



USS ENTERPRISE (CVAN 65)

Fleet Post Office
San Francisco 96601

1974
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REGISTERED AIR MAIL

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From: Commanding Officer, USS ENTERPRISE (CVAN 65)

To: Chief of Naval Operations (OP-0502)

Subj: 1974 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) ~~USS~~ ENTERPRISE Command History for 1974

1. In accordance with reference (a), enclosure (I) is forwarded as
USS ENTERPRISE (CVAN 65) 1974 Command History.

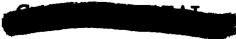
C. C. SMITH Jr

Copy to: (w/o Annex A encl (1))
Director of Naval History (OP-09B9)
CINCPACFLT
COMNAVAIRPAC

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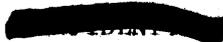


USS ENTERPRISE (CVAN-65)

COMMAND HISTORY

CLASSIFIED BY OPNAVINST 5750.12B.
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652.
DECLASSIFIED ON 21 FEBRUARY 1981

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ENTERPRISE 1974

How does an aircraft carrier and its crew make the transition from the hectic tempo of a war to the less pressured environment of a peacetime Navy? This is a question which has concerned the United States Navy personnel at all levels of authority and command - both enlisted and officer alike. This history answers the question, in part, by describing ENTERPRISE's overhaul, work-ups, and the first portion of her first peacetime deployment in eleven (11) years. It illustrates how much of the work done last year would have to be done in war or peacetime. The constant turnover of personnel, the eternal need for maintenance, new equipment, and new additions to old equipment are problems faced in preceding years by ENTERPRISE personnel.

The year was a year of preparation, of learning and relearning. Once the sea trials, "carrier quals", and graded exercises were completed, we deployed on the first peacetime cruise in eleven (11) years. The problem then became one of adjusting to the changes which had occurred in the navies of other countries as well as in our own Navy.

Perhaps the most significant development ENTERPRISE experienced was that of the introduction of new weapons systems. Three aircraft in particular necessitated changes in a number of carrier evolutions. The F-14, the EA-6B (EXCAP), and the anti-submarine warfare version of the SH-3, required not only new forms of support, but they necessitated the development of new tactics in order to take full advantage of their capabilities. It is in the fields of anti-submarine warfare, electronic warfare, and long-range anti-air warfare that innovative tactics have been under development during the last year. The job has only begun, however, and much work has been left to the future.

CHRONOLOG --1974

1-20 Jan	In port Puget Sound Naval Shipyard
21-24 Jan	Sea Trials
25 Jan - 1 Feb	In port Puget Sound Naval Shipyard
2-4 Feb	Transit to Alameda, California
5-11 Feb	In port Alameda
12-19 Feb	Individual Ship's Exercise
20 Feb - 3 Mar	In port Alameda
4-8 Mar	Individual Ship's Exercise
9-10 Mar	In port San Diego
11-15 Mar	Individual Ship's Exercise
16-17 Mar	In port San Diego
18-22 Mar	Refresher Training
23-24 Mar	In port San Diego
25-28 Mar	Refresher Training
29 Mar - 5 Apr	At anchor San Francisco Bay
6-17 Apr	In port Alameda
18-26 Apr	Socal Airops
27 Apr - 6 May	In port Alameda
7-15 May	Socal Airops
16 May - 3 June	In port Alameda
4-13 June	Socal Airops
14-20 June	In port Alameda
21-28 June	Socal Airops
29 June - 3 July	At anchor San Francisco Bay
4-15 July	In port Alameda

16-25 July	Socal Airops
26 July - 6 Aug	In port Alamed
7-16 Aug	Socal Airops/W PTRAEX
17-18 Aug	In port San Di go
19-26 Aug	Socal Airops/O E
27 Aug - 16 Sep	In port Alamed
17-22 Sep	Transit to Hawaiian Operating Area
23-23 Sep	In port Pearl Harbor
24-29 Sep	Hawaiian Airops
30 Sep - 1 Oct	In port Pearl Harbor
2-17 Oct	Transit to Western Pacific
18-20 Oct	In port Cubi PT Naval Air Station
21-Oct - 1 Nov	Philippine Airops
2-5 Nov	In port Cubi PT Naval Air Station
6-7 Nov	Typhoon Evasion
8-10 Nov	In port Cubi PT Naval Air Station
11-17 Nov	Multiplex/Hong Kong Transit
18-24 Nov	In port Hong Kong
25 Nov - 9 Dec	Philippine Airops
10-22 Dec	Gulf of Tonkin Special Operations
23-24 Dec	Transit to Cubi PT Naval Air Station
25-31 Dec	In port Cubi PT Naval Air Station

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BASIC NARRATIVE

1. (C) COMMAND ORGANIZATION

a. (U) Commanding Officer. Captain Carol C. SMITH, U. S. Navy

b. (C) Mission and Function of Command. The mission of ENTERPRISE, as delineated in NWIP 11-20(B), is "to support and operate aircraft, to engage in attacks on targets afloat and ashore which threaten our control of the sea, and to engage in sustained operations in support of other forces". Delineated tasks are:

(1) To operate offensively by means of embarked aircraft, capable of delivering nuclear and non-nuclear weapons, against targets afloat and ashore which threaten our control of the sea.

(2) To operate offensively by means of embarked aircraft, capable of delivering nuclear and non-nuclear weapons, against targets afloat and ashore in support of other forces.

(3) To defend against airborne, surface and subsurface attack by means of embarked aircraft as part of a coordinated defense system.

(4) To control aircraft.

(5) To defend against airborne attack by means of ship's armament as part of a coordinated air defense system.

(6) To provide command facilities and accommodations for a task force commander and staff.

c. (U) Composition of Command.

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

1 January 1974:

Officers:

Ship's Company	155
Civilians	0

Enlisted:

Ship's Company	3001
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31 December 1974:

Officers:

Ship's Company	155
CVW-14	259
COMCARGRU SEVEN	18
Civilians	47

Enlisted:

Ship's Company	2705
CVW-14	1767
COMCARGRU SEVEN	29

(2) Portions of Attack Carrier Air Wing FOURTEEN were on board from mid-March until July. The entire wing came aboard during July. It was comprised of VF-1 Wolfpak, VF-2 Bounty Hunters, VA-97 War Hawks, VA-27 Royal Maces, VA-196 Main Battery, VAW-113 Black Eagles, VAQ-137 Rooks, HS-2 Golden Falcons, and RVAH-12 Speartips. VQ-1's EA3B Sea Wing detachment was also on board during the 1974 phase of the cruise.

d. (U) Location of Homeport. ENTERPRISE was homeported at Puget Sound Naval Shipyard at the beginning of the year. In February, ENTERPRISE was reassigned to her previous homeport of Alameda Naval Air Station, California.

2. (C) EXTENDED SELECTED RESTRICTED AVAILABILITY

a. The Complete ESRA Overhaul (1-20 January): ENTERPRISE completed a six month ESRA yard period in late January. Extensive work was done to many of the ship's major spaces during this time. Much of it was aimed at preparing ENTERPRISE for the F-14 Tomcat. Routine repair and refurbishment were completed in all other areas.

b. Aircraft Intermediate Maintenance Department: AIMD introduced maintenance equipment designed for the F-14A Tomcat. This involved the new Versatile Avionics Ship Test (VAST) #12, the new Inertial Platform Test Station, weapons equipment storage and handling facilities, a newly modified jet engine test facility and completely converted airborne fire-control Avionics Ship #3.

c. Operations Department: ENTERPRISE completed its ESRA period with a complete modernization of the Combat Information System. The Navy's newest generation Naval Tactical Data System replaced ENTERPRISE's first generation system. The system included consoles, computers, programming and equipment interface. It provided ENTERPRISE with a new two-way data link between Combat Information Center (CIC) and the F-14.

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A new MK-XII AIMS IFF system also provided ENTERPRISE with an increased aircraft identification capability and the addition of HS-2's ASW equipped helos provided ENTERPRISE with its first anti-submarine warfare capability. This capability was exploited with an interface between CIC's anti-submarine air controllers and the anti-submarine classification and analysis center.

The Intelligence Center completed making the Naval Intelligence Processing System Change 19 software and hardware changes to its computerized intelligence system. The Electronic Evaluation station acquired a new software package which allows it to process EA-6B as well as RA-5C intelligence tapes. The Intelligence Center's Storage and Retrieval section received programming which allows it to provide computer support for HS-2's anti-submarine effort. In addition, Storage and Retrieval was able to shorten processing time with the installation of a Random Access Memory (RAM) unit.

d. Weapons Department: The Weapons Department prepared to accept the F-14's Phoenix air-to-air missile. During ESRA, Weapons conducted Ships Installation Acceptance Tests on all aspects of the Phoenix missile handling and stowage equipment and spaces. Two magazines were modified to facilitate storage for Phoenix.

e. Supply Department: A Supply Operational Assistance Program was completed on both the Aviation Allowance List and Coordinated Shipboard Allowance List material. As a result of these programs, ENTERPRISE began 1974 with an inventory accuracy greater than 90% on its nearly 50,000 shipboard and 14,000 onboard aviation repair parts.

3. (C) SUMMARY OF OPERATIONS

a. Trials: (16 January - 1 February): ENTERPRISE satisfactorily completed two days of "dock trials" in late January. These trials were designed to determine if the ship was in material condition for sea trials. The ship then conducted a "fast cruise". In this evolution, ENTERPRISE remained tied to the pier, but the crew was practically sealed off from the outside world while they conducted some of the drills they would shortly be required to execute at sea. ENTERPRISE finally conducted her sea trials between 21-24 January.

Vice Admiral Baldwin, the Commander of Naval Air Force, Pacific, observed that:

"Your thorough, professional Fast Cruise and Sea Trials following an Operational Reactor Safeguards exam, conducted in difficult industrial atmosphere, reflected the attainment of high standards of material and training readiness. The resultant material condition and degree of completed work at the end of this lengthy availability has set a goal worthy of any ship in the fleet".

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25 November Commander, British Forces, Hong Kong

4 December Honorable William H. Sullivan, U.S. Ambassador to the Philippines; RADM H. Ruiz, Flag Officer in Command, Philippine Navy

b. Medical Department Activities:

1. In the past year the Medical Department has increased its outpatient volume by 18% and its inpatient volume by 11%.
2. Capabilities for advanced patient care have been increased with the addition of an Intensive Care Unit, at an overall cost in excess of \$20,000. The Intensive Care Unit has proven life saving for four crew members including two victims of Acute Diabetic Coma. The Intensive Care Unit is among the most modern and well equipped available afloat or ashore.
3. The Radiation Health Program has been revised due to the initiation of thermo-luminescent dosimeters. The continued monitoring and control of personnel exposure to ionizing radiation has been greatly upgraded. A grade of excellent for the past ORSE Inspection is evident of this.

c. Dental Department Activities: During the year 1974, the Dental Department saw a total of 11,664 patients. There were 5,058 oral examinations and 6,830 roentgenographic examinations administered. ENTERPRISE dental officers inserted 478 prosthetic appliances, placed 9,387 restorations, performed 1,460 surgical procedures, 109 endodontic treatments and 1,466 periodontal procedures on their patients. The dental technicians completed 3,211 stannous fluoride anti-carries treatments and 1,960 plaque control instructions. By the end of the year 41% of the personnel on board were class I, requiring no dental treatment. 39% were class II, which require routine but not early treatment. In addition to ship's company and air wing personnel, many patients from our escort and supply ships received emergency treatment.

d. Communications Department Activities:

1. August 1974: Installed two AN/FGC-100 teletypewriter banks in the message center. These banks provide more efficient use of available working space, and allow for one-operator operation of up to eight receive teletype channels.
2. August 1974: COMFLETRAGRU San Diego and NAVCOMMSTA San Francisco conducted the first communications LOADEX involving an aircraft carrier. ENTERPRISE handled 2,700 messages during the 24 hours of the exercise.

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Supply and Deck departments were required to work extremely long hours in preparing for the voyage. For example, members of the Deck Department spent twelve hour days throughout most of the in-port period in repainting the hull of the ship.

During the last days of the year special flights from CONUS brought in critical aviation repair parts. Additional supplies and materials were processed locally and unloaded.

ENTERPRISE took on a large quantity of aviation fuel in addition to the large number of supplies.

The year ended with the crew of ENTERPRISE accomplishing the transition to a peacetime deployment while at the same time having developed into a professional, highly trained combat unit who looked forward to the challenges of the forth coming 1975 Indian Ocean deployment.

4. (C) STATISTICAL DATA

a. Distinguished Visitors:

1 March	FADM R. S. Smith, Director Combat Systems Division (OP-35)
17-19 March	Dr. Henry Rowan, Chief of Naval Operations Executive Panel
9 April	VADM R. Baldwin, Commander, Naval Air Force, Pacific
18 April	Lieutenant Governor H. Boucher of Alaska
14 May	VIPs from Inter-American Defense College
16 May	RADM E. F. Rectanus, Director of Naval Intelligence
10-13 June	National Football League Visitors
31 July	Navy League Visits by Commandant, Marine Corps; Chief Naval Material; Assistant Secretary of Commerce for Maritime Affairs
2 August	Honorable J. Middendorf III, Secretary of the Navy
25 September	VADM J. H. Doyle, Commander, Third Fleet
27 September	ADM Weisner, Commander in Chief, Pacific Fleet
1 October	ADM Noel Gaylor, Commander in Chief, Pacific
3 October	Honorable J. Middendorf III, Secretary of the Navy

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b. Operation Golden Gate (2-4 February): On 30 January, ENTERPRISE crewmen began loading personal effects aboard for Operation Golden Gate. Operation Golden Gate was designed to transport the crew and their families back to Alameda in a novel way--by carrier! After taking on 1091 cars, 90 motorcycles, 45 pickups and campers, 12 boats, and several tons of household goods, CVAN 65 sailed on the second day of February. 6.5 dependents and some 100 pets made the two day ENTERPRISE trip back to San Francisco.

c. Initial Social Operations (12-19 February): After a week of resettling in San Francisco, the crew of the ENTERPRISE participated in at-sea training designed to prepare them for the March Refresher Training (REFTRA) period. During the 12-19 February at-sea period, new ENTERPRISE crewmen learned General Quarters procedures, "Deep Shelter", and other emergency actions and stations they would be required to know and man. Shiphandling, communications, and radar procedures were also emphasized. In addition, the ship conducted a simulated underway replenishment (UNREP) to prepare for the many UNREP's that would be conducted in the near future.

The Weapons Department started taking on the ammunition the ship would eventually require during its deployment. ENTERPRISE took on approximately 1500 tons of ammunition before the end of 1974.

d. REFTRA (4-28 March): ENTERPRISE set sail for the workups and REFTRA after spending a fourteen day in-port period. The first part of the month was spent in the workups, with the weekends being spent in San Diego.

In mid-March, ENTERPRISE was used by a number of different squadrons for their carrier landing qualification requirements. The ship was also used as a test platform for the F-14 and the S-3 Viking. The F-14 made its maiden landing on ENTERPRISE on 18 March.

REFTRA observers began boarding the first week of March. All aspects of carrier operations were evaluated. Their visit culminated in a graded final battle problem designed to test overall coordination of the ship's various organizations.

After four weeks of operations, ENTERPRISE returned to homeport after having successfully passed the test. Commander, Fleet Training Group commented as follows:

"Complete professional dedication, high morale and hard work, most evident in outstanding performance during today's final battle problem. Scores of outstanding in ship control and navigation, communications, CIC, pers casualty control and air coupled with two excellent and one good attest to your high state of readiness. Your achievement in satisfactorily setting both material condition Yoke and Zebra indicative of attention to detail at all levels. Well Done."

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e. Carrier Qualifications (April - June): ENTERPRISE spent the remainder of March through mid-April in port. This "Readiness Improvement Training Period" was used to send many crewmen to different Navy Training Schools.

The next four at-sea periods were used to support carrier qualification requirements of CVW-14 and various other unattached squadrons. These short operating periods were quite busy. For example, there were 1,177 arrested landings during the seven day May period.

VA-104, VA-122, VA-125, VA-127, VA-128, VF-101, VF-121, VMCJ-3, VX-4, VFP-63, and the training command took advantage of the opportunity for carrier qualification training. In addition, VAQ-128 conducted "last minute" carrier qualification in July. Given such a diversity of squadrons, the ENTERPRISE flight deck became the temporary home of every type of U.S. carrier aircraft except for the T-2 and T-28 during the months of May and June.

ENTERPRISE received numerous messages showing appreciation for such support. The professionalism and safety consciousness of the crew were often commented upon.

The ship conducted a few unusual training evolutions in addition to the routine of carrier qualification. For example, ENTERPRISE tested its Basic Point Defense Surface Missile during the June at-sea period. The exercise entailed the firing of four Sea Sparrow Missiles at maneuvering MQM-74A target drones.

There were also several significant events which occurred during the four corresponding in-port periods. On 9 April, Captain C. C. Smith relieved Rear Admiral E. E. Tissot as Commanding Officer of ENTERPRISE. During the same ceremony, Vice Admiral Baldwin presented the Navy Unit Commendation to Rear Admiral Tissot for CVAN 65's "exceptionally meritorious service from 3 October to 22 February 1973 while participating in interim combat operations in Southeast Asia in support of U.S. National Policy".

Alaska's Lieutenant Governor Henry A. Boucher visited on 18 April during operations off the California coast. Mr. Boucher served on the ENTERPRISE's World War Two predecessor, the USS ENTERPRISE (CV-6). Prior to departure, he presented the Captain with an ensign which was flown from the CV-6 during World War II.

The Director of Naval Intelligence, RADM E. F. Rectanus, spent the morning of 16 May touring the Ship's Intelligence Center, and speaking to its intelligence personnel.

Representatives of the National Football League spent 10-13 June touring the ship. The group included Mr. Joseph Robbie, owner of the Miami Dolphins; Mr. Gene Klein, owner of the San Diego Chargers; Mr. Bud Grant, coach of the Minnesota Vikings; and Mr. Dan Devine, coach of the Green Bay Packers.

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f. Socal Airops (17-25 July): ENTERPRISE began preparing for the Operational Readiness Exercise in mid-July. The 17-25 July at-sea period was designed to complete ship/air wing integration with exercises of increasing complexity. Specialized exercises such as "Komarexes" were held. A Komarex pits the assets of the ship and air wing against simulated Komar surface to surface missile boats.

ENTERPRISE also launched two "mini-Alfa" strikes and conducted two Readixes during this period. A "Readix" is a nuclear weapons loading exercise which requires the close coordination of most of the ship's departments. It exercises command and control, intelligence, operations, air operations, and weapons in addition to other functions.

The ship went to an actual "General Quarters" the night before it returned to Alameda when a fire broke out in the ship's newly-installed VAST spaces. Although the fire was serious, it was extinguished with no injury. This fact attested to the skill and proficiency of the damage control parties.

When the ship entered port, major VAST space repairs had to be undertaken. There was extensive damage to sensitive VAST electronic equipment. A crash program involving many agencies and ship's company personnel was completed with the system again becoming operational within two weeks of the time of the fire.

During the same (26 July - 6 August) in-port period, the crew learned that they had earned COMNAVAIRPAC's Battle Efficiency pennant for the 1973-74 competitive cycle. This was the fifth time the ship won the Battle Efficiency award since commissioning.

Two of ENTERPRISE's departments won first place departmental COMNAVAIRPAC awards. The Engineering/Reactor and Aircraft Intermediate Maintenance Departments came in first place for ship departmental awards. Combat Information Center and Communications received runner-up awards.

Vice Admiral Baldwin gave an indication of what it is like for the carrier in a peacetime environment when he announced the awards:

"The recent competitive cycle was a time of vast transition for NAVAIRPAC units. During a period of retrenchment from years of rigorous combat activity, you have had to adapt to new modes of operation, confront new problems, and generally overcome the strains which these years have had on our equipment and personnel. With increasingly limited assets, this transition has required innovative management and aggressive leadership at all levels. NAVAIRPAC units have made significant progress toward meeting the new goals we have set and I am particularly proud of these ships, departments and squadrons named in this message. The competition was extremely close, and should be. Congratulations".

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ENTERPRISE had a number of distinguished visitors to top off the in-port period. On 31 July, General Robert E. Cushman, Jr., the Commandant of the Marine Corps, spoke at the Navy League ceremonies held in the hanger bay of ENTERPRISE. He was accompanied by Admiral Isaac C. Kidd, the Chief of Naval Material and the Honorable R. Blackwell, the Assistant Secretary of Commerce for Maritime Affairs. The Honorable J. Middendorf III, Secretary of the Navy, also visited ENTERPRISE in conjunction with the Navy League Convention.

g. WEPTRAEX, NOREX, FLEETEX, ORE (7-26 August): On 7 August, ENTERPRISE began her last two at-sea periods before her Western Pacific deployment. The first period was used in a Weapons Training Exercise, in preparation for the ORE. After a weekend in San Diego, ENTERPRISE began her Operational Readiness Exercise with an opposed transit from San Diego Bay on the morning of 19 August. The Operation evolved into a graded READIEX.

During the next three days, ENTERPRISE participated in Fleet Exercise BELLCAM. There were numerous "attacks" by simulated "enemy ships", including the Hydrofoils FLAGSTAFF and HIGH POINT and, in addition, CVW-14 aircraft operated along with U.S. Marine Corps Harrier vertical takeoff aircraft.

The Operational Readiness Exercise completed the week. ENTERPRISE again met COMNAVAIRPAC's high performance standards. ENTERPRISE then returned to Alameda on 27 August for her Preparation for Overseas Movement Period (POM). The command enjoyed a 50% leave policy while simultaneously accomplishing the many preparations that had to be made for the imminent Western Pacific deployment. The six months prior to deployment saw a continual influx of aviation repair parts: until approximately 45,000 line items of aviation material were aboard. During just the final three weeks prior to deployment, ENTERPRISE loaded approximately 300 tons of material and 360 tons of provisions including initial support for the F-14 and EA-6B aircraft.

h. WESTPAC Transit (17 September - 17 October): 17 September was a sad day for the many ENTERPRISE crewmen because the ship was embarking on a deployment of uncertain duration. This would be the ninth cruise of CVAN 65's thirteen year history.

The transit was literally quiet. ENTERPRISE remained under electronic emission silence for much of the transit.

Air Wing training was not completely abandoned however. For example, the ENTERPRISE conducted a "BEAREX" on the 22nd of September. In this exercise, a P-3B Orion simulated a Soviet Bear bomber in order to test the ship's ability to detect and intercept hostile aircraft.

Throughout the transit, the Combat Information Center assumed the function of anti-air, surface/sub-surface, and electronic warfare coordinator for the entire force.

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The ENTERPRISE arrived at Pearl Harbor on the 23rd for a full day of meetings, resupply operations, and recreation. It then conducted a week of graded flight operations (COMTUEX 8-74). On the 25th, the Sea Sparrow was fired for the second time of 1974.

On 27 September, Admiral M. Weisner, the Commander-in-Chief, Pacific Fleet, flew out for a test hop in the F-14. He had the honor of helping to make the 147,000th arrested landing on board ENTERPRISE.

ENTERPRISE returned to Pearl Harbor on 29 September. Many crew members had an opportunity to enjoy Hawaii during the two-day stay. The ship arranged free bus service to downtown Honolulu and offered special service tours of Honolulu and Oahu.

During the same period, Admiral Noel Gaylor, the Commander-in-Chief, Pacific, came aboard for a short visit.

The ship resumed its WESTPAC transit on the second of October. It was a long transit, but the time was well used to prepare for imminent South China Sea operations.

There were also a number of recreational activities. For example, there was a cookout and musical show held on the flight deck a few days after the carrier left Pearl. A boxing smoker held on the hangar bay was also popular. In addition, a Captain's Cup sports tournament was also held. It included a wide variety of events ranging from bridge to an arduous three mile run on a very hot flight deck.

The crew finally saw land on the 16th. The Philippine greeting to our arrival was literally stormy. The ship had to transit the narrow Mindoro Straits while battling heavy seas from Typhoon Carmen. CVAN 65 finally docked at Cubi Point Naval Air Station's Leyte Pier on the evening of the 17th.

i. Philippine Operations (21 October - 10 December): Although most of the crew received a three day respite in Cubi, the air wing conducted flight operations from Cubi Point Naval Air Station. ENTERPRISE pulled out on 21 October for cyclic operations in the Subic Oparea. This period was necessary in order to build aircrew proficiency after a long transit which offered few flying hours.

Navy Secretary J. Middendorf III paid a second 1974 visit to ENTERPRISE on 31 October - 1 November. He also presented three medals to CDR Gordon Nakagawa of VA-196 for the Commander's "Heroic endeavors, exceptional skill, and devotion to duty..." while a POW in Vietnam. CDR Nakagawa received a Bronze Star in Lieu of a second Navy Commendation Medal.

November was significant for the air wing in another way. It marked their end of a year of accident free flying. This is a record that few air wings match.

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j. MULTIPLEX and Hong Kong (11-24 November): The ENTERPRISE participated in MULTIPLEX 2-75 during its next at-sea period. MULTIPLEX was an effort to test our ability to respond to different levels of conflict - counterinsurgency, general naval war, and all-out nuclear war. During the conventional war phase, ENTERPRISE aircraft made repeated "raids" against a wide variety of simulated Soviet combatants. Such training will undoubtedly become a routine part of future naval training. Increasing effort is being placed into realistically simulating the threats a carrier is likely to encounter.

With the conclusion of MULTIPLEX, ENTERPRISE proceeded to Hong Kong and anchored out on the morning of the 18th. As it has on other occasions, the ship's public affairs officer provided large amounts of sightseeing information about the area. The tours officer again arranged for many tours of the area.

CVW-14 received a new Commander on the 21st. Commander J. R. Wilson relieved "CAG" Furlong in a Change-of-Command ceremony held on the hanger deck.

After an extremely short, albeit expensive, week in Hong Kong, CVAN 65 set sail for what developed into a month long line period.

The Commander of British Forces in Hong Kong visited ENTERPRISE as she left Hong Kong. The air wing gave a brief flight demonstration in his honor.

k. Bayanihan and Gulf of Tonkin Specops (24 November - 24 December): CVAN 65 returned to the Philippine Oparea and participated in Operation MABLEX/Bayanihan ("working together") on 4-6 December. Bayanihan was a joint Philippine-U.S. amphibious landing operation in which ENTERPRISE aircraft provided air cover for the invading force.

ENTERPRISE had some distinguished visitors in conjunction with Bayanihan. U.S. Ambassador to the Philippines, the Honorable William H. Sullivan, was joined by the Chief, Joint U.S. Military Assistance Group, and the Deputy Commanding General of the Philippine Air Force, Navy, and the Flag Officer in Command of the Philippine Navy.

With Bayanihan completed, ENTERPRISE crewmen began looking forward to an in-port holiday period. Their plans changed when the Joint Chiefs of Staff directed ENTERPRISE to proceed to the Gulf of Tonkin and conduct cyclic air operations off the coast of South Vietnam. Air operations, often hampered by the very poor weather conditions, were conducted under a very close air control.

l. Indian Ocean Preparations (25-30 December): ENTERPRISE "made it" back to Cubi Point in time for Christmas arriving on the evening of 24 December. Despite the holiday season, ENTERPRISE had to prepare for a long-term Indian Ocean deployment and a possible round-the-world cruise.

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Traffic totals for 1974:

Month	Send	Receive	Total
Jan	518	1649	2167
Feb	773	6668	7441
Mar	1362	6917	8279
Apr	1044	7384	8428
May	1053	7503	8556
Jun	1642	7404	9046
Jul	1466	8265	9731
Aug	3142	10695	13838
Sep	2756	16415	19171
Oct	3524	24875	28399
Nov	4537	30120	34657
Dec	6643	29422	36065
	<u>28461</u>	<u>157337</u>	<u>185798</u>

e. Deck Department Unreps:

1. During the period 1 March 1974 to 31 December 1974, Deck Department conducted 30 underway replenishments, transferring 2731 tons of bombs, bomb components, missiles, ammunitions, fleet freight and stores. Also transferred during this period were 7,048,000 gallons of JP-5 and 366,875 gallons of Naval Distillate. Deck Department also delivered 611,000 gallons of Naval Distillate to ENTERPRISE escorts.

2. Underway Replenishments:

19 Apr 1974	USS SHASTA (AE-33)	167 tons ammo
20 Apr 1974	USS SHASTA (AE-33)	348 tons ammo
23 Apr 1974	USS NAVASOTA (AO-106)	312,000 gallons JP-5
13 May 1974	USS NAVASOTA (AO-106)	323,000 gallons JP-5
8 Jun 1974	USS STEIN (DE-1065) deliver	85,000 gallons ND
24 Jun 1974	USS NAVASOTA (AO-106)	343,000 gallons JP-5
18 Jul 1974	USS MOUNT HOOD (AE-29)	350 tons ammo
19 Jul 1974	USS NAVASOTA (AO-106)	569,000 gallons JP-5
13 Aug 1974	USS NAVASOTA (AO-106)	774,000 gallons JP-5
		216,000 gallons ND
23 Aug 1974	USS NAVASOTA (AO-106)	883,000 gallons JP-5
23 Aug 1974	USS KISKA (AE-35)	91 tons ammo
23 Sep 1974	USS CAMDEN (AOE-2)	875 gallons ND
		126,000 gallons JP-5
		20 tons stores
9 Oct 1974	USS STEIN (DE-1065) deliver	100,000 gallons ND
9 Oct 1974	USS AGERHOLM (DD-826) deliver	90,000 gallons ND
14 Oct 1974	USS STEIN (DE-1065) deliver	114,000 gallons ND
14 Oct 1974	USS AGERHOLM (DD-826) deliver	106,000 gallons ND

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17 Oct 1974	USS CAMDEN (AOE-2)	302 tons supplies 113 tons provisions 23 tons ships stores
24 Oct 1974	USS ENGLAND (DLG-22) deliver	116,000 gallons ND
30 Oct 1974	USS TOLOVANA (AO-64)	853,000 gallons JP-5 150,000 gallons ND
30 Oct 1974	USS SAN JOSE (AFS-7)	18 tons supplies 44 tons provisions 12 tons ship stores
12 Nov 1974	USS MARS (AFS-1)	80 tons ammo 131 tons provisions 13 tons ship stores
15 Nov 1974	USS KANSAS CITY (AOR-3)	450,000 gallons JP-5
16 Nov 1974	USS PYRO (AE-24)	232 tons ammo
29 Nov 1974	USS MARS (AFS-1)	199 tons ammo 17 tons stores
3 Dec 1974	USS KANSAS CITY (AOR-3)	1,180,000 gallons JP-5
3 Dec 1974	USS KANSAS CITY (AOR-3)	12 tons stores
12 Dec 1974	USS GUADALUPE (AO-32)	415,000 gallons JP-5
15 Dec 1974	USS WHITE PLAINS (AFS-4)	207 tons supplies 61 tons provisions 44 tons ship stores
20 Dec 1974	USNS TALUGA (T-AO-62)	820,000 gallons JP-5
23 Dec 1974	USS SAN JOSE (AFS-7)	32 tons supplies 150 tons provisions 61 tons ships stores

f. Air Operations Summary:

Total number of arrested landings in 1974 10,168

Total number of arrested landings in ENTERPRISE 150,441 History.

g. Air Department Summary:

1. Catapult operations during deployment (17 Sep - 31 Dec)

	Cat 1	Cat 2	Cat 3	Cat 4
No Loads	132	155	157	146
Aircraft	<u>1099</u>	<u>843</u>	<u>920</u>	<u>804</u>
Total	1231	998	1077	950

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2. Arresting gear operations during deployment (17 Sep - 31 Dec):

Engine Number	Arrestments
1	597
2	1090
3	1385
4	<u>661</u>
Total	3733

h. Engineering Department Summary: In 1974, the Engineering Department proved itself invaluable in support of the ship, accomplishing many tasks in a efficient and professional manner.

M Division had a busy year overhauling many pumps in ENTERPRISE's four Main Machinery rooms and two Auxiliary Machinery rooms. Main condensate pumps overhauled included 1A, 2A, 3A, and B. Three main feed booster pumps were overhauled. Main feed pumps overhauled totaled three. Moreover, two turbine rotors were replaced on the 2B and 2C main feed pumps. Fire pump numbers 6,8,10, and 12 were overhauled. Number one fuel oil transfer pump was rebuilt.

The continued ability of the ships distilling plant and water treatment system to provide sufficient water to satisfy all demands was demonstrated by the transfer of 12,500 gals of feed water upon request to a destroyer while in port Subic Bay. Approximately 600,000 gals of navy distillate fuel was transferred to escort ships from the cargo fuel storage and transfer system.

A Division repaired a compressor and a chill water air conditioning plant. The speed increaser and compressor impellers were replaced on number 5 Elliot low pressure air compressor. The internal oil pump on number five 175 ton centrifugal chilled water air conditioning plant was overhauled. A sheared piston connecting rod damaged number two chilled drinking water compressor housing. Foreign particle carryover caused the damage and a new compressor is still on order. A Division implemented a methan reduction program for liquid oxygen which proved successful.

R Division distributed the new Survival Support Device (SSD) and installed a charging system for same. A Head Habitability Shop was established to maintain sanitary drain lines and head fixtures.

E Division installed six 2000 pound roast ovens on the ship. Moreover, all 7 of ENTERPRISE's scullary machines were overhauled. The ships TV system underwent changes this year. A new antenna system was installed. Moreover, the ships entertainment system was incorporated into the TV circuitry.

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