniforms were ready. This allowed me to travel around the base on my own - a rare occurrence when in boot. Tailors, cleaners and seamstresses became my best friend and the Chief left me alone because this was something he did not have to worry about.

We had several rewards during our 10 weeks in San Diego, we performed at an NFL game and we were in a parade in Long Beach. Does not sound like much, but no other recruit company EVER left the base during the tenure there. We got to leave twice and got to eat regular food (which was a treat after several weeks of Navy chow).

If someone says they do not remember their boot camp Company Commander's name, they are lying. I could no more forget Chief Gerald Huff's name than I could forget my mother's name. He was tough on us ... he wanted us to be the best. We had a lot of responsibilities in the company and he held us fully accountable. This is not what many were prepared for ... mommy or daddy always covered up for them. Not in the Navy, you are a man and are solely responsible for your actions. This lesson I carry with me to this day

## From Humble Beginnings...

By Bill Slupe, our Historian

... You might have heard this year we are celebrating the 50th birthday of the USS Enterprise and also the 100th anniversary of Naval Aviation! It all really began by men with visions of what might be possible and individuals willing to "push the envelope."

American carrier aviation began with Eugene Ely's takeoff over the bow of a cruiser (USS Birmingham) anchored in Hampton Roads, Virginia, in November of 1910. Several months later he landed on a temporary flight deck constructed over the fantail of another cruiser (USS Pennsylvania) in San Diego Bay, California.

Over the next few years the Great War raged and aviation developed and matured into a weapon that would change how future wars would be fought. The British led the way in naval aviation development and other nations took note. The US Navy fielded aviators for the war and as they returned home they brought with them ideas on how the new technology could shape future naval operations. With a receptive ear at the office of the Secretary of the Navy, Joseph Daniels, convinced the General Board to recommend to Congress the establishment of the Bureau of Aeronautics (1919).

By 1921 the Bureau was established, with Rear Admiral William Moffett in charge. In 1922 the collier, USS Langley, launched in 1913, was converted to operate aircraft with a flight deck that extending from stem to stern (over 500 feet). Never intended to be more than a developmental experiment, the USS Langley helped lay the foundation for future carrier operations



Eugene Ely portrayed preparing to take off from the cruiser USS Birmingham. Sporting a football helmet and floatation gear (bicycle inner tubes). Artist Fred Richter's portrait hangs in the Cold War Museum at the Navy Yard, Washington, DC.



The collier USS Langley at Mare Island, CA as built in 1913 Navsource image AC 3001413



The carrier USS Langley in the late '20s. Navsource image NS 020148

and helped define design concepts.

Much of the credit belongs to the Langley's first skipper, Commander Joseph Reeves. Years later, after Reeves won his wings and qualified as a Naval Aviation Observer at Pensacola Naval Air Station in October, 1925, he was given command of Aircraft Squadrons, Battle Fleet, aboard the USS Langley. Admiral Reeves helped pioneer concepts into procedures and tactical doctrine. Much of the early work of the Langley, would define carrier tactics during the Pacific War, where the Langley would become an early

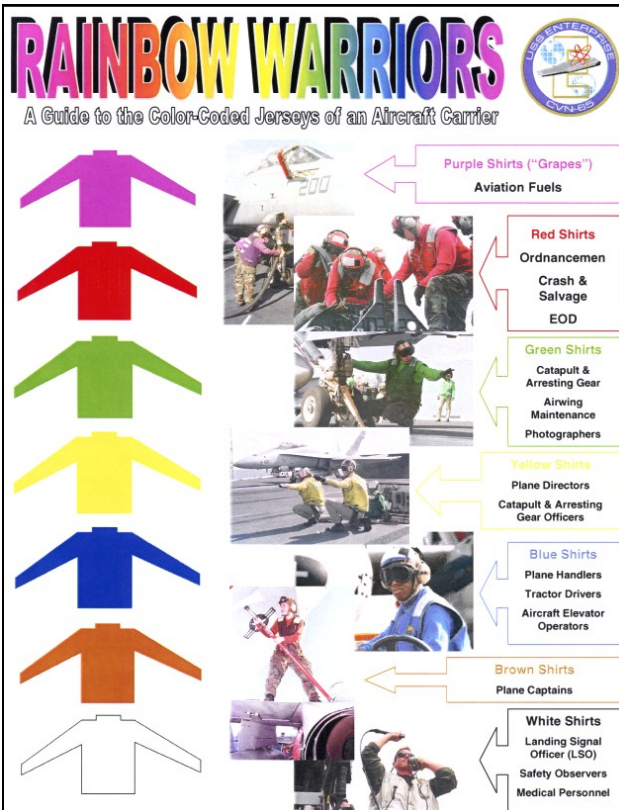
casualty.

Early developments included arresting gear and the barricade, catapults, the LSO, hand signals, and even the flight deck crews colored jerseys were as much a part of the Langley's flight operations in the '20's as they still are today. The purpose of colored jerseys, then as now, was to provide immediate identification of the deck force. Some of the jersey colors used in those early days are still in use today! Yellow shirts still direct and blue shirts still move aircraft. Red shirts still belong to the fire fighters, though they are also worn by EOD. Purple shirts originally were assigned to tie down aircraft; today they fuel aircraft.

Another early decision that continues today was to require carrier skippers to be qualified aviators or aviation observers. In the early days the decision helped develop effective carrier doctrine and create leadership opportunities for naval aviators. To some extent it also helped offset the voice of the Navy's dominating "gun club" leadership. During the Second World War the benefits of this decision would figure crucial to several carrier engagements.

The noted examples are just a few of the many legacies linking yesterday to the present. While carriers have evolved in terms of technology, tactics, leadership, and politics, what hasn't changed is the dedication and honorable service being rendered by both men and women that serve in our ships and supporting activities every day.

*Bibliography/Sources: - Henry Woodhouse TEXTBOOK OF MILITARY AERONAUTICS, The Century Company, New York, NY, 1918; Roger Chesneau AIRCRAFT CARRIERS of the World, 1914 to the Present An Illustrated Encyclopedia, Brockington Press, London, England 1998; Hone, Thomas C. and Trent BATTLE LINE, The United States Navy 1919 - 1939, Naval Institute Press, Annapolis, Md, 2006 ; ohn B. Lundsrom BLACK SHOE CARRIER ADMIRAL, Frank Jack Fletcher at Coral Sea, Midway and Guadalcanal, Naval Institute Press, Annapolis, Md, 2006*





## RADM Gene Tissot's connection with VADM Rickover and the USS Enterprise CVA (N) 65

by RADM Gene Tissot USN (Ret). I have condensed it to fit our newsletter and used what I felt was applicable to USS Enterprise. The following article was published in the "THE HOOK" Winter of 2007.

The unique experience of my naval career was working for VADM Hyman G. Rickover. He was the most unusual individual and the legion of stories about him -although sometimes greatly embellished -are most likely based on the truth. My association with him lasted five years and centered around my assignment as commanding officer of USS *Enterprise* (CVA (N)-65).

The first time most naval officers met VADM Rickover was during their "interview." In early 1969 my boss, RADM Jerry Miller, was notified by Bureau of Personnel (BuPers) that I was scheduled for a Rickover interview. Miller responded that I was not available on the scheduled day, which caused reverberations in BuPers, as Rickover's requests were sacrosanct. A short time later I went across the river to D.C. to the World War I-vintage Navy buildings on Constitution Avenue, not far from the Lincoln Memorial.

The first question fired at me was, "Why do you want to command a nuclear carrier?" I was taken aback by this question because it implied I was a volunteer for the interview, when in fact I was only responding to a summons. I hesitated a second, then lamely replied, "Because I think I can do a good job." Rickover exploded, shouting, "Get out of here!" Bill Wegner led me out of the office and into another room where we waited to be called in again. Wegner offered no consolation or guidance we just sat. I was not upset because I had heard of VADM Rickover's reputation during interviews. About 15 minutes later I went in for the second time and lasted a little longer, but not much. When I was asked, what was the purpose of a nuclear powered aircraft carrier, I replied that it was a superior platform for flying combat aircraft. This led to the second expulsion. A while later I went in for the third time and lasted about three or four minutes. As soon as I said, "I accept criticism for what it is worth," the interview was over. As I was thrown out this time, his final words were, "Get out of here, I wouldn't have you in my program!"

About a month later I learned that I had been selected for the Naval Nuclear Power Program. I met with RADM Jim Holloway, who had been the third commanding officer of *Enterprise*, and he told me I was slated to be the first commanding officer of *Nimitz* (CVA (N)-68).

Just before finishing the course, I received orders to become commanding officer of *Enterprise*, not *Nimitz*. What a thrill. I was told that the Admiral insisted on a 60-day "turnover" before a new commanding officer took command. This meant that I was to be on board *Enterprise* for 60 days before I relieved my old friend Pete Petersen. Presumably I was to spend all this time studying and becoming familiar with the propulsion plant.

I was on leave at the home of Millie's father in Oakland just prior to flying to the Philippines to join *Enterprise* in Subic Bay when I received a telephone call from Washington D.C. The secretary told me that the Admiral would be coming on the line. Soon I heard him say, "Tissot, I don't want you to leave the ship during your sixty-day period." I said, "You mean that I can't even go on liberty, Admiral?" He snorted, "No, I don't mean that. I don't want you leaving the ship when it is under way. Do you understand?" I said, "Yes, sir."

Soon after I reported aboard, *Enterprise* went to sea, her planes flying missions over the Tonkin Gulf. I commenced my familiarization with the propulsion plant and the entire ship. I had time to visit every department and see nearly every space in that

gigantic vessel -this was one plus in the Rickover-required 60-day turnover. I settled in the chief of staff's sea cabin and was assisted in my orientation by the executive officer, CAPT C.C. Smith, who kept me up to date on what the ship was doing and coordinated my visits with each of the ship's departments.

Command at Sea

The night before the change of command, as I was going through the routine administrative paperwork, an occurrence really got my attention. The supply officer had me sign eight custody slips, the kind used for typewriters and such. Only these were not for typewriters. Each one was for a nuclear reactor. I was now accountable for eight nuclear reactors -never before nor since have I signed my name with such gravity.

I relieved Pete Petersen on 9 December 1971, while under way in the Tonkin Gulf. Pete was promoted to rear admiral during the ceremony and flew off the ship a few hours later. What a feeling to know you are now captain of the only nuclear powered aircraft carrier in the world!

The next day *Enterprise* was assigned as flagship of Task Force 74, and Indian Ocean operations loomed on the horizon. The Indo-Pakistan War had started. In Washington D.C., when the habitual question, "Where are the carriers?" was raised by Henry Kissinger, the answer was *Enterprise* in the Western Pacific Ocean. Under the capable guidance of flag officer, VADM Hutch Cooper, we proceeded into the Indian Ocean post-haste. The transit through the Strait of Malacca was made at night and at 25 knots. This was exciting, as the tanker traffic was heavy and in some parts of the strait there was little room for maneuvering. I had gone through the Strait of Malacca before on a carrier as an aviator passenger. It was a quite different story to be on the bridge in charge of an 85,000-ton vessel dodging oncoming huge merchant ships. I wished I had paid more attention before.

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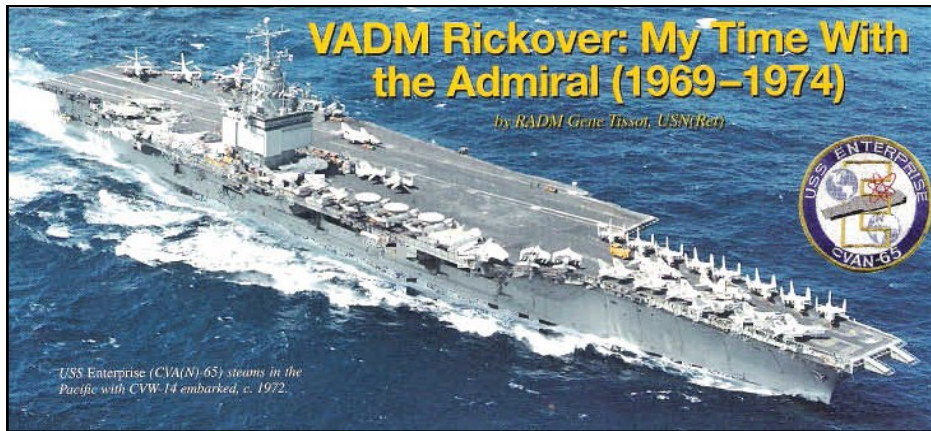


Photo from "THE HOOK" Winter 2007 page 20

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Image from ship's first Christmas card.

Continued from page 11

### Enterprise at War

For our westward transit of the Pacific, *Enterprise* was assigned a single escort, the guided-missile destroyer *Bainbridge* (DLG (N)-25). This was great because we had two nuclear powered ships and no oil burners. We averaged 28 knots in a direct transit from NAS Alameda to Subic Bay and easily skirted a large typhoon - something we could not have done with oil burners in company.

During the previous cruise, *Enterprise* was allowed to visit only the ports of Subic Bay and Singapore. I requested renewed efforts be made to obtain access to additional liberty ports. Finally, *Enterprise* was cleared to visit Hong Kong from 11-18 December 1972. During our stay, the Brits performed radiation monitoring in close vicinity to *Enterprise*. I dutifully reported this to the Admiral.

*Enterprise* left Hong Kong in a hurry because *Operation Linebacker II* in Vietnam was beginning. We steamed to the Tonkin Gulf at 30 knots, leaving our conventionally powered escort behind. We flew supporting sorties around-the-clock while the B-52s were doing their business. I had a ringside seat on the bridge, watching the fireworks of SAM explo-

sions over Hanoi and Haiphong when the B-52s were making their raids.

Our planes were flying on the day of the cease-fire, 27 January 1973. We lost the executive officer of VF-143, CDR Harley Hall, and his crewman on that day. Their F-4 *Phantom II* was hit by an SA-7 surface-to-air missile and both ejected. The RIO, Phil Kientzler was taken prisoner and was told that Harley had been killed on the ground (*The Hook*, Su '99, Page 59). I kept VADM Rickover apprised of our combat achievements and losses so he would be aware constantly of the mission of an aircraft carrier.

On the way home, stopping at Pearl Harbor, we picked up many sons and a few fathers of our crewmen for a "Tiger" cruise. I had my son, Brian, on board. RADM Jim Stockdale, just out of prison camp, had his three sons along. Jim looked worn out after his seven-year ordeal. Four other POWs were on board including Phil Kientzler.

Rickover was promoted to admiral in 1973 and continued in his job until he retired in 1982. He died four years later at the age of 86. He left a legacy of foresight, perseverance and accomplishment that will endure as long as the Navy has nuclear powered ships. He was truly a remarkable man.



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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