

B 1971
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U.S.S. ENTERPRISE (CVAN-65)

F.P.O. SAN FRANCISCO 96601

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CVAN-65/32
5750
Ser 0179
23 MAR 1972

~~CONFIDENTIAL~~ (Unclassified upon removal of Annex A and Annex B)

From: Commanding Officer, USS ENTERPRISE (CVAN-65)

To: Chief of Naval Operations (OP-05D2) ←

Subj: 1971 Command History; forwarding of

Ref: (a) OPNAVINST 5750.12B

- Encl: (1) Basic History with Documentary Annexes A and B
- (2) "Welcome Aboard" Pamphlet
- (3) News Release - "ENTERPRISE and her Captains"
- (4) Port Visit Booklet - "The Philippines and ENTERPRISE"
- (5) Port Visit Booklet - "Singapore and ENTERPRISE"
- (6) "The Big E" Magazine for November 1971
- (7) Thanksgiving 1971/10th Anniversary of ENTERPRISE Booklet
- (8) Change of Command Pamphlet

1. In accordance with reference (a), enclosures (1) through (8) are forwarded as USS ENTERPRISE's 1971 Command History. Annex A is USS ENTERPRISE Cruise Report June 1971 - February 1972. Annex B, Attack Carrier Air Wing FOURTEEN Cruise Report will be forwarded when received by this command.

E. E. Tissot
E. E. TISSOT

Copy to: (w/o encl (2)-(8))
Director of Naval History (OP-09B9)
CINCPACFLT
COMNAVAIRPAC

DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: Oct 2000

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CHRONOLOGY

1-12	JAN	In port Newport News, Va.
17-19	JAN	Sea Trials Virginia Capes Op Area
4	FEB	Underway from Norfolk, Va. for Alameda, Calif.
12	FEB	Crossed Equator (initiated 2,021 new Shellbacks)
15-20	FEB	In port Rio De Janeiro, Brazil (CNO aboard 17 FEB)
25	FEB	Rounded Cape Horn ("CHOP" to COMFIRSTFLT)
7-9	MAR	In port San Diego, Calif.
10-17	MAR	Reftra So. Cal. OP Area
11-15	MAR	ORI So. Cal. OP Area
17	MAR	"CHOP" to COMNAVAIRPAC
18	MAR	In port Alameda, Calif.
13-20	APR	Air Ops So. Cal. OP Area
21-25	APR	In port Alameda, Calif.
26-6	APR/MAY	Air Ops So. Cal OP Area
7	MAY	In port Alameda
8	MAY	Dependents Cruise
9-10	MAY	In port Alameda, Calif.
11-20	MAY	Air Ops So. Cal. OP Area
21-10	MAY/JUN	In port Alameda, Calif. (POM Period)
11	JUN	Underway for Pearl Harbor from Alameda
21	JUN	In port Pearl Harbor
22-23	JUN	ORE Midpac
24-25	JUN	In port Pearl Harbor

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26	JUN	Underway for WESTPAC
2	JUL	"CHOP" to COMSEVENTHFLT
7-11	JUL	In port Subic Bay
15-30	JUL	SpecOps Yankee Station (1st Line Period)
2-13	AUG	In port Subic Bay
16-4	AUG/SEP	SpecOps Yankee Station (2nd Line Period)
6-10	SEP	In port Subic Bay
14-19	SEP	In port Singapore
20-24	SEP	Indian Ocean Excursion
25	SEP	Crossed Equator (Initiated 847 new Shellbacks)
27-1	SEP/OCT	Subic OP Area
2-4	OCT	In port Subic Bay
4	OCT	Underway for storm evasion
5-8	OCT	In port Subic Bay
11-2	OCT/NOV	SpecOps Yankee Station (3rd Line Period)
6-15	NOV	In port Singapore
19-9	NOV/DEC	SpecOps Yankee Station (4th Line Period)
3	DEC	Change of Command. CAPT F. S. PETERSEN, USN relieved by CAPT E. E. TISSOT, Jr., USN
12-13	DEC	Malacca Strait holding area with TF 74
14-15	DEC	Enroute Indian Ocean with TF 74
15-77	DEC/JAN	SpecOps Indian Ocean with TF 74
12-16	JAN	In port Subic Bay
19-24	JAN	SpecOps Yankee Station (5th Line Period)
25-27	JAN	In port Subic Bay

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28	JAN	Underway for Pearl Harbor
6-7	FEB	In port Pearl Harbor
12	FEB	Arrive NAS Alameda

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BASIC HISTORY

1. COMMAND ORGANIZATION

a. COMMANDING OFFICER. Captain Forrest S. PETERSEN, USN, was relieved as Commanding Officer on 3 December 1971 by Captain Ernest E. TISSOT, Jr., USN.

b. MISSION AND FUNCTION OF COMMAND. The mission of USS ENTERPRISE remains as delineated in NWIP 11-20(B) and as outlined in enclosure (2) of ENTERPRISE 1970 Command History.

c. COMPOSITION OF COMMAND.

(1) Personnel Manning Levels at critical periods of the year are listed in Tab A to Annex A.

(2) Attack Carrier Air Wing FOURTEEN was embarked for the 1971 WESTPAC deployment. Squadrons composing CVW-14 were VF-142, VF-143, VA-27, VA-97, VA-196, RVAH-5, VAW-113, Detachment 4 of VAW-130 and Detachment 4 of HC-1.

(3) LOCATION OF HOMEPORT. The ENTERPRISE's homeport was changed from Norfolk, Virginia to Alameda, California on 15 September 1970.

2. SUMMARY OF OPERATIONS

a. POST-OVERHAUL PERIOD 1 JANUARY-3 FEBRUARY

Following the ship's second regular overhaul and nuclear refueling, the first of January 1971 found ENTERPRISE moored at Pier 2 of the Newport News Shipbuilding and Drydock Co. For a detailed discussion of this overhaul period see USS ENTERPRISE 1970 Command History forwarded under USS ENTERPRISE ltr CVAN-65/32 Ser 087 of 13 March 1971. This second nuclear refueling gave ENTERPRISE the capability of steaming unrefueled for ten to thirteen years of combat operations.

On 9 January, the "Fast Cruise" began. Its purpose was to evaluate and exercise all departments following the long overhaul period. This "Fast Cruise" involved the conduct of all normal operations which the ship would carry out during her forthcoming transit to the West Coast of the United States and her subsequent deployment to the Western Pacific. Specific areas which were exercised included the setting of the underway steaming watch, a simulated collision and flooding, flight quarters, General Quarters (including fire drills), testing the main engines and practice air intercepts. The "Fast Cruise" ended on 16 January while anchored at X-ray anchorage, Norfolk, Virginia. The "Fast Cruise" lasted a total of six days from 9-12 January while moored at Pier #2 of the

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Newport News Shipbuilding and Drydock Company and again from 15-16 January while at X-ray anchorage. Hard on the heels of the "Fast Cruise" came Sea Trials in the Virginia Capes Operating Area lasting from 17 to 19 January. These Sea Trials included full power trials by ENTERPRISE with Vice Admiral Hyman G. RICKOVER, USN, of the Naval Ships Systems Command observing on 18 and 19 January. The period 20 January to 3 February was spent moored at Pier 12 Norfolk, Virginia completing the final outfit to the regular overhaul and correcting minor discrepancies uncovered during the Sea Trials.

b. TRANSIT-NORFOLK VA. TO SAN DIEGO, CALIF. 4 FEBRUARY-7 MARCH

On 4 February ENTERPRISE got underway for Alameda, California, enroute to her first in port period (at Rio De Janeiro, Brazil), flight operations were conducted with Attack Carrier Air Wing FOURTEEN aircraft. Operating the ship's air wing aircraft prior to Refresher Training was not only a Navy "first" for an aircraft carrier coming out of an extensive regular overhaul but also provided valuable experience for the ship/air wing team. The traditional ceremony to initiate 2,021 new "Shellbacks" was held aboard ENTERPRISE on 12 February when the ship crossed the Equator enroute Rio De Janeiro. The period 15-20 February was spent in port Rio De Janeiro. During these six days of liberty and general visiting the ENTERPRISE's ten boats operated by the deck division made 504 round trips to the Fleet Landing and carried 36,320 personnel; while in port, the Chief of Naval Operations, Admiral E. R. ZUMWALT, USN, visited the ENTERPRISE on 17 February.

On 21 February ENTERPRISE was again underway. Her immediate destination was Cape Horn, which she rounded on 25 February simultaneous with "chopping" to Commander First Fleet. During the transit from Rio De Janeiro to San Diego, California air operations were continued with the 26 air wing aircraft which were embarked for the transit from East to West Coast. ENTERPRISE "chopped" to Commander Naval Air Force Pacific Fleet on 7 March concurrent with her arrival in San Diego. The 14,000 mile transit from Norfolk to San Diego was made at a 28 knot SOA (speed of advance) throughout during which time there were no significant material deficiencies affecting the capability of ENTERPRISE to carry out her mission.

c. EASTPAC OPERATIONS 7 MARCH - 10 JUNE

ENTERPRISE spent the period 7-8 March moored at berth Mike-November, NAS North Island. On 9 March the ship was underway under the operational control of the Fleet Training Group San Diego for Refresher Training and the Operational Readiness Inspection (ORI). These intensive pre-deployment evolutions took place in the Southern California OP Area and lasted until 17 March. On the 17th, Commander Naval Air Force Pacific Fleet resumed operational control of ENTERPRISE and Air Wing

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FOURTEEN. The period from 18 March to 12 April was spent moored at Pier 3S NAS Alameda, California the new homeport of ENTERPRISE. The homeport had been changed from Norfolk, Virginia on 15 September 1970. Although air operations conducted during the transit from Norfolk to San Diego, refresher training and the ORI were less extensive than subsequent special operations at Yankee Station in the Gulf of Tonkin, nevertheless a total of 1567 catapult launches and 1,673 arrested landings were recorded. On 13 April ENTERPRISE, with Air Wing FOURTEEN embarked, was underway for eight days of air operations in the Southern California operating area in preparation for the upcoming WESTPAC Deployment. The period 21-25 April was spent in-port Alameda. The 26th of April found ENTERPRISE and Air Wing FOURTEEN underway for air operations in the Southern California operating area. This period of intensive operations lasted until 7 May when ENTERPRISE arrived back in Alameda. The next day 4,000 dependents of ship and air wing personnel came aboard for the dependents cruise. The 9th and 10th were spent in port Alameda. On the 11th the ship again got underway for operations in the Southern California area. This would be the final operating period for the ship and air wing before deployment in June. This final period lasted until 20 May. On the 13th the Navy League embarked at NAS North Island for a one day cruise. The 21st of May through the 10th of June were spent in port Alameda - - the last in port period before deployment to the Western Pacific with the Seventh Fleet.

d. MIDPAC OPERATIONS AND TRANSIT TO WESTPAC 11 JUNE - 7 JULY

On 11 June, ENTERPRISE, with CVW-14 embarked, was underway from NAS Alameda for Pearl Harbor and her fifth combat deployment to WESTPAC. USS RUPERTUS (DD-851) and USS WILSON (DD-847) joined as escorts on the morning of 13 June. The task group arrived in the Hawaii Operating Area on 16 June for five days of air operations prior to the Operational Readiness Exercise (ORE). Secretary of the Navy guests, consisting of prominent civilian leaders in business, industry and government, left the ship on the 17th, having been aboard for the transit from Alameda. The 21st was spent in-port Pearl Harbor. The ORE was conducted on 22, 23 June with Commander Fleet Air Hawaii observers aboard. With the completion of the ORE, the ENTERPRISE entered Pearl Harbor for two days, 24, 25 June prior to getting underway for WESTPAC and Subic Bay, Philippines on 26 June. ENTERPRISE, RUPERTUS, and WILSON completed an uneventful transit from Pearl Harbor to Subic Bay on 7 July 1971, having "Chopped" to Commander Seventh Fleet on the morning of 2 July.

e. WESTPAC OPERATIONS AND FIRST LINE PERIOD 7 JULY - 1 AUGUST

ENTERPRISE and her escorts arrived in Subic Bay on the morning of 7 July and assumed designation as Task Group 77.5 with C.O. ENTERPRISE

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as Commander Task Group 77.5. Rear Admiral Damon W. COOPER, USN, Commander Task Force 77, Commander Task Force 71 and Commander Carrier Division FIVE and his staff began moving aboard ENTERPRISE on 8 July. Admiral COOPER and his staff remained aboard ENTERPRISE until January 1972. During this period, ENTERPRISE was the Flagship of Task Force 77 in the South China Sea and of Task Force 74 in the Indian Ocean. On 12 July, ENTERPRISE and her escorts got underway for her first line period at Yankee Station. This first line period lasted from 15-30 July. Detailed information covering this and all subsequent line periods can be found in USS ENTERPRISE Cruise Report (Annex A) and the Attack Carrier Air Wing FOURTEEN Cruise Report (Annex B). This first line period was primarily a learning period with ship and air wing working together for the first time in a combat environment.

Strikes were flown by Air Wing FOURTEEN aircraft in both the Steel Tiger Area in the Eastern Laos Panhandle and in Military Region I (MRI) of South Vietnam. All missions flown were directed against infiltration and logistic targets involved in supporting Communist aggression in Laos, Cambodia, and South Vietnam. Air Strikes were flown under all types of weather conditions both night and day. For ship's company this first line period was highlighted by four underway replenishments (UNREPS) at Yankee Station, one Vertical Replenishment (VERTREP) and a combined UNREP/VERTREP. Two Underway Replenishment records were set during this period at Yankee Station. The first was with the USS SACRAMENTO (AOE-1) and USS NIAGARA FALLS (AFS-3) on 20 July in which the Navy's first complete night vertical replenishment operation, simultaneously utilizing four H-46 helicopters, was accomplished. The transfer involved a complete variety of stores and a full ordnance rearmament. SACRAMENTO refueled the ENTERPRISE at the same time. The second record occurred on 25 July with the USS SACRAMENTO when a Vertical Replenishment record of 90 tons per hour was established. The navigation problems associated with sustained flight operations and the resulting changes in course and speed were adapted to in short order as operating experience was gained. The use of SINS, Satellite, and Loran Navigational aids were of immeasurable help. Visitors aboard ENTERPRISE during this period included RADM S. H. KINNEY, USN, COMCRUDESPEC; RADM R. C. ROBINSON, USN, COMCRUDESFLT 11; and Mr. Ross Perot. On 31 July ENTERPRISE left Yankee Station for Subic Bay arriving on 2 August at Leyte Pier, NAS Cubi Pt.

f. WESTPAC OPERATIONS AND SECOND LINE PERIOD 3 AUGUST - 6 SEPTEMBER

ENTERPRISE and Air Wing FOURTEEN spent the period 3-12 August in port Subic Bay. The 13th of August found ENTERPRISE again underway for Yankee Station and her second line period. Air Operations were conducted enroute and upon arrival at Yankee Station on 16 August. The Ship/Air Wing Team of ENTERPRISE and Air Wing 14 were again ready

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to operate in support of U. S. national policy objectives in Southeast Asia. This second line period was significantly longer than the first, lasting through 4 September. Special Operations (SPECOPS) at Yankee Station during this line period were characterized by operations similar to those undertaken during the first line period, except for the increased expertise applied to the mission by the ship and its embarked Air Wing. Four UNREPS were completed during this time (three of these with the USS KANSAS CITY (AOR-3)). Visitors to ENTERPRISE during the second line period included Vice Admiral W. P. MACK, USN, Commander Seventh Fleet; RADM J. D. RAMAGE, USN, COMCARDIV SEVEN; Deputy Ambassador to Republic of Vietnam, The Honorable S. D. BERGER; and Major General G. M. DOLVIN, USA, Commanding General XXIV Corps. The ENTERPRISE arrived back in Subic Bay on 6 September.

g. WESTPAC OPERATIONS AND INDIAN OCEAN EXCURSION 6 SEPTEMBER - 2 OCTOBER

ENTERPRISE remained in port as NAS Cubi Point from 6-10 September, then getting underway on 11 September for a short port visit to Singapore and an excursion into the Indian Ocean with USS BAINBRIDGE (DLGN-25). ENTERPRISE arrived at the Man-of-War Anchorage Singapore on 14 September. The day before her arrival in port, ENTERPRISE was host to Dr. Goh Keng Swee, Minister of Defense of Singapore, and other Singapore Government officials. Escorting Dr. Goh was the U. S. Ambassador to the Republic of Singapore, The Honorable Charles T. Cross. After a six day port visit to Singapore, the "Big E" was underway on the 20th transiting the Malacca Strait with USS BAINBRIDGE enroute the Indian Ocean. This Indian Ocean excursion lasted until 24 September when ENTERPRISE and BAINBRIDGE transited the Sunda Strait, between Sumatra and Java, enroute to the Subic Operating Area. On the 25th of September King Neptune made his second visit to ENTERPRISE to initiate 847 lowly pollywogs into his domain as "Trusty Shellbacks". Type training was conducted in the Subic Bay Operating Area from 27 September to 1 October. The ENTERPRISE arrived in port NAS Cubi Point on the morning of 2 October. During this short Indian Ocean excursion several significant events were recorded. It was the second time ENTERPRISE and BAINBRIDGE had operated together in the Indian Ocean -- the first being their transit of the area as part of Nuclear Task Force One while taking part in Operation Sea Orbit in 1964. It was the first time a nuclear powered task group had operated in the Indian Ocean conducting flight operations and training evolutions. It was, also, although unforeseen at this time, a prelude to the special operations which were to take place three months later as a result of the Indo-Pakistani War.

h. WESTPAC OPERATIONS AND THIRD LINE PERIOD 2 OCTOBER - 6 NOVEMBER

The period 2-8 October was spent in port NAS Cubi Point with the

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exception of 4 October when the ship had to get underway for one day for storm evasion in the Subic Operating Area. ENTERPRISE was underway on 9 October for Yankee Station and her third line period of the deployment. The third line period was characterized by continued poor flying weather resulting in reduced sorties as the monsoonal pattern over Southeast Asia began to change from Southwest to Northeast. Targets were again located almost exclusively in the Steel Tiger East portion of the Laotian Panhandle. This third line period lasted from 11 October to 2 November. During this period there were six underway replenishments conducted at Yankee Station. On the 3rd of November ENTERPRISE and her escorts left Yankee Station for Singapore arriving the morning of the 6th. As in ENTERPRISE's previous visit to Singapore, Dr. Goh Keng Swee, Minister of Defense, and high ranking Singapore Government officials flew out to the ship the day before arriving in Singapore. These officials were escorted by the Honorable Charles T. Cross, U.S. Ambassador to the Republic of Singapore. Visitors to ENTERPRISE during this period included RADM W. H. BAGLEY, USN, Assistant Chief of Naval Personnel; Major General Tawit Bunyawat, Commander Royal Thai Forces Vietnam; RADM J. D. RAMAGE, USN, COMCARDIV SEVEN; and Mr. W. J. BAROODY, Special Assistant to the Secretary of Defense.

i. WESTPAC OPERATIONS AND FOURTH LINE PERIOD 6 NOVEMBER - 10 DECEMBER

ENTERPRISE spent ten days in port Singapore from 6-15 November. This second port visit to Singapore was made even more enjoyable than the first as arrangements had been made to bring a chartered planeload of ENTERPRISE wives to Singapore from Oakland, California to spend the in port period with their husbands. This chartered plane also took some ENTERPRISE men back to Oakland on leave during the Singapore in port period. On the 16th the ship was underway for Yankee Station and her fourth line period. ENTERPRISE arrived on Yankee Station the morning of 19 November and began air strikes against targets in Steel Tiger East immediately. This line period again was similar to the first three with the exception that by now the weather was beginning to improve over Steel Tiger East with a consequent rise in sorties flown and target results noted. Special operations continued on Yankee Station until the morning of 10 December. During this period at Yankee Station eight unreprs and two vertreprs were accomplished. Visitors to the ship included the Honorable Ellsworth Bunker, U. S. Ambassador to the Republic of Vietnam, and Rear Admiral R. E. RIERA, COMFAIRWESTPAC.

Perhaps the most significant event in the life of any ship is a change of command. This noteworthy event in the life of ENTERPRISE was accomplished on the morning of 3 December 1971 while at Yankee Station in the Gulf of Tonkin. At this time Captain

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F. S. PETERSEN, USN was relieved by Captain E. E. TISSOT, Jr., USN. For details of this important event see enclosure (8) to this command history.

j. INDIAN OCEAN OPERATIONS WITH TASK FORCE 74 10 DECEMBER - 31 DECEMBER 1971

On the morning of 10 December 1971 and in response to the Indo-Pakistani War ENTERPRISE left Yankee Station enroute to the Straits of Malacca holding area as the Flagship of Task Force 74. Commander Task Force 74 was Rear Admiral D. W. COOPER, USN. ENTERPRISE and her escorts, arrived at a holding area northeast of Singapore on the 12th of December. With Task Force 74 assembled, ENTERPRISE transited the Strait of Malacca on 14 December, arriving in the Indian Ocean on the 15th of December. After one day of operations at point "Alpha", west of the Andaman Sea, Task Force 74 moved to point "Charlie", off the Southern tip of India, to await instructions from higher authority. Indian Ocean operations were devoted to contingency planning, surface surveillance and reporting. During Task Force 74's stay in the Indian Ocean at least one unit (and usually more) of the Soviet Indian Ocean Force was in company with the Task Force. The 31st of December found ENTERPRISE in the middle of the Indian Ocean thousands of miles and over half a world away from Newport News, Virginia where she began, 12 months and 85,000 nautical miles ago.

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USS ENTERPRISE
1971 COMMAND HISTORY

TAB A
TO ANNEX A

PERSONNEL MANNING LEVELS

1 JANUARY 1971

OFFICERS:

Ship's Company 154

ENLISTED:

Ship's Company 2530

Marine Detachment 71

CIVILIANS: 27

11 JUNE 1971 - Beginning of deployment

OFFICERS:

Ship's Company 149

CVW-14 232

ENLISTED:

Ship's Company 2676

Marine Detachment 73

CVW-14 1597

CTF 77/COMCARDIV FIVE 32

CIVILIANS: 40

31 DECEMBER 1971

OFFICERS:

Ship's Company 154

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CVW-14 229

CTF 77/COMCARDIV FIVE 27

ENLISTED:

Ship's Company 2530

CVW-14 1594

CTF 77/COMCARDIV FIVE 59

CIVILIANS: 27