A SALUTE

TO THE

AIRCRAFT CARRIER ENTERPRISE (CV6)

From the shores of Tripoli,
In the year of eighteen-three,
We have seen thy name survive,
Down to nineteen fifty-five.

From Decatur's "LITTLE E,"
'Twas the ENTERPRISE, you see;
To the ENTERPRISE we fame,
Sixth to hold thy gallant name.

Thus we come to World War Two,
To a type of ship that's new,
And we doff our hats to thee,
Mighty AIR FORCE OF THE SEA!

Santa Cruz to Tokyo,
Was a long, long trail to go;
But you made it, ENTERPRISE,
O'er the seas, and thru the skies!

You've been battled, and I quote;
"MORE THAN ANY SHIP AFLOAT!"
Ever fighting for high stakes,
And you sure had what it takes!

Not until the war was won,
Could the world know what you'd done;
Now thy log we scan with pride,
While we bow for those who died.

You've been deemed "THE FIGHTINGEST,"
Of the ships our NAVY lists;
Your performance, records say,
Made for certain V-J Day!

So we hail thee, ENTERPRISE,
"QUEEN-SHIP OF THE SEAS AND SKIES!"
Ever may we see thy frame,
Moored within our "docks of fame!"

CONSTELLATION'S one that's there,
While OLD IRONSIDES, HARTFORD share;
Pridefully we'll add one more -
Hail our NAVY'S OWN BIG FOUR!

William Bradford Williams
Major William Bradford Williams, AUS, Retired
The above verses were done by me 11/1/45
W.B.W.

— Major Williams is a descendant of Massachusetts' colonial governor William Bradford. His published works include two histories of United States Army ordnance, plus collections of verse. At the age of eighty-three he is currently completing his fourth book. He is a founding officer of the American Ordnance Association and former president of W.Bradford Williams & Staff, Advertising.

His combat service dates from the Spanish-American War and the Philippine Insurrection.

OFFICE OF FLEET ADMIRAL WILLIAM F. HALSEY, UNITED STATES NAVY (RETIRED)
90 CHURCH STREET, NEW YORK 7

October 21, 1957

Mr. Junius S. Morgan,
J. P. Morgan & Co., Inc.,
23 Wall Street,
New York 5, N. Y.

Dear Junius:

As you know, I have been active for many months personally assisting the 1400 ex-crew members of the Enterprise Association in their efforts to preserve the World War II carrier Enterprise as a national memorial.

The "Big E" should be saved for many reasons: first, it served the country as well as any fighting ship ever commissioned; with its unparalleled war record, no ship can better serve as a national naval memorial; the Enterprise can serve as a focal point for a broad program of activities of value to all our citizens, particularly our young people; and last, the Enterprise represents the height of a technological era which is fast passing and tomorrow will be too late to say "We should have saved her."

Our first concern was to obtain a proper site for the ship. President Eisenhower recently signed Senate Joint Resolution #96 authorizing the ship to be permanently enshrined in the nation's capital. This is, I am sure you will agree, ideal from all points -- particularly since over five million people (many of them school children) visit Washington annually. Admiral Edmond J. Moran has offered the assistance of his towing company in moving the ship from the Brooklyn Navy Yard.

Careful estimates are that at least $1 million will be required to fit the ship for towing, prepare it for exhibition and to emplace it. Annual maintenance charges will be met through nominal admission fees mutually agreed upon by the Secretary of the Navy and the Enterprise Association.

Copy sent to Enterprise group

September 5, 1956

ral:

I am sending you a copy of the bill introduced by Congressman Lyle.

79th Congress HR. 4157
House of Representives
Sept. 24, 1945
Congressman Lyle introduced and refered to Naval Affairs.

The Secretary of Navy is authorized and directed to preserve for all time as a national memorial the U.S.S. aircraft carrier Enterprise as a tribute to the men of the U.S.Navy in World War II.

The Secretary of Navy is hereby authorized to place the U.S.S.Enterprise as near as may be consistent with her preservation in the same condition as she was when in active service, that they are hereby authorized to be appropriated from time to time as such sums may be necessary to carry out the purposes of this Act.

May you succeed in carrying out this bill. I am also sending a copy to President Bill Rubin. I suggest you contact Senator Magunson who served aboard the Enterprise, and Com. Edward Beach, Naval Aide to the President who is interested in saving the Enterprise.

Wishing you Lots of Luck.

Sincerely,
Edward Smith

Edward Smith
White House Police

EVENING TRIBUNE

CROSSTOWN WITH NEIL MORGAN

NEW YORK — There is a kinship between death and sentiment, one which I do not care to examine too closely. But it was in the room with us all day yesterday, and it was dressed in pride.

The morning began when a tired, pale man in a tweed suit walked into the big fifteenth floor office at Third Naval District Headquarters, near the downtown tip of Manhattan.

We came to our feet naturally — a pair of admirals, a commander with the shoulder braid of a naval aide, two civilians who had been enlisted men when the man in the tweeds was the top man on their ocean and a newspaperman. The newspaperman was just there for the funeral.

The tired man shook hands all around and sat behind the big desk and read a statement. The carrier Enterprise had been his flagship, not quite two decades ago.

For a while, the Enterprise was the only carrier between America and the Japanese. Its pilots had shot down almost a thousand enemy planes, sunk 71 ships, and probably sunk or severely damaged another 192 ships.

His statement admitted that he was old, and sick, and that he loved the ship, but that younger men with more steam in their boilers would have to do the work now.

So FAdm. William F. Halsey assigned to others in the room the goal he had sought — to save the ship he loved from the scrap dealer's torch. It was a battle Halsey and the other Enterprise sailors had fought since the Navy announced plans to junk the gallant ship.

But sentiment like this costs money of the seven-figure kind. If the Enterprise was to become a naval shrine, with school children tramping curiously over its flight deck, Halsey and these other men had to raise the money.

And the admiral in the tweeds had tried for months, and now he admitted he was surprised that the country had not understood. The money had not come in. His ship, he knew, could not be saved. But he said that if the younger boys would keep trying, he would help all he could.

That was the start of the funeral.

The other men are not men you would accuse of sentiment, if you did not know. One is a New York City insurance adjuster. Another, Bill Rubin of San Diego, the president of the Enterprise Association, sells newspapers and operates a string of stores. A third is director of athletics at the University of Pittsburgh.

The funeral was not an easy one. The day wore on into darkness as the men who loved their ship sought a way to save her. They called the Pentagon. Another admiral said there was a good chance the Navy would call a nuclear-powered carrier by the name of Enterprise, if these men and the other thousands of Enterprise veterans thought well of the idea.

Reporters came and went, stenographers typed and re-typed drafts of hopeful statements; porters brought sandwiches and coffee, because no one left the room for lunch.

Finally, the old man in the tweeds shook hands all around, his eyes lingering fondly on each face.

"I'm sorry, boys," he said.

The others talked for a while. On their way uptown, they took an impetuous detour by the naval shipyard in Brooklyn to see their ship again. It was battered and scarred, still, and the scars brought memories.

And the memories brought the sentiment that brings tears to the eyes of men.

The following letter was received just prior to the closing date of the publishing of the minutes and is included because it expresses the feeling of men who served on board the big "E".

12 October 1956

Mr. Bill Rubin
Save the Enterprise Association
San Diego, California

Dear Mr. Rubin:

The newspaper item about your efforts to save the ship set me about the following lines, in imitation of Oliver Wendell Holmes's famous verses "Old Ironsides" (1830). I was a traveling pilot on Enterprise for less than a week, but esteem her record highly.

Ay, tear her tattered pennant down!
It speaks of days long past,
When men undrafted left the deck
And some came back to "Cast."
Now newer ships are shaken down
And jet trails shred the skies.
But those who know can not forget
The gallant Enterprise!

Sincerely,

Frederick L Gwynn
LCDR USNR-R.

Naval Academy Athletic Association

United States Naval Academy

Annapolis, Maryland

11-130-5-

25 March 1958

Dear Mr. Welton:

On behalf of the Naval Academy Athletic Association I want to acknowledge and express our sincere appreciation to the U.S.S. Enterprise Association for its very generous contribution of $1,000.00 and additional pledge of $9,000.00 to the Navy-Marine Corps Memorial Stadium Fund.

We shall be proud, indeed, to have the "Enterprise Tower" as one of the major memorials in the stadium, and we are very pleased to be able to preserve at least a small part of Enterprise as a lasting tribute to her thousands of officers and men who served their country in the highest traditions of the Navy and Marine Corps.

I hope that all of the Enterprise Association's 1400 members will someday have an opportunity to visit the stadium and will be justly proud when they see the "Enterprise Tower", in knowing that they have played a major role in making its construction possible.

With kindest regards, I am,

Sincerely,

W. R. Smedberg, III
Rear Admiral, U. S. Navy

Mr. H. J. Welton, Treasurer
U.S.S. Enterprise Association
Westover Avenue
Stamford, Connecticut

Enterprise file

Naval Advisory Council

In these days of much emphasis on missiles and nuclear submarines, we are tempted to overlook the necessity of a balanced weapons system. Therefore, this letter is devoted to the very vital phase of extending our sea power--a nuclear attack carrier officially referred to as the CVAN program. Your Congressman and Senators will undoubtedly be interested in your opinions on this subject when this program is under consideration.

The aircraft carrier is an exclusive military advantage of the United States. The Soviets have none.

The nuclear-powered attack carrier will be the most important single ship in the Navy. It is the key element of naval nuclear striking power. This program is vital to the Navy, to the Nation, and to the Free World.

A carrier is a sovereign United States airbase, which can be deployed anywhere in the world, which moves constantly, and which requires no treaty, agreement, rent or consent.

Manned aircraft will remain in our fleet for the foreseeable future. They are essential because there are many tasks which they can perform more effectively than missiles. Aircraft can return, reload, and reattack - the missile is a one-shot weapon. The pilot of a plane can select a secondary, alternate, or more promising target - the missile can't think. The operational reliability of missiles does not approach that of manned aircraft.

The carrier task force destroys targets which might threaten it before the weapons systems of those targets can be activated. The Carrier Air Group destroys airfields and their aircraft; missile launching sites and their missiles; submarine operating bases and their submarines in port or under construction.

For an enemy to attack a carrier task force, he must first find the task force. Then the attacker must penetrate AEW barriers, evade long range reconnaissance, escape detection by pickets (both surface and submarine) - and then face destruction by interceptors, guided missiles, and guns. Meanwhile, the task force is moving at speeds in excess of 30 knots. To attack a carrier task force is to attack the most difficult target in the world.

Attack aircraft for precise weapon delivery, close support of troops, or attacks requiring judgment, will be required to meet limited war situations for many years to come.

Aircraft carriers and the carrier task force are of vital importance in keeping World War III from ever erupting - even in the age of space satellites, space missiles, and space ships. For limited wars, with limited objectives, there is no substitute for the flexible, versatile carrier task force, on the spot and ready for any operation, from raising a cautioning finger to unleashing atomic destruction.

An effective Naval Task Force is made up of compatible elements. The potency of a nuclear-powered attack aircraft carrier would be diluted by a requirement to operate in a task force with a conventionally powered carrier. Our CVAN program must produce one CVAN annually until we have at least four, so that we may operate two nuclear powered task forces. Every year we "wait and see" while the first CVAN is being built is just one more year of diminishing return from the finished product.

The heart of the Naval Task Force is the carrier. This is the weapons system that can deliver a devastating nuclear attack, a precise conventional attack, or can just stand as a strong, inscrutable sentry.

DEPARTMENT OF THE NAVY
OFFICE OF THE SECRETARY
WASHINGTON 25, D. C.

February 3, 1958

My dear Mr. Chairman:

I thought that you would be interested to know that in naming our first nuclear powered aircraft carrier, CVA(N)-65, special consideration has been given to all the eligible names for this historic ship. After study and discussion we have settled on the highly appropriate one - USS ENTERPRISE.

I have approved this name that perpetuates the name of the famous World War II carrier ENTERPRISE which participated in every major combat operation in the Pacific theater, and her six predecessors.

With best wishes.

Sincerely yours,

Thomas S. Gates, Jr.,
Secretary of the Navy

Honorable Richard B. Russell
Chairman, Committee on Armed Services
United States Senate
Washington 25, D. C.

U.S.E

October 11, 1957

Mr. Darrell L. Hobbs, CBL, USN
Gallu Productions, Incorporated
1040 North Las Palmas
Hollywood 38, California

Dear Hobbs:

It was mighty grand to talk to you on the phone in Los Angeles, and I appreciate very much your letter with the enclosed script for the NAVY LOG Program, "The Ballad of the Big E". I am going to ask Mr. Sam Gallu for the film of the show, and will try to use it here to raise funds for saving the ship.

I hope to have a talk with the group in New York, who are handling the fund raising for the ship, and will probably write you again about these conversations.

I am sure that you had a great deal to do with the production of this script, and I want to express my thanks along with all my shipmates to you for your efforts.

We enjoyed our time on the West Coast, and I am sorry that you did not get to see Pittsburgh play. I wish that we had had time to get tickets to you, but I was in a "box" about delivering any at the time you called. There were many guests coming in, and I barely made the game on time myself.

I hope that you will get back our way one of these days, and in the meantime, I know that you are enjoying watching your son play football. I wish you both lots of success.

Kindest regards.

Sincerely,

T. J. Hamilton
Director of Athletics

TJHHcjj

October 17, 1956

The Honorable James H. Duff
United States Senate
Carnegie, Pennsylvania

Dear Senator:

I am taking the liberty of forwarding to you a copy of a letter I have just mailed to the Honorable Secretary of the Navy.

We have just received the disquieting news that the Navy plans to declare the "Big E" unfit for service and to be sold as scrap. I am sure that most sailors have a great love for their ship, but you will find that the crew of the ENTERPRISE had something extra, which they both acquired and added to from their association with the character and soul of the greatest fighting ship in the history of all navies of the world. She was the champion among a fleet of champions, and by the ability and resolution of her crew (which changed several times over) she slugged away with telling blows in practically every action in the Pacific, and was the only carrier who really was present at all these engagements all the way through the War.

If any ship can inspire youth to service on the sea, it would be the ENTERPRISE properly preserved and made available for visitors to trod on her hallowed decks.

I hope that as a member of the Senate Armed Forces Committee, that you can direct your influence to hold in abeyance the selling of the U.S.S. ENTERPRISE for scrap and to help convert her into an historical monument for our nation.

Kindest regards.

Sincerely yours,

T. J. Hamilton
Rear Admiral, USN, (Ret.)
Director of Athletics

Enclosure

October 18, 1956

Mr. James W. Archer, President
San Diego Council
Navy League of the United States
Bank of America Building
San Diego, California

Dear Mr. Archer:

I have received the information of your interest in the saving of the U.S.S ENTERPRISE from scrap, and the movement of the group of citizens of San Diego to preserve her there as a national shrine, museum, or Naval Armory.

I think an examination of Naval history will portray that she symbolizes the valor and gallantry of our Naval forces in World War II since she was privileged to fight in almost every engagement that took place. Her survival was a tribute to the ability and resolution of her crew, and the morale and devotion of all those who served her in all ranks give indication of the inspiration of the character and soul that a ship may possess.

I thoroughly believe that San Diego, as the first homeport of the "Big E", would take tremendous pride in having her tied up at a dock where she would be available for visitors to come aboard, and she could perhaps serve Naval Reserve as a station ship armory.

All the sailors who went to sea in the "Big E" hope that you and the Navy League of San Diego will be able to initiate and carry out action which will preserve this great ship.

Thanks so much for your considerations.

Sincerely yours,

T. J. Hamilton
Rear Admiral, USN, (Ret.)
Director of Athletics

cc: Bill Martin

Ret.

October 17, 1956

The Honorable Charles S. Thomas, USN
Secretary of the Navy
Navy Department
Washington 25, D.C.

My dear Mr. Secretary:

The President of the U.S.S. ENTERPRISE Association has passed the word along to me that the Navy Department has announced, as of 8 October, that the "Big E" is unfit for service, and will be sold as scrap. Mr. Rubin has informed me that he has sent by telegram the Resolution, which was passed by the ENTERPRISE Association of 1200 men who served in her, that any and all plans for scrapping the U.S.S. ENTERPRISE (CV-6) be held in abeyance pending the outcome of a proposal to the Congress to convert the said U.S.S. ENTERPRISE into a national shrine, museum or relic.

At the recent reunion of the ENTERPRISE Association all members present made a "sentimental journey" to Bayonne, and were privileged to walk over her decks again. Ther order to offer her for scrap will take a heavy toll in the hearts of all the men who served in her and along side her in the task groups of World War II. If any ship is worthy of being perpetuated as a national shrine, museum, station ship or armory, it would be the U.S.S. ENTERPRISE. A study of her record will show that she participated gallantly in more combative action than probably any other fighting ship in the history of the world, and she symbolizes the key role of Naval air power in recent global strategy. The case is best stated by the following letter written by the Secretary of the Navy, James Forrestal, to President Harry S. Truman:

> "Time has accomplished what the enemy failed to do in four years of desperate and costly effort: the USS ENTERPRISE must be taken out of service because modern planes cannot be flown in combat from her flight deck.
>
> "The ship was the heart of the Fleet when the war was going badly for us. The names of more than a score of battles are in her record of service and she has survived many attacks. She made our first attack on Japanese territory at the Marshalls and

Gilberts in February of 1942, she flew the flag of Admiral (then Rear Admiral) Spruance in the Battle of Midway, one of the decisive battles of history, and after the HORNET was lost in the battle of the Santa Cruz Islands the ENTERPRISE was our only carrier in the Pacific. Her crew proudly proclaimed that it was ENTERPRISE against Japan and steamed into the Battle of Guadalcanal. Her squadrons shot down nearly a thousand of the enemy's planes and sank seventy-four of his ships.

"The men who have fought her love this ship. It would grieve me to put my name to the document which would consign her to be broken up for scrap.

"I believe, Mr. President, that the ENTERRRISE should be returned permanently at some proper place as a visible symbol of American valor and tenacity in war, and of our will to fight all enemies who assail us, and I request your approval of this proposal."

We fervently hope that a site can be obtained to preserve this great ship, and she will be able to render continued service to the United States Navy as a shrine, museum, relic or armory.

Kindest personal regards.

Respectfully,

T. J. Hamilton
Rear Admiral, USN, (Ret.)
Director of Athletics and
Physical Education

believe, has accepted this position because Admiral Halsey's health does not permit him to carry on work of this nature.

If you would care to discuss this with Mr. Mike Mooney of the PR & R Company and Lt. Commander Nevil, who is Admiral Halsey's aide, and Mr. Harrison Welton of the ENTERPRISE Association, I would be happy to arrange the meetin

If you might be interested in this project, I would like to arrange a meeting between you and Mr. Felton and probably Mr. Mooney of the P R & R, and Lt. Commander Nevil, Admiral Halsey's aide.

I am sure this is the type of thing you can embrace and which you could put over with the greatest of ease.

Lots of luck in your new position.

Kindest regards.

Sincerely,

T. J. Hamilton
Director of Athletics
Rear Admiral, USN (Ret.)

March 28, 1957

Captain Tom Hamilton
University of Pittsburgh
Pittsburgh 13, Pa.

Dear Tom:

Thank you so much for your letter of March 11, 1957.

It gives me great pleasure to do what I can to further the cause for the Enterprise. I visited the ship the other day to make a film for Pathe News, and from all indications the drive seems to be going along very good.

I think it would be a good idea if you got together with Admiral "Slim" Cowdrey and took a personal look at the Enterprise in order to come up with a fairly firm estimate as to how much it would cost to place her in shape to tow to the West Coast.

Please give my best to Emmie and I will look forward to seeing you the next time you are in New York.

Sincerely,

W F Halsey

W. F. Halsey
Fleet Admiral
U.S. Navy (Ret.)

OFFICE OF FLEET ADMIRAL WILLIAM F. HALSEY, UNITED STATES NAVY (RETIRED)
90 CHURCH STREET, NEW YORK 7

7 February 1958

Honorable Sinclair Weeks
Secretary of Commerce
Washington, D.C.

My dear Mr. Secretary:

I want to thank you and the members of your department for excellent assistance during recent months in matters surrounding our efforts to emplace the USS Enterprise in Washington as a memorial museum.

As you may have learned, I found it necessary to withdraw from the campaign shortly after the first of the year. However, it is my understanding that in subsequent meetings the Enterprise Association re-evaluated the situation and elected to save a suitable portion of the bridge, mast, or island, to be erected as a memorial at the site of the Navy-Marine Corps Memorial Stadium in Annapolis.

Of course, at the time we first called upon you for assistance, there was no way of knowing what the outcome of the campaign might be. The thoughtful consideration and time which you devoted to this project was most helpful and very much appreciated.

With all good wishes and kindest personal regards, I remain

Cordially,

W. F. HALSEY