

U. S. S. ENTERPRISE (CVA(N)-65)

F.P.O. SAN FRANCISCO 96601

CVAN(N)65  
B

CVAN65/32/tr  
5750  
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28 FEB 1973

1972

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From: Commanding Officer, USS ENTERPRISE (CVAN 65)  
To: Chief of Naval Operations (OP-05D2)

Subj: 1972 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

- Encl:
- (1) Basic History with Documentary Annexes A and B
  - (2) "Welcome Aboard" Pamphlet
  - (3) USS ENTERPRISE News - "Facts about ENTERPRISE"
  - (4) USS ENTERPRISE News - Biography of Commanding Officer
  - (5) USS ENTERPRISE News - "ENTERPRISE Emblem"
  - (6) USS ENTERPRISE News - "ENTERPRISE Heritage"
  - (7) USS ENTERPRISE News - "Some advantages of Nuclear Power"
  - (8) USS ENTERPRISE News - "Safety factors of Nuclear Propulsion"
  - (9) USS ENTERPRISE News - "Naval Tactical Data System"
  - (10) USS ENTERPRISE News - "ENTERPRISE Catapults"
  - (11) USS ENTERPRISE News - "Supply Department"
  - (12) USS ENTERPRISE News - "Integrated Operational Intelligence System"
  - (13) "The BIG E" Magazine for December 1972
  - (14) Photograph of USS ENTERPRISE (CVAN 65)
  - (15) Photograph of Commanding Officer

1. In accordance with reference (a), enclosures (1) through (15) are forwarded as USS ENTERPRISE (CVAN 65) 1972 Command History. Annex A is USS ENTERPRISE Cruise Report. Annex B is Attack Carrier Air Wing FOURTEEN Cruise Report. These annexes will be forwarded upon completion of the current deployment.

*E. E. TISSOT*  
E. E. TISSOT

Copy to: (w/o Encl (2) - (15))  
Director of Naval History (OP-09B9)  
CINCPACFLT  
COMNAVAIRPAC

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CHRONOLOGY

1 - 7 JAN Contingency Operations in Indian Ocean as Task Force 74 Flagship

8 - 11 JAN Transit to Subic Bay, R.P.

12 - 16 JAN Inport Subic Bay, R.P.

17 - 18 JAN Philippine OpArea/Transit to Yankee Station, Gulf of Tonkin

19 - 24 JAN Special Operations Yankee Station

25 JAN Transit to Subic Bay, R.P.

26 - 27 JAN Inport Subic Bay, R.P.

28 JAN - 6 FEB Transit to Pearl Harbor, Hawaii

6 - 7 FEB Inport Pearl Harbor

7 - 12 FEB Transit to Alameda, California

12 FEB - 15 MAR Inport Alameda

16 MAR - 5 MAY SRA Hunter's Point Naval Shipyard (HPNS), San Francisco, California

6 - 7 MAY Fast Cruise HPNS

8 MAY Sea Trials

9 - 15 MAY SRA HPNS

16 - 22 MAY Inport Alameda

23 - 26 MAY Independent Ship Exercises, NOCAL OPAREA

27 - 29 MAY Inport Alameda

30 MAY Transit to San Diego

31 MAY Inport San Diego

1 - 2 JUN Refresher Training SOCAL OPAREA

Enclosure (1)

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3 - 4 JUN	Inport San Diego
5 - 9 JUN	Refresher Training SOCAL OPAREA
10 - 11 JUN	Inport San Diego
12 - 16 JUN	Refresher Training SOCAL OPAREA
17 - 18 JUN	Inport San Diego
19 JUN	Transit to Alameda
20 - 25 JUN	Inport Alameda
26 - 30 JUN	Fleet Carrier Qualifications
1 - 4 JUL	Inport Alameda
5 JUL	Dependent's Cruise
6 - 11 JUL	Fleet Carrier Qualifications
12 JUL	At Anchor San Francisco Bay
13 - 16 JUL	Inport Alameda
17 - 21 JUL	Fleet Carrier Qualifications
22 - 24 JUL	Inport Alameda
25 - 27 JUL	Transit to San Diego
28 JUL	Inport San Diego
29 JUL - 4 AUG	Fleet Carrier Qualifications and Transit to Alameda
5 - 6 AUG	Inport Alameda
7 AUG	Underprivileged Children's Cruise
8 - 10 AUG	Transit to San Diego
11 AUG	Inport San Diego
12 - 16 AUG	ORI and WEPTRAEX
17 AUG	Inport Alameda
18 AUG - 11 SEP	POM Alameda

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12 SEP Underway for WESTPAC and 6th Combat Deployment  
18 SEP Crossed International Date Line  
20 SEP Inchop SEVENTH Fleet  
24 - 27 SEP Inport Subic Bay, R.P.  
28 - 30 SEP TYT Subic OPAREA  
1 - 2 OCT Transit to Yankee Station  
3 - 23 OCT SPECOPS Yankee Station (1st Line Period)  
23 OCT Commander Task Force 77 Embarks  
24 OCT Transit to Subic Bay, R.P.  
25 - 30 OCT Inport Subic Bay, R.P.  
31 OCT Transit to Yankee Station  
1 NOV - 9 DEC SPECOPS Yankee Station (2nd Line Period)  
10 DEC Transit to Hong Kong, B.C.C.  
11 - 17 DEC Inport Hong Kong  
18 DEC Transit to Yankee Station  
19 - 31 DEC SPECOPS Yankee Station (3rd Line Period)

BASIC HISTORY

1. COMMAND ORGANIZATION

a. Commanding Officer: Captain Ernest E. TISSOT, Jr., USN

b. Mission and Function of Command: The Mission of USS ENTERPRISE is delineated in NWIP 11-20 (C).

c. Composition of Command:

(1) Personnel manning levels at critical periods of the year are shown below:

1 January 1972

Officers:

Ship's Company	148
CVW 14	250
CTF 77/COMCARDIV FIVE	35

Enlisted:

Ship's Company	2544
CVW 14	1660
CTF 77/COMCARDIV FIVE	55

Civilians: 30

12 September 1972 - Beginning of Deployment

Officers:

Ship's Company	152
CVW 14	258

Enlisted:

Ship's Company	2731
CVW 14	1676

Civilians: 35

31 December 1972

Officers:

Ship's Company	151
CVW 14	250
CTF 77/COMCARDIV FIVE	35

Enlisted:

Ship's Company	2720
CVW 14	1670
CTF 77/COMCARDIV FIVE	57

Civilians: 32

(2) Attack Carrier Air Wing FOURTEEN was embarked for the 1972 - 1973 Western Pacific Deployment. Squadrons composing CVW 14 were VF 142, VF 143, VA 27, VA 97, VA 196, RVAH 13, VAQ 131, VAW 113 and Detachment 1 of HS 2.

(3) Location of Homeport: NAS Alameda, California.

2. Summary of Operations.

a. Indian Ocean Special Operations 1 - 7 January:

The new year found ENTERPRISE participating in special operations in the Indian Ocean as the Flagship of Task Force 74. These operations had begun on 15 December 1971 as a result of the Indo-Pakistani War (for a summary of Task Force 74's Operations see ENTERPRISE 1971 Command History). Commander Task Force 74 was Rear Admiral Damon W. COOPER, USN, who also was Commander Attack Carrier Striking Force SEVENTH Fleet (CTF 77). During this period of Special Operations in the Indian Ocean the ENTERPRISE with her escorts operated in the general vicinity of "Point Charlie" located off the southern tip of the Indian Sub-Continent. Acting as escorts with Task Group 74.1 (ENTERPRISE) were USS MCKEAN (DD 784), USS ORLECK (DD 886), USS DECATUR (DDG 31) and USS KING (DLG 10). A typical day at Point Charlie was spent conducting aerial reconnaissance (both visual and photographic) of Soviet naval units in proximity to the Task Force, departmental drills and training, maintenance and update of intelligence holdings regarding Soviet naval operations in the Indian Ocean and Underway/Vertical Replenishments (UNREPS/VERTREPS) with Service Force ships supporting Task Force 74. A combined UNREP and VERTREP was conducted on 4 January with the USS HALEAKALA (AE 25) and an UNREP with USS WICHITA (AOR 1) on 6 January. The Contingency Operations with Task Force 74 continued until the morning of 8 January when ENTERPRISE and her escorts began a transit to Subic Bay in the Philippines through the Strait of Malacca and the South China Sea.

b. WESTPAC Operations and Fifth Line Period of 1971 - 72 Deployment 8 - 15 January:

ENTERPRISE arrived at LEYTE Pier, NAS Cubi Point, R.P. on the morning of 12 January after an uneventful four day transit from the Indian Ocean. While in the South China Sea a VERTREP was conducted on

11 January with USS SAN JOSE (AFS 7). ENTERPRISE remained in port until the morning of 17 January giving the crew their first liberty since Singapore in early November. ENTERPRISE was underway on the morning of 17 January for Yankee Station in the Gulf of Tonkin and the last line period. Upon arrival at Yankee Station on the morning of the 19th CVW 14 strike and support aircraft were launched against Communist logistic bases and supply complexes in Laos. Although the Ship/Air Wing team of ENTERPRISE and CVW 14 had been through four previous demanding line periods during the past months these last few days seemed to take on a special significance. Every man aboard was anxious to begin the long transit home; each was also aware that there was still a job to be done and that men were still risking their lives each day over a hostile shore and that there was no margin for error and no room for complacency. During this last short line period 944 tons of bombs were delivered against enemy targets in Laos and South Vietnam.

On the 19th and 20th ENTERPRISE rendezvoused with USS CONSTELLATION (CVA 64) to debark Rear Admiral COOPER and his staff who had been aboard since July 1971. The flag shift to USS CONSTELLATION was completed on 20 January leaving ENTERPRISE without a Flag Officer embarked for the first time during the entire 1971 - 72 Western Pacific Deployment. On the 19th, ENTERPRISE was honored by a short visit by the Honorable Charles L. ILL, Assistant Secretary of the Navy for Installations and Logistics. Another distinguished visitor to ENTERPRISE arrived on 20 January - Brigadier General Robert T. BENNETT, Canadian Armed Forces, Senior Military Representative with the International Control Commission. ENTERPRISE remained on the line at Yankee Station until the early evening of the 24th when she recovered her last strike and support aircraft from their last mission over Southeast Asia and turned due east headed for Subic Bay and home.

c. Transit - Subic Bay to Alameda, California 26 January - 12 February:

ENTERPRISE arrived in Subic Bay on the afternoon of 25 January for her last visit to the Philippines of the 1971 - 72 WESTPAC deployment. The ship remained in port for two days until the morning of 28 January when, with USS FOX (DLG 33) and USS EPPERSON (DD 719) as escorts, she was underway first to Pearl Harbor, Hawaii and then to her homeport of Alameda, California. The Task Group "chopped" to the operational control of Commander FIRST Fleet on 2 February. On the 3rd of February the most significant event of the transit occurred when ENTERPRISE was overflown by Soviet Long Range Aircraft. These aircraft were escorted by F-4J Phantoms while in the vicinity of the Task Group. The Soviet aircrews demonstrated no hostile intent and maneuvered their aircraft safely and professionally while conducting surveillance of ENTERPRISE. The Soviet aircrews were friendly and waved to the escorting F-4 crews on several occasions, smiling and gesturing to the crew

to fly closer so they could take pictures. ENTERPRISE refueled both her escorts on 4 February and subsequently arrived in Pearl Harbor on 6 February. The USS EPPERSON (DD 719) was detached from the Task Group upon arrival at Pearl Harbor for she had arrived at her homeport.

The stay in Hawaii was short and less than 24 hours after arriving ENTERPRISE and FOX were underway for California and the last leg of the transit. The five day transit to California was uneventful with the FOX detaching to proceed independently to her homeport of San Diego on the afternoon of 11 February. On the next day, 12 February, the "BIG E" sailed under the Golden Gate accompanied by fireboats spraying plumes of water, numerous private sailboats, motorboats and large yachts. A large banner on the Golden Gate erected by the ENTERPRISE wives welcomed the "BIG E" as the crew manned the rail in blues. It was a cold foggy morning which gradually warmed up with the sun breaking through as the ship entered San Francisco Bay. At approximately 1500 the ship tied alongside Pier 3, NAS Alameda to be welcomed by thousands of dependents, sweethearts and friends - a demanding eight month cruise, ENTERPRISE's fifth combat deployment to WESTPAC, was over. Some of the men had their homecoming earlier than the majority of the rest of the crew when most of CVW 14's aircraft left the ship on the 11th to return to their home bases at NAS Whidbey Island, NAS Lemoore, NAS Miramar and NAS Albany.

d. Post-Deployment Cold Iron and SRA 12 February - 15 May:

A 30 Day Cold Iron and leave period for the crew of ENTERPRISE began on 12 February when the ship arrived in Alameda. During the first month a large percentage of the crew scattered to all parts of the United States to spend a well-deserved leave with their families and friends. On 15 March ENTERPRISE was underway on her own power for the short trip across San Francisco Bay to Hunter's Point Naval Shipyard to begin a 60 day yard period officially known as a Selected Restricted Availability (SRA). This was to be a short yard period and no major changes would be accomplished during this time. On 6 and 7 May the ship conducted a Fast Cruise while in the yard. This involved operating the ship without any support from outside, and all ship evolutions were conducted just as if ENTERPRISE were underway. The 8th of May saw the ship get underway from her berth at Hunter's Point for several hours of Sea Trials off the coast in the Northern California Operating Area (NOCAL OPAREA) to test all systems in an actual seagoing environment. The ship then returned to Hunter's Point for the last week of the two month SRA to correct any deficiencies uncovered during Sea Trials.

e. Refresher Training and Pre-Deployment Work-Up 16 May - 17 August:

On 16 May ENTERPRISE was underway across San Francisco Bay to NAS Alameda and the beginning of the training period leading up to

deployment. The ship remained at Alameda until the morning of 23 May at which time she got underway for four days of Independent Ship Exercises (ISE) in the NOCAL OPAREA. On the 27th of May the ship returned to Alameda and remained inport until the morning of 30 May when the "E" was enroute to San Diego and the Southern California Operating Area (SOCAL OPAREA) for Refresher Training. The ship spent 31 May moored at NAS North Island, San Diego. On 1 June the ship left San Diego for two days of Refresher Training, returning to North Island for the 3rd and 4th of June. ENTERPRISE was again underway on 5 June to continue Refresher Training in the SOCAL OPAREA. As Refresher Training continued each day's training evolutions became more and more complex and demanding. A typical day during this training period might involve a General Quarters drill in the morning and afternoon, a fire drill, possibly a surface-to-surface or surface-to-air missile shoot, various CIC, Engineering and Reactor drills, possibly an abandon ship drill topped off by battle messing while at General Quarters.

After several days at sea the ship returned once again to San Diego for the 10th and 11th. On the morning of 12 June the ENTERPRISE was underway from NAS North Island for the last week of Refresher Training. During the next four days the ship conducted all the evolutions required while on deployment in WESTPAC. All phases of the daily routine were observed by the Fleet Training Group, San Diego. Refresher Training was concluded on 14 June and the ship was pronounced ready and able to assume any commitment. The 15th was spent in transit back to Alameda with Vice Admiral Thomas J. WALKER, USN, COMNAVAIRPAC embarked. The 16th through 18th were spent at Alameda with the ship underway on 19 and 20 June for underway inspection by the Board of Inspection and Survey. The 21st through the 25th was an inport period for ENTERPRISE at NAS Alameda.

On the 26th, ENTERPRISE, escorted by USS BROOKE (DEG 1) and USS BRADLEY (DE 1041), was underway for four days of Fleet Carrier Qualifications in the NOCAL OPAREA. The first four days of July were spent inport Alameda observing the 4th of July weekend. On the 5th of July ENTERPRISE hosted several thousand ship and Air Wing dependents for one day giving them the opportunity to experience in a small measure what their men experience as blue water sailors. The ship was underway again on 6 July for five days of Fleet Carrier Qualifications in company with USS BRADLEY (DE 1041). The ship anchored in San Francisco Bay on 12 July for an ammunition onload and then went into Alameda on the 13th for the weekend.

The 17th through the 21st was spent at sea again conducting Fleet Carrier Qualifications, this time in company with USS FOX (DLG 33). The weekend of 22, 23 July was spent inport Alameda. On the 24th the ENTERPRISE, in company with the nuclear powered frigate USS BAINBRIDGE (DLGN 25), was underway for San Diego and the SOCAL OPAREA. A short

one day visit to San Diego on the 28th was followed by six days of Fleet Carrier Qualifications in the SOCAL OPAREA. On 3 August while enroute back to Alameda the ship was overflown by a P-3 aircraft as practice for possible Soviet Overflights during transit to WESTPAC. The 5th and 6th of August were spent inport Alameda followed by a day-long cruise for dependents and several hundred under-privileged children from the San Francisco Bay area. Special guests during this day-long cruise were wives and children of men held as POW's or Missing in Action in Southeast Asia.

The 8th, 9th and 10th of August were spent underway in the SOCAL OPAREA for night Air Operations with the ENTERPRISE's Air Wing - CVW 14. Again, USS BAINBRIDGE (DLGN 25) was ENTERPRISE's escort. On the 11th the ship embarked observers from COMNAVAIRPAC and Commander Carrier Division THREE for the Operational Readiness Inspection (ORI) and Weapons Training Exercise (WEPTRAEX) which took place 12 through 16 August. The ship and Air Wing FOURTEEN passed the ORI with flying colors and the Ship/Air Wing Team of ENTERPRISE and Attack Carrier Air Wing FOURTEEN were ready to deploy to WESTPAC. ENTERPRISE returned to NAS Alameda on 17 August and the next day began POM period (Preparation for Overseas Movement) - the final period before deployment to WESTPAC.

f. Preparation for Overseas Movement 18 August - 11 September:

The POM Period serves two purposes for ships about to deploy. First it is an opportunity for final correction of any material deficiencies uncovered since the yard period and it provides the last period for crew leave. The POM Period was spent moored alongside Pier 3 at NAS Alameda.

g. Transit - Alameda to Subic Bay, R.P., 12 - 24 September:

ENTERPRISE, in company with USS BAINBRIDGE (DLGN 25), was underway at 1000 on 12 September for her sixth combat deployment. Anti-war demonstrators tried to delay the sailing but were unsuccessful as the "BIG E" left on time with Attack Carrier Air Wing FOURTEEN aboard for the second consecutive deployment. The ENTERPRISE and BAINBRIDGE did not stop in Hawaii but instead made a high speed transit across the Pacific. The ships crossed the International Date Line on 18 September and "chopped" to the Operational Control of Commander SEVENTH Fleet on the 20th at which time ENTERPRISE and BAINBRIDGE became Task Group 77.5. After an uneventful transit ENTERPRISE and BAINBRIDGE arrived in Subic Bay on the afternoon of 24 September.

h. WESTPAC Operations and First Line Period 24 September - 24 October:

ENTERPRISE spent four days inport Subic Bay before getting

underway on the morning of 28 September for type training in the Subic OPAREA which continued until the afternoon of 1 October, when ENTERPRISE and BAINBRIDGE headed west for Yankee Station and the first line period of the 1972 - 73 deployment. On 30 September the ENTERPRISE conducted her first UNREP since arrival in WESTPAC receiving ammunition from the USS NITRO (AE 13). The first line period began on 3 October with the first several days devoted to strikes against known enemy troop locations, supplies, Lines of Communication and logistics bases in Laos and South Vietnam. These first few days of strike operations were used as a warm-up for the more demanding air operations over North Vietnam soon to come. On 8 October CVW 14 aircraft began flying strikes against targets in North Vietnam. Strikes were flown against bridges, truck parks, storage areas and other logistics support facilities used by the Communists to support their massive invasion of South Vietnam. Strike Operations continued through 23 October with CVW 14 aircraft delivering 2000 tons of bombs during the first line period. On 23 October Commander Attack Carrier Striking Force SEVENTH Fleet, Vice Admiral Damon W. COOPER, USN and his staff shifted from USS KITTY HAWK (CVA 63) to ENTERPRISE. On 24 October ENTERPRISE returned to Subic Bay. Underway replenishments were conducted with USS MARS (AFS 1) on 3 October, with USS KANSAS CITY (AOR 3) on 4, 7 and 17 October and on the 20th with USS WICHITA (AOR 1) and USS NIAGARA FALLS (AFS 3).

1. WESTPAC Operations and Second Line Period 25 October - 11 December:

ENTERPRISE remained inport Subic Bay from 24 to 31 October. On the 31st the ship was underway for Yankee Station with USS BAINBRIDGE (DLGN 25) as escort. The entire month of November was spent on the line at Yankee Station. As in the first line period the first several days of operations were in South Vietnam and Laos giving the Air Wing an opportunity to get their feet on the ground before moving North for operations over North Vietnam. On 1 November ENTERPRISE rendezvoused with USS GUDGEON (SS 567) to MEDEVAC a GUDGEON crewman who was seriously ill. On 4 November ENTERPRISE hosted a visit by Rear Admiral J. M. TIERNEY, USN, Commander Fleet Air Whidbey. The 16th of November saw the ENTERPRISE and BAINBRIDGE joined by USS LONG BEACH (CLGN 9) and USS TRUXTUN (DLGN 35). This marked the first time in naval history that all four nuclear powered surface ships of Nuclear Task Force 1 had operated together. Thanksgiving on 25 November marked the second consecutive year that the men of ENTERPRISE and Attack Carrier Air Wing FOURTEEN had observed this native American holiday at sea. On board to help ENTERPRISE observe this Thanksgiving was Vice Admiral J. L. HOLLOWAY III, USN, Commander SEVENTH Fleet and former ENTERPRISE Commanding Officer. The ENTERPRISE conducted eight UNREPS during November; three with USS SACRAMENTO (AOE 1) on the 2nd, 7th and 29th (USS NIAGARA FALLS (AFS 3) also participated in the 29th UNREP), one with USS SAN JOSE (AFS 7) on 8 November and four with USS KANSAS CITY (AOR 3) on 11, 14, 17 and 25 November. The KANSAS CITY was joined

by the USS MARS (AFS 1) for the 17 November UNREP. The first nine days of December were spent at Yankee Station and during this second line period a total of 3400 tons of bombs were dropped on Communist targets. The ship was enroute to Hong Kong, B.C.C. on 10 December and arrived at Green Island anchorage in Hong Kong on the morning of 11 December. UNREPS during the first ten days of December included the USS MILWAUKEE (AOR 2) on the 3rd and the MILWAUKEE with the SAN JOSE (AFS 7) on the 8th.

j. WESTPAC Operations and Third Line Period 12 - 31 December:

ENTERPRISE spent the period 11 - 17 December inport Hong Kong. This port visit was made even more enjoyable for the crew by the arrival of approximately 250 ENTERPRISE and CVW 14 wives who spent the week in Hong Kong with their husbands. The ship was underway on the 18th headed back to Yankee Station arriving there on the 19th.

From the 19th until the 30th of December, ENTERPRISE and CVW 14 took part in stepped up "Linebacker" strikes against North Vietnam. These strikes were flown by Navy all-weather aircraft against the most heavily defended targets of the entire Vietnam War. Railroad facilities, power plants, communication facilities, military airfields, missile equipped patrol craft and vehicle support facilities in both the Hanoi and Haiphong areas were struck during this period. While A6 and A7 attack aircraft were pounding enemy targets, a CVW 14 F4J Phantom flying in support of these strikes downed a North Vietnamese Mig 21 on the outskirts of Hanoi on 28 December. The subsequent cease-fire throughout Vietnam in January 1973 followed by the release of the first group of U.S. POWs in February resulted not only from long years of negotiations but also in large measure because of the bravery, determination and professional performance of the men of Task Force 77 - performance typified by ENTERPRISE and CVW 14 strike operations during December 1972.

Visitors during this period included the Secretary of the Navy, the Honorable John W. WARNER; Commander-in-Chief, U.S. Pacific Fleet, Admiral Bernard J. CLAREY, USN and Commander SEVENTH Fleet, Vice Admiral J. D. HOLLOWAY III, USN, all of whom spent Christmas aboard ENTERPRISE. UNREPS during this final line period of 1972 included the USS WABASH (AOR 5) on the 20th, USS MILWAUKEE (AOR 2) on the 28th and USS SACRAMENTO (AOE 1) with USS SAN JOSE (AFS 7) on the last day of 1972 for a total of 64 underway replenishments conducted during 1972.