



BIG E-MAIL

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

2011 Norfolk Reunion Agenda Update!

Any changes to this agenda will be posted on our 50th birthday web site: www.uss-enterprise.org

*The ship encourages everyone to tour the ship on **Sunday or Monday**, if at all possible. Although the ship is open for tours on Tuesday, it will be preparing to go to sea and hopes for light numbers of visitors on Tuesday.*

November 27 Sunday

0800-1200 Registration

0900 Fund Board meeting

1000 Executive Board Meeting

0900-1600 ENTERPRISE Open for Tours

1100-1300 Lunch available for Vets of Enterprise and their guests (\$4.25 meal ticket required, purchased aboard ship)

1800 Welcome Reception at the Sheraton Waterside

November 28 Monday

0800 General Business Meeting—all members

0900-1500 ENTERPRISE Open for Tours

1000 Memorial Service aboard USS Enterprise

1800-2100 50th Birthday Party in Hangar Bay

Not an all-you-can-eat buffet...

Monday evening's birthday party will offer a heavy menu of gourmet hot and cold appetizers. If you want a traditional dinner meal, you might want to eat something light prior to the party and save room for dessert.

The menu includes Quiche; Cocktail Shrimp; Barbecued Meatballs; Beef Wellington Bites; California Egg Rollups; Chicken/Beef Skewers; ; Vegetable Platters; Cheese & Cracker Trays; Fruit Platters; Dinner Rolls; assorted desserts and drinks, including beer and wine.

November 29 Tuesday- Crew and Family Day

0900-1600 ENTERPRISE Open for Tours

November 30 Wednesday-

NO SHIPBOARD EVENTS (*The ship will begin making preps to get u/w later that week*)

0900 General Business Meeting—all members

1600-1800 Photos for the Reunion Cruise Book

1800 Dinner Banquet

Deadline: your registration check must be in Bill's hands before 23 November. He cannot process your registration on or after that date since he'll be on his way to Norfolk. Send your reunion registration to Bill Newby, PO box 327, Kingston, TN, 37763, any questions call Bill at 865.376.5974

Check: www.uss-enterprise.org for registration details.

From our Chairman Stan Martin

By the time you receive this issue of the Big E News we will be less than 30 days and counting down to commencing the 50th birthday of USS Enterprise. I certainly hope that this issue finds everyone extremely well and excited to come to this special reunion.

Since the last issue, a few things have changed in the schedule of events. Regrettably, the only lunch with the crew is on 27 NOV Sunday afternoon. This lunch will give us the opportunity to talk to the sailors on board.

The ship had to cancel the 29 NOV Tuesday evening concert. The crew wanted to spend time with their families since they are going to sea right after the birthday party, and the ship is busy with its primary mission—defending our country. We all know that preparations to go to sea take planning, time and effort.

I'm sure that everyone who comes to the reunion will have a good time. We always do. This reunion is a memorable occasion for all of us never to be had by any other ship's crew or ship's association. It may be the last time we have access to this legendary ship before she's put down in 2012.

A recent check with the hotel has assured me that there are rooms still available to those that haven't made reservations yet. Please don't wait too long—make your reservations soon. There are many good times ahead at this unique reunion.

Be sure to keep checking our 50th birthday reunion web site for any updates: www.uss-enterprise.org.

See all of you there. Stan

"I never got told...."

Our communications director sent out a mass email regarding the new process to RSVP to the ship on your attendance to its 50th birthday party. Many of these emails were bumped back to Dee. She received 52 email addresses as undeliverable, unknown, blocked, or no account, etc.

If you want to be kept in the loop on immediate changes or important news regarding the ship and the Association, please send her your current and valid email address so she can update her distribution list right away. **With decommissioning coming next fall, there will be few opportunities left to interact with the ship. Your email address is important.**

If you **DIDN'T** received her email on the electronic invitation link to the ship, you need to email her with your current address: deearmstrong@hughes.net.

We NEVER give out your email address for any reason. We just want you to stay informed on things that can't wait for the newsletter. That's the beauty of electronic mail! Let's make the best use of it.

In Memoriam notification

It's very important for family of our members to notify the Association (any board member) when a member passes away. The Association wants to track and acknowledge the members we lose each year but have no way of knowing unless someone from the family contacts us. The other alternative is to submit a published obituary of a member, if you are a friend of the family.

Association Officers

Chairman

Stan Martin
304.965.3988

Vice-Chairman

Ray Godfrey
304.229.8259

Secretary

Robin Spelman

Treasurer; Database

Herb Hentchel
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

Chaplain

Bill Slupe

Communications director

Dee Armstrong

Historian

Bill Slupe

Membership

Tom Reed

Newsletter

Ray Godfrey
mmcvan65@hughes.net

Nominating Chairman

Doug Braun

PAO

Bill Newby

Scholarship

Don & Marylee Thiry

Ships Store; Webmaster;

Rich Kehoe

2011 Norfolk Reunion

Stan Martin

2012 Galveston Reunion

Charles & Sheri Teller

2013 Denver Reunion

Robin Spelman

From the Ship's Public Affairs Office...

Good information for your trip to the ship

BRING YOUR FLAG!

The ship is encouraging you to bring your flag that can be flown aboard Enterprise. You will be given a certificate with the return of your flag. The ship is making arrangements to provide flags available for purchase aboard ship.

AND BRING YOUR PHOTOS!

There will be a "Memories Booth" in the hangar bay during the 3-day event where former Sailors can bring their photos to have scanned and included in the ship's photo archive.

EXTRA-EXTRA-EXTRA

The ship has contracted Remember My Service to produce a 50th birthday commemorative book. They will also be including many ship's videos in a commemorative DVD that will be included in the book.

The PAO is working to have Discovery and Smithsonian cover the Birthday and the ship's upcoming (and final) deployment.

The ship will have many displays around the hangar bay.

ORAL HISTORIES!

During the Reunion, the ship will have many Sailors on hand to do oral history interviews for use in a 50th Birthday commemorative book and for submission to the Naval Historical Center. All are strongly encouraged to bring photos from their time on Enterprise so that they may be scanned, preserved, and included in the book. The ship will also take "Then and Now" photos... Look at an old photo and recreate the scene in the same compartment today.

DRESS FOR THE SHIP'S PARTY

As you might imagine, we all need to dress comfortably to tour the ship—comfy shoes, layered clothing, and pants for the ladies for going up and down ladders. For the birthday party on Monday evening, attire is Service Dress Blue for the military and Business Attire for the civilians. The PAO's office recommends the ladies bring a sweater and any other accessory that might be used to provide a little extra warmth in the hangar bay. Although the hangar bay will be closed, the quarterdeck will be open, and it will be drafty with the temperature of the day.

FOOD ALLERGIES and HANDICAP ACCESS

The ship's Supply Department is preparing the menu for the Birthday Party. It will prepare a variety of foods for those with allergies, i.e. it will never serve items with peanuts. There will be tent cards labeling the food accordingly. Similar to the Change of Command ceremony, the scissor lifts and aircraft elevators will be making trips to the brow and to the flight deck respectively during the Sunday-Tuesday activities aboard ship. There will be handicap access from the pier to the hangar bay.

The names of those of you who have RSVP'd to the ship will be provided to base security for access to the base. If you are not using the shuttle bus, all people in your vehicle will simply need to tell the guard you are going to the USS ENTERPRISE and to show a government-issued photo ID (i.e. driver's license).

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- Aug. 17, 2011

William C. Hamilton
Aug. 17, 2011-Present

History of the challenge coin

by Airman 1st Class Jonathan Snyder
354th Communications Squadron

Source: Pacific Air Forces/Air Force <http://www.pacaf.af.mil/news/story.asp?id=123043494&page=2>

3/5/2007 - **EIELSON AIR FORCE BASE, Alaska** -- Collecting coins or medallion bearing an organization's insignia or emblem is quiet popular among the people serving in today's military.

Coins are given to people who provide outstanding support. Coins prove membership in a unit or career field. Coins enhance morale.

Usually presented by high-ranking officers, it's considered to be a great honor to receive a challenge coin.

Staff Sgt. Joshua Strang, 354th Communication Squadron photographer, said his favorite coin is the one he received from Lt. Gen. Allen Peck, Deputy Combined Forces Air Component commander, while deployed to Al Udeid Air Base, Qatar.

Sergeant Strang said he was working late after hours on a layout project for a major who called saying he wanted to make a few changes to a layout project Sergeant Strang was working on. He continued working on the project and making the changes when the major called again with even more changes.

After Sergeant Strang finished making the final round of changes, the major and a chief master sergeant came to see the layout and thanked him for his hard work.

"After they thanked me, the major said, 'Jump in the vehicle, we want you to meet someone,'" Sergeant Strang explained.

"They drove me to the Combined Air Operations Center and the chief told me to wait while he went to get someone," he said. "All of the sudden, Maj. Gen. Allen Peck comes walking out and thanked me for all the hard work I'd been doing on the project."

General Peck then presented Sergeant Strang with a coin.

Moments such as this leave lasting impressions on those who receive challenge coins.

One of the most well-known challenge coins among enlisted Airmen is the one they receive upon graduation from basic military training.

In the event a trainee completes basic training and becomes an Airman, the Airman receives a coin marking the start of an Air Force career. The moment and can be very emotional for the service's newest Airmen.

Many organizations and services claim to have been the originators of the challenge coin. However, the most commonly held view is that the tradition began in predecessor of the Air Force; the United States Army Air Corps.

During World War I, American volunteers from all across America filled the ranks of newly formed flying squadrons.

Legend has it that in one particular squadron, a wealthy lieutenant ordered medallions struck in solid bronze and presented them to the men in his unit.

According to stories on several Web sites, one young pilot placed the medallion in a small leather pouch he wore around his neck. Shortly after acquiring the medallions, the pilots' aircraft was severely damaged by ground fire and he was forced to land behind enemy lines. He was immediately captured by a German patrol.

That night, while being held captive in a small occupied French town, he took advantage of an artillery bombardment and escaped. However, he was without personal identification, which had been taken by the Germans.



USS Enterprise challenge coin from the internet. If you don't have yours with you it could really hurt your wallet.

He succeeded in avoiding German patrols by donning civilian attire and eventually reached the front lines. With great difficulty, he crossed no-man's land and stumbled onto a French outpost.

Previously, saboteurs had plagued the French in the sector. They sometimes masqueraded as civilians. The French, not recognizing the young pilot's American accent, thought him to be a saboteur and planned to execute him.

He had no identification to prove his allegiance, but he did have his leather pouch containing the medallion. He showed the medallion to his French captors who recognized the squadron insignia on the medallion. They delayed his execution long enough to confirm his identity.

Instead of shooting him they gave him a bottle of wine.

Back at his squadron, it became tradition to ensure that all members carried their medallion, or coin, at all times.

Today, many service members proudly display their "coin collections" on a display rack, a show of the many accomplishments and achievements they have earned over the years. Every coin has a story or meaning behind it on either how it was earned.

However, the most valuable coin is most always the one kept on ones person in the event of a "coin check."

Coin checking is when someone initiates a challenge by holding up his or her coin and announces, "Coin Check!" then places the coin on a hard surface making an audible noise. Everyone within earshot must produce their coin; failing to do so will result in buying a round of drinks.

If someone accidentally drops a coin, this initiates the challenge automatically to anyone who sees or hears the coin hit the ground. They then have to produce a coin and the person who dropped the coin must buy a round of drinks.

Regardless of how they came about, how they are acquired and displayed or how they are used, the challenge coin is truly a part of today's military tradition.

Carriers to swap ports during complex projects

From Navytimes.com

*By Ed Friedrich - Kitsap Sun via the AP
Posted : Wednesday Oct 26, 2011 13:10:17 EDT*

BREMERTON, Wash. — Puget Sound Naval Shipyard and Intermediate Maintenance Facility will swap aircraft carriers in a couple of months, and some groundbreaking work is planned on a third one.

The Navy announced Friday that it has prepared a draft environmental assessment on disposing defueled reactor plants from the Enterprise. That's never been done. Enterprise, the Navy's first nuclear-powered aircraft carrier and its oldest operating ship, was commissioned in 1961. It's useful life will end in 2012.

The Navy's preferred alternative, according to the draft environmental assessment, is to dispose of Enterprise's reactor compartments the same way it has for 144 other ships — primarily submarines — since 1986: Remove them at the shipyard and barge them up the Columbia River to a designated Navy trench at the Hanford nuclear waste dump.

Enterprise, the only ship of its class, is expected to enter dry dock at Newport News Shipbuilding in Virginia in 2013, where it will be inactivated and have its spent fuel removed. Then, the Navy will tow it to Puget Sound Naval Shipyard. Reactor compartment disposal would begin in 2018 or 2019 and take six to eight years, the assessment says. The rest of the ship will be recycled.

The draft environmental assessment will be available for viewing at www.hanford.gov/page.cfm/EnvironmentalAssessments during the public comment period, which is from Sunday to Nov. 30. Comments can be sent to Public Affairs Office (Code 1160) Bldg. 850, Fifth floor, Puget Sound Naval Shipyard and Intermediate Maintenance Facility, 1400 Farragut Ave., Bremerton, WA 98314.

Enterprise, the only ship of its class, is expected to enter dry dock at Newport News Shipbuilding in Virginia in 2013, where it will be inactivated and have its spent fuel removed. Then, the Navy will tow it to Puget Sound Naval Shipyard.

Early next year, the Nimitz will leave the shipyard and the Ronald Reagan will slide into its spot. Nimitz is wrapping up a yearlong, \$239 million docking planned incremental availability. Much of the work was performed with the ship in dry dock. After more than 10 months out of the water, it moved to Pier D Sept. 29.

During the project, Ronald Reagan's homeport will be changed to Bremerton, joining the John C. Stennis, which is deployed to the Middle East.

After the work, Nimitz will move to its new homeport at Naval Station Everett to replace the carrier Abraham Lincoln, which will

make its way to Newport News for nuclear refueling and a complex overhaul in 2013. The work will take three to four years and cost about \$3 billion.

Enterprise's retirement will reduce the Navy to 10

aircraft carriers until the launch of the Gerald R. Ford in 2015, and the nation's budget deficit could make it permanent. The Pentagon has been directed by the White House to find at least \$464 billion in cuts over the next 10 years. If the congressional "super committee" can't agree on a budget-reduction plan, military spending would be slashed even more.

One option that has been discussed is decommissioning the George Washington when its nuclear reactors run out of fuel in 2016 instead of refueling it for another 25 years. Puget Sound Naval Shipyard crews travel to Yokosuka, Japan, where the ship is forward deployed, to help maintain it. Early retirement would save the cost of operating the 2,700-man ship and the more than 70 planes in its air wing.

U.S. Rep. Norm Dicks, D-Belfair, wouldn't support a permanent drop to 10 carriers because of their power-projection capability and many areas of potential conflict don't have airfields open to U.S. planes, said spokesman George Behan.

NARRATIVE HISTORY OF USS ENTERPRISE CVA (N) 65 TO FIRST DEPLOYMENT

The following was submitted to the Chief of Naval Operations by Captain V. P. de Poix on 28 June 1963 in accordance with CNO Ltr ser 3209 of 5 June 1963.

The keel for the world's first nuclear powered attack aircraft carrier was laid February 4, 1958 at the Newport News (Va.) Shipbuilding and Dry Dock Company. Two and a half years later, on September 24, 1960, the world's largest ship was christened the eighth ENTERPRISE by Mrs. William B. Franke, wife of the Secretary of the Navy.

ENTERPRISE began her initial "first" on October 29, 1961 when she began six days of builder's and Navy Pre-acceptance trials underway. This was the first time in the naval history that the two trials had been combined. During the sea trials ENTERPRISE full-filled and, in many cases, exceeded the Navy's hopes and expectations. She literally out-ran her destroyer escort and broke all existing records for heavy combatants. In the words of Admiral George W. Anderson Jr., Chief of Naval Operations, "ENTERPRISE has exceeded 40 mph in her initial trials. I think we hit the jackpot," ENTERPRISE then returned to Newport, News Shipyard to complete outfitting.

Over 13,000 people, including 3,000 crewmembers, jammed the Big E's hangar deck to witness Captain Vincent Paul de Poix, USN take command and place ENTERPRISE in commission on November 25, 1961. The honorable John B. Connally, Jr., Secretary of the Navy, termed ENTERPRISE a worthy successor to her predecessor, the famous CV-6 of World War II, and opinioned that "she will reign a long, long time as Queen of the Seas." Initially ENTERPRISE was under command of the Commandant of the Fifth Naval District, but on 20 December was assigned to Commander Naval Air Force, U.S. Atlantic Fleet.

Following her fitting out period, and after setting a speed record, of sorts in the de-perming crib 4-5 January, ENTERPRISE put out to sea as a commissioned ship for the first time on January 12, 1962. Five days later, Commander George C. Talley, Jr., Skipper of Air Group ONE, in an F8U (F8E) Crusader, made the first arrested landing on her 41/2 acre flight deck. After completing CARQUALS, ENTERPRISE was involved in her initial operational assignment as a unit of the Project Mercury Recovery Force off Bermuda. After 10 days and several delays this second attempt to put a man in space was postponed and the Big E returned to Norfolk, Va. to prepare for her shakedown cruise.

On February 5 ENTERPRISE set sail for the Caribbean

and Guantanamo Bay, Cuba. Enroute she stopped at Mayport, Florida, to load the A3J (A5A) Vigilantes of Heavy Attack Squadron SEVEN. This was the Navy's first operational squadron of the Mach II, heavy attack bombers. The Vigilantes of VAH-7 and the Phantom of VF-102 were in addition to the already embarked CVG-1.

The Big E's first thousandth arrested landing was put into the record books on February 15 by LT John Brickner of VF-102 in the world's fastest fighter plane, the 1606 MPH F4H (F4B) phantom II.

Enterprise wound up her shakedown cruise and training on April 5 and Commander fleet Training Group, Guantanamo awarded her the highest score (90.3) ever made by and aircraft carrier on shakedown or refresher training, and the second highest ever given to any ship by Fleet Training Group Guantanamo. CVG-1 perfected their air power demonstration for the may congressmen that visited ENTERPRISE at GITMO.

Soon after her return to Norfolk on April 8 preparations were made for a visit by President John f. Kennedy. The President arrived aboard ENTERPRISE on April 14 with congressmen and foreign diplomats and witnessed an awesome display of aerial and surface firepower by units of the Second Fleet. Again it was Carrier Air Group ONE providing firepower demonstrations from ENTERPRISE.

Leaving the yard on June 19, ENTERPRISE officially joined the Second Fleet on June 25. With Carrier Air Group SIX embarked, her first assignment was type training exercises in the Western Atlantic, culminated by a 4th of July visit to Boston, Mass., her first official port of call. Some 12,000 Boston area residents took advantage of the opportunity to visit the world's largest ship.

ENTERPRISE departed the Hub City on 5 July and participated in her first large scale fleet exercise in LANTFLEX 2-62 as part of TF 24. ENTERPRISE conducted her first STRIKEX, launching long range air strikes on land targets, in addition to participating in AAW and other fleet exercises. The OTC was RADM R.D. Hogle, COMCARDIV FOUR, embarked in USS FORRESTAL CVA-59. Arriving in Norfolk on July 12, she remained in port for leave and upkeep until August 3 when she weighed anchor for her initial assignment with the Sixth Fleet in the Mediterranean with CVG-6 embarked.

New members since August 2011

Jeffrey V. Bell	1965-1968	G	James C. Johnson	1964-1967	OP
James F. Hughes	1974-1978	RM-2&3	James F. Heil		V-1
Robert K. Lyman	1961-1963	G	Adam T. Mallet	2011	RM
Bernard I. Long	1960-1963	CS	Katherine N. Burnette	Associate	
Peter Tinkham	1962-1965	Comm	Jerry E. Barnett	1965-1966	VF-96
David F. Thorman	1961-1964	Ops	Arthur J. Porche	1961-1963	V-6
Eric L. Smith	1966-1968	VF-96	Michael Kashula	1961-1963	A
Robert L. Vertrees	1961-1963	V-1	Royal S. Tucker	1960-1962	
Dee Armstrong	Associate		Carl W. Preston	1961-1963	V-3
John E. Wheeling	1959-1963	V-6	Dick Schleicher	1975-1979	V-2
Cyril E. Merrick	1969	VA-146	Lawrence D. Munyon	1980-1984	S-4
Ronald P. Stutesman	1965-1966	VA 94	Danny E. Adkins	1961-1964	V-4
David H. Garnett	1969	VA-145	Charles H. Hawley	1961-1964	OP

Business attire? A suggestion...

The Vice-Chairman of the Joint Chiefs of Staff will attend the ship's Monday evening birthday party, 28 November. Appropriately, the ship has set "business attire" as the civilian dress code for this event. This means the men should wear a jacket and tie (not necessarily a suit). Many of us are retirees and have long since cleansed our closets of our business attire. Your local hospice thrift store has ample selections of good quality men's jackets and ties (you can try Goodwill or Salvation Army stores, too, but I've found that hospice thrift stores have the best selection of quality clothing). This clothing is inexpensive and can be dry cleaned.

Bring your business cards to the reunion!

Please, everyone, bring business cards with your contact information, so you can hand out the cards when you talk with or have lunch with a crew member. It is the job of every one of our members to encourage the crew to join the Association. After decommissioning, the Association will be the only venue to keep the ship's legendary and historic service alive. The cards are a great way to stay connected with sailors while they are at sea. Let's develop some strong ties with the crew during this reunion!

Dee Armstrong

Shuttle Bus Information

The Association has contracted to provide our reunion attendees with shuttle bus service between the Sheraton and the ship. The bus schedule and pick-up and drop-off locations will be provided to you when you check in at the Association registration desk.

This shuttle service is included with a FULL registration of \$90 a person, so if you've paid that \$90, you can ride the shuttle bus as many times as needed. If you have a PARTIAL registration—that is, if you paid less than the \$90—this service will cost you an extra one-time fee of \$20, payable at the registration desk. Those who cannot attend the entire reunion and are registered for only one reunion event, can, for \$20, ride with the shuttle bus while they are at the reunion.

There will be only one shuttle bus running on Tuesday since the ship expects limited access for tours. It will be preparing to go to sea and will be less accessible in some areas. The big tour days aboard ship are Sunday and Monday and the Association will provide several shuttle buses for these days.

Early registrants, MAKE NOTE:

If you reserved a hotel room for November 21-27 and made plans to travel to Norfolk around those dates, you will NOT have a reunion, will NOT get the \$84 room rate, and will NOT have access to the ship. The reunion dates are November 27-30, with the dinner banquet on the evening of the 30th, as announced in the August issue of this newsletter. The ship had to change the dates, so our reunion dates also changed. You must contact the hotel (Sheraton Waterside 1-888-627-8042) to change reservations.

The hotel does not provide transportation to and from the airport. If you want to share a ride, Charles Bowie is coordinating that effort: email bonbon0525@verizon.net or call 760-340-0086.

Ray H. Godfrey
PO Box 725
Gerrardstown, WV
25420

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Image from ship's first Christmas card.

Difference between Reunion Events and Ship's Events

Many members are confused about the difference between the reunion and the ship's birthday party events.

**REUNION EVENTS are as follows,
and REQUIRE a full reunion registration (\$90):**

1. 27 NOV, Sunday evening reception
2. 30 NOV, Wednesday evening photo session and dinner banquet
3. Shuttle service between the Sheraton Waterside Hotel and the ship
4. Memento bag with reunion giveaways

Partial registrations **DO NOT** include memento bag or use of the shuttle buses between the Sheraton and the ship.

**SHIP'S EVENTS are as follows,
and DO NOT COST ANYTHING:**

- 27-29 NOV, Sunday-Tuesday Tours of the ship
- 27 NOV, Sunday lunch aboard ship (\$4.25 lunch tickets are purchased aboard ship)
- 28 NOV, Monday Memorial Service and Birthday Party (you must RSVP to the ship to participate in the party)
- 29 NOV, Tuesday Tours aboard ship



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

Ray H. Godfrey
P O Box 725
Gerrardstown, WV
25420

Or e-mail me or Dee at:
mmcvan65@hughes.net
deearmstrong@hughes.net

Visit our Web page at:
www.cvan-cvn-65.org