

1975



USS ENTERPRISE (CVN 65)

Fleet Post Office
San Francisco 96601

CVN65/32:bn

5750

Serial 55

26 APR 1976

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[REDACTED] (Unclassified upon removal of enclosure (1))

From: Commanding Officer, USS ENTERPRISE (CVN 65)

To: Chief of Naval Operations (OP-0502)

Subj: 1975 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS ENTERPRISE Command History for 1975

1. In accordance with reference (a), enclosure (1) is forwarded as
USS ENTERPRISE (CVN 65) 1975 Command History.

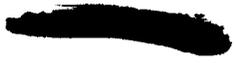
C. C. SMITH Jr.

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

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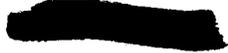
USS ENTERPRISE (CVN 65)

COMMAND HISTORY

1975

CLASSIFIED BY OPNAVINST 5750.12B
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
DECLASSIFIED ON 31 DECEMBER 1982

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D E D I C A T I O N

THIS HISTORY IS DEDICATED TO LIEUTENANT JACK LEE PEDERSEN,
USN, AN OFFICER WHO REFLECTED THE NAVY'S HIGHEST LEVELS
OF PROFESSIONALISM. HIS DEATH SERVES AS A CONTINUING
REMINDER THAT OUR CALLING IS A DANGEROUS ONE, WHETHER IT
BE CONDUCTED IN PEACE OR IN WAR.

C. C. SMITH JR.
CAPTAIN USN
COMMANDING OFFICER,
USS ENTERPRISE (CVN 65)

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"The many difficult shortfused operations which ENTERPRISE handled so well attest to the expertise and the dedication of the ENTERPRISE/Air Wing 14 Team. The first deployment of the F-14 Tomcat, (including its first use in combat ops), the Indian Ocean deployment with the Mauritius disaster relief mission and participation in Southeast Asia Evacuation operations were all carried out in the professional style which has become the hallmark of "BIG E" operations."

--COMNAVAIRPAC--

These words summarize how the USS ENTERPRISE spent the first part of 1975. They illustrate the uncertainty which the peacetime carrier force faces in an equally uncertain international environment. Terms such as "short fuzed" are becoming synonymous with carrier operations.

This rapidly shifting, uncertain schedule of "carrier ops" places high demands upon a carrier team. The team must transit great distances, often into areas without established lines of support. Once the ship arrives at these remote areas, she must be prepared to conduct all forms of warfare. These necessities demand a ship which is in an excellent state of readiness.

In order to maintain this high state of readiness, ENTERPRISE spent the second portion of 1975 in an extensive repair period which was completed in November. At year's end, CVN 65 again stands ready for a hectic series of carrier workups in preparation for the ship's Bicentennial Cruise.

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CHRONOLOGY - 1975

1 - 6 Jan	In port Subic Bay
7 Jan - 4 Feb	Transit to Mombasa, Kenya
5 - 8 Feb	At anchor Mombasa, Kenya
9 - 11 Feb	Transit to Port Louis, Mauritius
12 - 15 Feb	At anchor Port Louis, Mauritius
16 - 22 Feb	Transit to Singapore
22 - 25 Feb	In port Singapore
26 Feb - 4 Mar	Transit to Subic Bay
5 - 11 Mar	In port Subic Bay
12 - 20 Mar	SCS Ops
21 - 27 Mar	In port Subic Bay
28 Mar - 9 Apr	SPECOPS in SCS
10 - 14 Apr	In port Subic Bay
15 Apr - 1 May	SPECOPS in SCS
2 - 4 May	In port Subic Bay
5 - 13 May	Transit to CONUS
14 May	In port Pearl Harbor
15 - 19 May	Transit to CONUS
20 May - 27 Oct	In port Alameda
28 - 29 Oct	Fast Cruise
30 - 31 Oct	Sea Trials
1 - 11 Nov	In port Alameda
12 - 20 Nov	Sea Trials
21 Nov - 1 Dec	In port Alameda
2 - 14 Dec	Sea Trials/ORSE
15 - 31 Dec	In port Alameda

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I. (C) COMMAND ORGANIZATION

a. (U) Commanding Officer. Captain Carol C. SMITH Jr., 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 sub-surface 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. On board manning levels at the year's end are shown below:

Officers:

Ship's Company 161

Flag 17

Civilians 38

Enlisted:

Ship's Company 2877

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Flag

25

There was no Air Wing aboard at year's end.

(1) Carrier Air Wing Fourteen was embarked during the first five months of 1975. During this period, the Air Wing was composed of VF-1 "Wolfpac", VF-2 "Bounty Hunters", VA-97 "War Hawks", VA-27 "Royal Aces", VA-196 "Main Battery", VAW-113 "Black Eagles", VAQ-137 "Rooks", FS-2 "Golden Falcons" and RVAH-12 "Speartips". Air Wing composition changed mid-year with VAQ-134 "Garudas" and RVAH-1 "Tigers" replacing VAQ-137 and RVAH-12 respectively. The Wing gained an additional squadron with the introduction of VS-29 "Vikings".

d. (U) Location of Homeport. Alameda Naval Air Station, California, remained the homeport for ENTERPRISE throughout 1975.

2. (C) SUMMARY OF OPERATIONS.

a. New Year in Subic (1-6 Jan). ENTERPRISE spent the holiday period in preparing for a possible round-the-world cruise. The ship was presented with four proposals, only one of which entailed a return to California via the Western Pacific. As a result, the first few days of the new year were hectic. Many preparations had to be made for a cruise that would be far removed from established channels of support.

Much of the preparation was material in nature. The work included such diverse things as the repainting of the ship, the performance of a wide range of repair work, and the unloading of an extra large amount of stores.

The supply requirements were prodigious indeed. In order just to have adequate navigational coverage for all of the areas in which the ship might conceivably operate, more than 10,000 pounds of charts had to be brought aboard !

Planning conferences constituted the other major form of preparation. Virtually every activity envisioned during the forthcoming deployment required inter- as well as intra-unit conferences. Intelligence, operations, and communications coordination meetings were but a few of the sessions which were held.

b. Transit to Mombasa (7 Jan - 4 Feb). On the seventh of January, ENTERPRISE began her second month-long deployment of the cruise. Her destination was the Indian Ocean. This was the first time ENTERPRISE had been in that area since the Indo-Pakistani war in 1971.

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This return to the "I.O." also aroused public interest. The ship's transit to the Strait of Malacca made it appear that the ship was returning to Vietnamese waters for yet another time. ("E" operated off of the coast of South Vietnam for a ten day period in December of 1974.) To complicate matters, South Vietnamese "diplomatic sources" leaked that a U.S. task force led by ENTERPRISE was coming to South Vietnam's aid. (This was not one of the previously mentioned options that had been presented to ENTERPRISE.)

Shipboard operations were routine during this period. The ship conducted the first Phoenix Missile Vertical Replenishment (VERTREP) ever conducted between U.S. Navy ships. Other than this, things were "normal".

ENTERPRISE exited the Malacca Strait on the 11th. Rumors about possible ENTERPRISE operations against North Vietnamese forces were replaced by rumors of possible intervention in the Middle East. Although Secretary of State Kissinger had recently remarked that the U.S. might use force to guarantee Mid-East oil for the West, these rumors, also had no apparent basis in fact.

The routine was broken when ENTERPRISE lost an EA-6B electronic warfare aircraft on January 13th. Within fifteen seconds of launch, the aircraft had "flamed out" and settled into the water. Two of the four crewmen were unharmed. One escaped with back injuries and one died.

An F-14 flameout the following day worsened matters. Fortunately, this time both crewmen escaped unharmed.

The gloom caused by these events was lessened when the ship crossed the equator on the 15th. A general standdown was called for the arrival of King Neptune and his entourage. The plight of the "pollywogs" was partially alleviated by the fact that they outnumbered the "shellbacks".

The ship also continued her Captain's Cup tournaments during this period. These inter-divisional competitions included track and field, a rope climb, a tug-of-war, weight lifting, arm wrestling, a boxing socker, plus pinochle and cribbage tournaments.

Other than this, the ship's activities continued at a steady pace. In fact, the Air Wing conducted flight operations during 24 of the 32 days in the Indian Ocean. They averaged sixty fixed-wing sorties a day.

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ENTERPRISE continually received supplies from her escorts in order to sustain this level of activity. All ships, in turn, received high priority supply items via COD airlift from Singapore, Bandar Abbas (Iran), Utapao (Thailand), Mauritius, and Diego Garcia.

These airfields, and others, were potential divert fields. Although the ship was more than 700NM from the nearest land at times, plans existed to accomplish emergency aircraft divert through the use of aerial refueling. However, an aggressive "no divert" spirit allowed the ship to avoid using shore based installations.

Diego Garcia was of particular interest to ENTERPRISE. RVAH-12 was tasked to fly photo-mapping missions of the area. The missions were successfully accomplished and the results were forwarded for use in construction planning (See photo section).

From Diego Garcia, the ENTERPRISE entered the Persian Gulf, where she conducted routine air operations under the surveillance of Soviet Navy vessels.

CVN 65 then transited south towards Mombasa. An F-14 experienced a flameout on 27 January. However, the pilot managed to restart one engine and return his aircraft safely to the ship. Another emergency situation arose on 2 February off of the coast of Somalia. This time an F-14 was forced to make a barricade landing, which resulted in only minor aircraft damage.

An impressive group of Kenyan and American dignitaries including the American Ambassador to Kenya and the Kenyan Deputy Minister of Defense, visited the ship two days later. In addition to receiving shipboard tours during their overnight visit, the VIPs (as well as the entire ship's complement) were treated to an air show conducted by CVW-14.

The ship anchored four miles out from Mombasa on the morning of the fifth and the following four-day visit was more enjoyable than originally anticipated. Initially, the liberty party was restricted to 1500 men per day. This relatively small number was subject to further decreases due to the high afternoon winds known to occur in Mombasa. However, liberty coordinators were elated to discover that Mombasa could definitely accommodate a liberty party much larger than 1500----(even with the Queen Elizabeth II in port!!). ENTERPRISE crewmen were allowed the opportunity to spend two out of the four days in town and the weather proved to be very cooperative. In addition, safari tours were available. Some adventurous souls even made it as far inland as Nairobi!

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On the fifth of February, Commander John R. Batzler relieved Captain James W. Austin as ENTERPRISE Executive Officer. Two days later, at Change of Command ceremonies, RADM W. L. Harris relieved RADM O. H. Oberg as Commander, Carrier Group Seven.

c. Mauritius Disaster Relief and the Return to Subic (9 Feb - 4 Mar). The island nation of Mauritius was struck by Typhoon Gervaise on 6 February. Six people were killed and damage in the millions of dollars was done in what was described as the "worst storm to hit Mauritius since 1956".

This misfortune presented the U.S. with an opportunity to improve its image in a country where demonstrations had been held against the U.S. Indian Ocean presence just weeks before. Mauritian Prime Minister Ramgoolan accepted U.S. aid offers and ENTERPRISE was ordered to proceed to Mauritius at best speed to join the USS CAMDEN in conducting disaster relief operations.

The ship prepared to render assistance during the fifty hour transit. She was canvassed for a wide variety of skills. Work parties of 6 - 10 men were created. Some parties were highly specialized while others were for general cleanup purposes. Having a large number of specialized parties would thus allow CVN 65 to tailor its support to a wide variety of local needs.

ENTERPRISE arrived at Port Louis, Mauritius, on the 12th. Even before she steamed into the Port Louis roadstead, planners realized that the ENTERPRISE would be part of a multinational disaster relief effort which would include French and Soviet participation.

Once ENTERPRISE was at anchor, RADM Harris, the task force commander, began to supervise the execution of the disaster relief effort. During the four days at Port Louis, ENTERPRISE teams spent more than ten thousand man-hours on various disaster relief projects such as restoring the water, power, and telephone systems and repairing a hospital's roof and air conditioning plant. The ship also provided helicopter support, medical support, food, potable water (via plastic lined repair part cans), and ten thousands pounds of dried milk.

As ENTERPRISE cleanup teams cleared debris, a CVN 65 Explosive Ordnance Disposal Team became a real crowd winner as it worked with Mauritian Mobile forces at removing trees from roads and buildings. Other teams clearing debris also discovered that the number of spectators exceeded the number of people in the team!

Overall, ENTERPRISE disaster relief efforts were intensive, but they involved only a small part of the crew. Volunteers for the work parties far exceeded available openings. As a result, approximately 300 men went ashore each day. (Other crewmen were fortunate enough to go on exchange tours of the Clemenceau, a French aircraft carrier.)

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The effort concluded with a visit from the American Ambassador, the Honorable Phillip W. Manhard. He had high praise for the crew and offered an invitation for a return visit.

ENTERPRISE departed the area on the 15th as the Soviet cruiser DEMITRI POZHARSKI arrived on the scene. She then returned to Singapore via Diego Garcia. This time, however, photomapping operations were cancelled because the Australian yacht BILLIE BLUE was in the area with an embarked group of news media representatives who were protesting United States presence in the Indian Ocean.

The crew received four days of liberty in Singapore prior to completing the return to Subic Bay on 4 March.

d. Ins and Outs (5-27 March). During the 5 - 11 March inport period, ENTERPRISE found herself involved in the Joint Chief of Staff Command Post Exercise PRIME RATE. It is believed that this was the first time a carrier was required to become so intimately involved in a world-wide nuclear command and control evolution.

The next at-sea period (12-20 March) was used to conduct refresher landings for VRC-50's C-1's and C-2's as well as Marine Corps F-4 Phantoms. Two mining exercises were also conducted by embarked A-7/A-6's. Finally, the ship began the underway off-loading of ammunition in preparation for her return to the United States. The goal was to off load all but 1000 tons of ammo with the remaining amounts to be off loaded prior to pulling into Alameda.

ENTERPRISE's last tentative inport period began on the afternoon of the 21st. During this period, 11 "dud" aircraft were loaded aboard for an opportune sealift to CONUS. However, due to a sudden change of events they had to be hastily off loaded on the morning of the scheduled departure on 28 March.

e. More SPECOPS and Home (28 March - 20 May). CVN 65 left Subic, but she steamed towards Vietnam, not the United States. With simultaneously deteriorating situations in Cambodia and Vietnam, ENTERPRISE was called upon to prepare to provide air support for a number of the evacuation operations being considered.

As luck would have it the "BIG E" was not needed for "Talon Vise", the Cambodian "extraction" operation. However, there was a definite need for ENTERPRISE to provide support for "Frequent Wind", the plan to evacuate U.S. personnel and foreign nationals from Saigon and Vung Tau.

Naturally, this made the re-loading of a tremendous quantity of ordnance

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one of the first orders of business. ENTERPRISE had to double its onboard stores as well as acquire certain specialized weapons needed to support the proposed Vietnam operation. Additionally, the 28 March - 9 April at sea period was devoted to "standing by" and to providing airborne and deck aircraft. This alert requirement resulted in only minimal flight operations throughout the period. However, ENTERPRISE also served as a forward logistic staging area to support the amphibious task force (TF 76). Carrier capable aircraft ferrying personnel or supplies to the task force would land aboard ENTERPRISE and refuel or turn the cargo over for other modes of transportation to the amphibious force.

The USS MIDWAY relieved ENTERPRISE on the twelfth day of the line period and ENTERPRISE returned to Subic for 4 days. While in port the ship remained on 12-hour standby alert. During this period, she received permission to conduct a four day port visit to Manila that would be preceded by three days of cyclic air operations and of playing host to the USS HANCOCK's Air Wing (CVW-21). This was done as the HANCOCK had off-loaded its aircraft at Cubi in order for it to serve as a helicopter platform for operation "Frequent Wind".

The at-sea period passed normally and ENTERPRISE sailed into Manila harbor on the morning of the 18th. Her alert status was increased to four hours. No sooner had she dropped anchor than a message arrived advising her to proceed at 25 knots to a holding area located 150NM from Vung Tau. Within a few minutes of the receipt of this message, ENTERPRISE weighed anchor and was again heading West. Her hasty departure only increased public speculation about the nature of the ship's Vietnam support operations.

ENTERPRISE was now on her last line period of the cruise (15 April - 1 May). The first fourteen days were uneventful, but on the 15th day, 29 April, "Frequent Wind" was executed. ENTERPRISE and CORAL SEA were called upon to provide air support for the helicopter evacuation from South Vietnam. The operation was short, but busy. The ENTERPRISE Air Wing, CVW-14, flew 95 sorties in support of the operation, but on no occasion was any ordnance used in anger, although an A-7E was lost due to undetermined causes. Once the operation was completed, ENTERPRISE spent a last weekend in Subic Bay before beginning the 7000NM transit back to Alameda. Guests aboard for the return voyage included Marine CE-53 helicopter squadron and its 290 man contingent.

Upon "outchopping" from WESTPAC, the ENTERPRISE received the following from VADM Steele, COMSEVENTHFLT:

"It is with pride and admiration that I express my appreciation for

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your superlative contributions to the Seventh Fleet. You have met the challenges of changing schedules in Gulf of Tonkin, Indian Ocean tasking, quick response actions in the Mauritius relief operation, fleet introduction of new and highly visible equipment, and most recently, Vietnam evacuation operations. These have been characterized by standard setting prowess..."

CVN 65 moored at Pier Hotel at 0900W on the 14th. During her two day stay, national attention was focused on the Mayaguez incident and ENTERPRISE came close to being ordered to return to Southeast Asia as a helicopter transport. Fortunately, the crisis was rapidly resolved.

While in Hawaii, ENTERPRISE embarked 150 sons of crew members. They rode the ship back to Alameda as part of Operation Tiger, a program for dependent orientation to the Navy. During the transit, they were given tours, special demonstrations, and recreation periods in a novel environment.

California Highway Patrolmen and U.S. Customs Service inspectors also embarked in Hawaii. (The CHP conducted an intensive program to familiarize the crew with U.S. driving conditions.)

On the 20th of May, ENTERPRISE arrived in Alameda. Her homecoming was enlivened by a taped show which a local radio station conducted aboard the ship.

3. (C) Standdown, SRA and Sea Trials (20 May - 31 Dec). Once in port, "BIG E" commenced a well earned thirty day standdown. This was followed by a four month Selected Restricted Availability (SRA) period during which a number of repairs and structural changes were accomplished. This work was coordinated through a temporarily created Ship's Force Overhaul Management Systems (SFOMS) Department. Naturally, most of the ship's personnel were heavily involved.

a. Operations. The change of ENTERPRISE's designation from CVA(N) 65 to CV(N) 65 was accompanied by the introduction of a true Anti-Submarine Warfare (ASW) capability aboard the ship. The ship acquired and tested an ASW Tactical Support Center (TSC). The TSC enhances the ship's ASW capability by allowing it to process sensor information obtained from S-3A Viking antisubmarine warfare aircraft.

ENTERPRISE's Combat Information Center also received a new Naval Tactical Data System (NTDS) program. This improved program allows TSC/CIC interface, expanded ASW capability, limited anti-ship missile defense capability, and enhanced data linking capability.

The Combat Information Center's electronic warfare capabilities were further enhanced with the introduction of the SLQ-17, electronic countermeasures deception repeater. This system allows for the rapid detection and automatic jamming of enemy weapons systems.

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In other areas, the ship's Intelligence Center (CV-IC) capability was enhanced with the introduction of a new computer software package. The new programs offered by the NIPS-15 system offer greater selectivity and speed in the retrieval of information.

b. Supply. Roughly 3500 line items were ordered for the SPOMS Department at a cost of \$650,000.00. During this period many of the Supply spaces were modernized with new equipment. ENTERPRISE received an entirely new laundry with the latest model industrial washers, dryers and presses. Improvements were made in the wardroom and crew's galleys, and the mess decks were resurfaced with an attractive coat of Protective Rubberized Coating.

In addition, during this period the Supply Department contracted the Intra-fleet Supply Support Operations Team (ISSOT) to assist in identifying all excess COSAL and AVCAL stock and inventorying the S-6 storerooms. The end result of this operation was a 93% stock validity of the Supply storerooms.

c. Communications. The communications guard was shifted ashore to NTCC, NAS ALAMEDA from 21 May to 10 October 1975 during standdown and SRA.

During SRA, several communications projects were undertaken, including the overhaul of all deck edge whip antennas, overhaul of six AN/WRT-2 transmitters, modification of the AN/SRC-16 transceiver, and overhaul of all shipboard teletypewriter equipment. One KW-7 and one CV-2460 (cryptographic device and convertor, respectively) were installed to support the ship's CV-TSC addition. (The AN/SSR-1 satellite receiver and associated antennas were installed in anticipation of the Fleet Satellite Broadcast System's inauguration.) The ship's deck edge antenna layout was modified by the addition of a 35-foot trussed whip, one fiberglass whip and two UHF antennas for the Ship's Signal Exploitation Space (SSES).

As a result of an agreement between the governments of the United Kingdom and the United States, a British satellite terminal, SCOT-1, was installed for a two year evaluation period. The terminal's original single channel operation was modified by the addition of the U.S. designed and manufactured TDM-1251 multiplexer unit, which provides ENTERPRISE's version of the SCOT-1 terminal with 15 channel operation. A U.S. designed and manufactured master oscillator was also installed, and replaced the British crystal controlled oscillator, thus permitting variable, continuous tuning to allow access to any SHF (super high frequency) satellite. Initial satellite linking will be with NAVCOMMSTA Honolulu via Defense Satellite Communications System (DSCS) Satellite 9434. The satellite's coverage will enable ENTERPRISE to be satellite-terminated with NAVCOMMSTA Honolulu both in EASTPAC and WESTPAC. The SCOT-1 terminal will be linked to

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NAVCOMSTA Diego Garcia when the ship is in the Indian Ocean, via British satellite SKYNET II. Thus, ENTERPRISE ship-to-shore communications will be via satellite in all ocean areas normally associated with EASTPAC and WESTPAC operations.

d. Weapons. The Weapons Department modified a number of weapons storage areas, including those for Walleye/FAE (Fleet Air Explosive), S-3A ordnance support, and linkless loaders for the M61 A1. These modifications were evaluated during the System Installation Assurance Test (SIAT) conducted from 30 September - 2 October 1975.

e. Engineering. Engineering was one of the busiest departments during the SRA. Each of four major divisions completed a significant workload in a relatively short period of time.

(1) The Auxiliaries Division oversaw the following:

- (a) Overhaul of catapult related valves.
- (b) The recabing of the ship's aircraft elevators, as well as certain major sets of elevator associated doors.
- (c) The overhaul of refrigerator piping systems and associated compressors.
- (d) Overhaul of O₂N₂ plants.

(2) R Division's SRA accomplishments included the following:

- (a) Installation of Self Support Device (SSD) racks throughout the ship.
 - (b) Modification and testing of ENTERPRISE's countermeasure water washdown system.
 - (c) The revamping of the ship's sewage system.
 - (d) The improvement of the ship's damage control readiness.
- In addition, the division's welders completed some 280 nuclear welding jobs in the propulsion plants.

(3) E Division overhauled all engineroom motors and controllers.

(4) M Division supervised the overhaul of almost every main feed pump, main feed booster pump, and main condensate pump. Many smaller pumps were also reworked. M Division also monitored much small valve work, insulating, lagging, and painting. In fact, almost every space was painted completely, including the shaft alleys and the trunks leading down to them.

(5) Finally, a great deal of contractor work was accomplished under the supervision of each of the above divisions.

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• f. Summary. The cumulative success of the SRA was measured during the inport Fast Cruise (28-29 October) and during sea trials conducted on the last two days of October. With the successful completion of these phases, the ship's SRA officially ended on 7 November.

ENTERPRISE utilized the two remaining sea periods in 1975 for additional familiarization training. These periods were used for such projects as SLQ-17 evaluation and ship-ASW aircraft data link evaluation. In addition, the Basic Point Missile Defense System was exercised on two occasions.

The Operational Reactor Safeguards Exam (ORSE) was also conducted in December. Receiving an overall grade of "Satisfactory", Engineering and Reactor received an "Excellent" in material condition and an "Above Average" in knowledge.

The ship returned to Alameda Naval Air Station on the fifteenth of December. A Training Readiness Inspection (TRE) was held the following day in order to determine the ship's readiness for refresher training.

Once this was completed, ENTERPRISE entered a holiday standdown. The standdown would be only a temporary lull in the ship's preparations for her 1976 cruise.

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4. (C) STATISTICAL DATA.

a. Distinguished Visitors.

4 - 5 February

Honorable Philip Gitonga, Deputy Permanent Secretary of the Kenyan Defense Ministry; Col. Dedan N. Gichura, Commander of the Kenyan Air Force; Honorable Anthony J. Marshall, American Ambassador to Kenya.

8 February

Mr. Kanyoto, Chief Kenyan Intelligence; Mr. Kinuthia, Chief of Kenyan Military Intelligence.

13 February

Sir Seewoosagur Ramgoolan, Prime Minister, Mauritius; Honorable Philip W. Manhand, U. S. Ambassador, Mauritius.

19 February

Jim Lang, KSFO radio.

12 July

ADM Rickover; 300 FBI personnel, including Charles W. Bates, Special Agent in charge of San Francisco region.

17 August

Honorable J. W. Middendorf, Secretary of the Navy.

3 October

Chief of Naval Operations ADM J. L. Holloway III; MCPON Robert J. Walker.

4 October

Dr. Robert Adams, Consul General of Canada.

1 November

Mr. John Lawrence, Australian Consul to San Francisco.

1 - 3 December

RADM J. D. Fieldhouse, Flag Officer, Second Flotilla, Royal Navy.

9 December

Bill Nation, Mayor of Cheyenne, Wyoming.

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b. Cruise Aircraft Losses.

<u>Type ACFT</u>	<u>Date</u>
F-14A	2 JAN 75
EA-6B	13 JAN 75
F-14A	14 JAN 75
A-6A	14 JAN 75
A-7E	29 APR 75

c. "Frequent Wind" Sorties and Flight Hours.

<u>Aircraft</u>	<u>Number of Sorties</u>	<u>Accumulated Flight Time</u>
F-14A	20	36.7
A-7E	44	89.8
A6A	4	7
KA6D	14	18.7
EA-6B	7	21.6
E-2B	6	22.7
SH-3*	--	17.7

*NOTE: BULK OF SH-3 ACTIVITY WAS PLANE GUARD.

d. Catapult and Arresting Gear Information (1975).

<u>Catapult</u>	<u>Total Hits</u>	<u>Aircraft</u>	<u>No-Loads</u>
#1	1,914	1,676	238
#2	1,135	939	196
#3	1,146	948	198
#4	1,062	829	233

Total Aircraft launched-----4,392

No. 1 catapult had six no-loads fired during inport testing.

<u>Arresting Gear</u>	<u>Total Landings</u>
#1 Wire	475
#2	1,179
#3	2,002
#4	930

Total Hits-----4,586

Barricade Hits-----1 F-14

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NOTE: The difference between total catapults and arrestments is due to Deck Launches of CIA aircraft.

Catapult shots ——— 4,392
Arrestments ——— 4,586
Deck Launches ——— 194

e. Deck Department. During the period 1 January 1975 to 18 May 1975, Deck Department conducted 20 underway replenishment evolutions, transferring 2,706 tons of bombs, bomb components, missiles, ammunition, fleet freight and stores. Also transferred during this period were 3,498,811 gallons of JP-5 and 612,000 gallons of Naval distillate.

Underway Replenishments.

11 January 1975	USNS PASSUMPSIC (T-AO-107)	410,700 Gallons JP-5
19 January 1975	USS CAMDEN (AOE-2)	479,000 Gallons JP-5
22 January 1975	USS CAMDEN (AOE-2)	289,000 Gallons JP-5
26 January 1975	USS CAMDEN (AOE-2)	403,000 Gallons JP-5
30 January 1975	USS CAMDEN (AOE-2)	407,000 Gallons JP-5
2 February 1975	USS CAMDEN (AOE-2)	164,000 Gallons JP-5 155 Tons of Stores
1 March 1975	USS WHITE PLAINS (AFS-4)	75 Tons of Stores
3 March 1975	USS TALUGA (AO-62)	98,000 Gallons JP-5
15 March 1975	USS FLINT (AE-32)	200 Tons of Stores
17 March 1975	USNS PASSUMPSIC (T-AO-107)	419,000 Gallons of JP-5
19 March 1975	USS HALEAKALA (AE-25)	418 Tons of Ammo
20 March 1975	USS MOUNT HOOD (AE-29)	269 Tons of Ammo
29 March 1975	USS MOUNT HOOD (AE-29)	116 Tons of Ammo
31 March 1975	USS J. P. JONES (DDG-32)	2,238 Gallons ND
7 April 1975	USNS MISPELLION (TAO-105)	11,811 Gallons JP-5 2,459 Gallons JP-5
20 April 1975	USS FLINT (AE-32)	57 Tons of Ammo
24 April 1975	USS WHITE PLAINS (AFS-4)	56 Tons of Stores
17 May 1975	USS KANSAS CITY (AOR-3)	359 Tons of Ammo
18 May 1975	USS KANSAS CITY (AOR-3)	575 Tons of Ammo

f. Medical. The Medical Department completed the placement and arrangement of direct care patient areas such as the medical ward and sick call spaces. In addition, they concluded the installation of intensive care unit equipment.

The Hearing Conservation Program and the heat stress monitoring effort received new emphasis. The weight control program also received new life blood. This program was made more viable for shipboard environment and accrued interest, participation and results in weight reduction from crew members.

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g. Dental. During the calendar year 1975 the ENTERPRISE Dental Department treated a total of 10,351 patients. Treatment breakdown is as follows:

Operative & Crown/Bridge Procedures	10,742
Prosthetics Procedures	682
Oral Surgery Procedures	1,947
Periodontics & Oral Hygiene Procedures	7,519
Radiographic, Examinations, Misc. Procedure	<u>12,228</u>
Total Procedures 1975 -----	33,118

h. Food Support. During the at sea periods special departmental and squadron meals were offered each week. The departments hosted were offered the option to select a meal of their choice. During the inport periods, food service personnel operated a free cookout at Grande Island serving hamburgers, hot dogs, and cold drinks for all.

Food Service Statistics

Dialy average cost of galley provisions consumed	\$8,508
Meals served daily	9,280
Box lunches made	23,484
Hamburgers served	419,868
Carbonated drinks served	992,072
Spaghetti served (In miles)	357

i. Communications. Monthly traffic totals and year-end grand total:

<u>Month</u>	<u>Send</u>	<u>Receive</u>	<u>Total</u>
January	3,966	24,395	28,361
February	3,827	16,922	20,749
March	3,058	17,557	20,615
April	4,196	19,079	23,275
May	3,731	19,645	23,376
June	469	3,548	4,017
July	548	3,783	4,331
August	512	3,783	4,295
September	675	4,396	5,071
October	636	7,133	7,769
November	1,010	10,297	11,307
December	<u>1,257</u>	<u>9,850</u>	<u>11,107</u>
Grand totals:	23,885	139,681	163,566

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j. Aircraft Intermediate Maintenance Department (AIMD). AIMD's repair efforts were monumental in support of the embarked Air group. The following is a brief example of those efforts:

From January 1975 to May 1975, while deployed to the Indian Ocean, AIMD processed 49 TF-30 engines and 22 TF-41 engines due to mandatory Power Plant changes. The overall repair/RFI (ready for issue) rate for all shops equaled 77.7% RFI during that five month period. Collectively, for the 1975 cruise, the following is noteworthy:

(1) Overall AIMD production statistics are summarized below for the period 17 September 1974 through May 1975, at which time the Air Group was embarked, necessitating Maintenance Support:

	<u>Items</u>	<u>RFI</u>	<u>BCM*</u>	<u>BCM 2/6</u>	<u>BCM-4</u>	<u>RFI%</u>
Totals	23462	18282	5179	491	299	77.92

(2) Deficiencies in required publications, test equipment and software for the F-14 aircraft created the majority of the BCM-2's and 6's, otherwise total items processed would have been 18773 for RFI rate of 30.0%. Moreover, there were an additional 2383 items processed on work requests during the deployment. From May 1975 to the present, AIMD has made great strides in the incorporation of ship-alterations in support of the new A6E and S3A aircraft. This includes the installation of Electronic Test Equipment/Benches and the check out of all testing systems to increase the support to the entire Air Wing for the forthcoming deployment.

k. Other Command History Sources.

Commander Carrier Group Seven Indian Ocean Cruise Report
USS ENTERPRISE (CVN 65) Cruise Report: 1974-1975
CVW-14 Cruise Report: 1974-1975
USS ENTERPRISE Cruise Intelligence Report

* BCM-Beyond Capability of Maintenance

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