

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

F.P.O. SAN FRANCISCO 96601

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CVA(N) 65/17

5750

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10 JUL 1967

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From: Commanding Officer, USS ENTERPRISE (CVA(N)65)
To: Chief of Naval Operations (OP09B9), Navy Department, Washington,
D. C. 20350

Subj: 1966 Command History

1966

Ref: (a) OPNAVINST 5750.12

- Encl: (1) Narrative Command History of USS ENTERPRISE (CVA(N)65)
1 January 1966 to 31 December 1966 (C)
(2) Chronology of Highlights 1 January 1966 to 31 December 1966
(3) Random photographs of main cruise events
(4) Biography and photograph of Commanding Officer, CAPT James
L. Holloway III, USN
(5) Biography and photograph of Executive Officer, CAPT Isham
W. Linder, USN

TO
PHOTO
SECTION

1. This report is submitted in compliance with reference (a). Enclosures (1) through (5) augment this report.

J. L. Holloway III
J. L. HOLLOWAY III

Copy to:
CINCPACFLT
COMFAIRALAMEDA

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OPNAVINST 5513.16 SERIES
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NARRATIVE HISTORY OF THE USS ENTERPRISE (CVA(N)65) 1 JAN - 31 DEC 66

The presence of USS Enterprise in the Gulf of Tonkin was well-known around the world by January 1966. Her own prestige as the largest and most powerful warship of the fleet had followed her to Yankee and Dixie Station, and there was more to the emerging legend than this; she and USS Bainbridge, her frigate "smallboy", had put a watershed date in naval history merely by being the first nuclear-powered ships to engage in combat. Their unmatched speed, detection systems, and operational capacity potential were proving their worth far beyond the original estimates during the first weeks "on the line at the Tonkin Gulf Yacht Club."

The carrier at this time was continuing operations as a unit of Task Force Seventy Seven, and as the flag ship of Rear Admiral Henry L. Miller, Commander Carrier Division Three. Under the command of Captain James L. Holloway III, she was carrying a complement of approximately 350 officers and 4,800 men. Four West coast squadrons of Carrier Air Wing Nine, commanded by Commander F. T. Brown, were embarked; Fighter Squadron 92, under Commander E. A. Rawsthorne, and Fighter Squadron 96, under Commander R. D. Norman, flying F-4B Phantoms; Attack Squadron 93 under Commander A. J. Monger, and Attack Squadron 94, under Commander O. E. Krueger, flying A-4C Skyhawks.

With these squadrons were three others based on the East Coast; Attack Squadron 36, under Commander J. E. Marshall, Attack Squadron 76, under Commander J. B. Linder, flying A-4C Skyhawks; and Reconnaissance Attack Squadron 7, under Commander K. Enny, flying RA-5C Vigilantes.

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The seven attack squadrons were augmented by small, special purpose detachments incorporated into the Air Wing: Detachment Mike of Helicopter Combat Support Squadron 1, under Lieutenant Commander R. L. Wheeler, flying UH-2 Seasprite helicopters; Detachment Mike of Carrier Airborne Early Warning Squadron 11, under Lieutenant Commander W. House, flying E-1B radar search aircraft; and Detachment Mike of Heavy Attack Squadron 4, under Commander D. L. Jensen, flying KA-3B Skywarrior Tanker planes.

Just at the year's beginning, on 4 January, Commander James L. Shipman relieved Commander F. T. Brown as Commander Carrier Air Wing Nine. Commander W. G. Sizemore relieved Commander Albert J. Monger as Commander Attack Squadron 93. Commander Robert H. Lovelace relieved Commander Kenneth E. Enny as Commanding Officer of Reconnaissance Attack Squadron 7 on 17 January.

Following the Christmas truce Enterprise continued her basic mission of supporting Allied ground troops in South Vietnam from Dixie Station. She was steaming in company with USS Bainbridge, Brush and Hawkins. The brief halt to hostilities had produced no discernible change in enemy behavior. More planes were lost. The bitter skirmishes continued. Any signs of peace were illusory, as Captain Holloway remarked in his family newsletter of 14 February: "Although the pause in bombing the North seemed to mean an easing of hostilities to the people at home, there was no less real to us." The first big strike came on 8 January, when Enterprise aircraft, together with planes from USS Hancock and Ticonderoga, flew 116 strike sorties against Viet Cong targets in all four Corps areas in South Vietnam. Suspected troop concentrations and storage areas were hit in successive runs. Smoke and secondary explosions precluded accurate battle damage assessment, but Forward Air Controllers reported 97 structures destroyed and

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94 damaged, one gun emplacement destroyed, 9 foxholes and one cave collapsed and other damage. All planes returned safely.

Operations continued until 15 January, when Enterprise retired from the line and returned to Subic Bay. Before the ship reached Cubi Point Naval Air Station on 17 January, memorial services for the men lost in action were held on the flight deck.

The seven-day period in port was uneventful except for a meeting that took place on board, 19 January, of the U. S. and Philippine Mutual Defense Board. Members included Major General J. W. Wilson, 13th Air Force, Rear Admiral J. B. Monroe, Commander U. S. Naval Forces Philippines, and General R. J. Atienza, General of the Philippine Armed Forces. The remaining days were spent quietly, with the crew enjoying rest and recreation.

Enterprise was not due back on the line until 4 February. The immediate schedule was uncertain, but the mess deck rumors were finally quashed when it was announced that the ship would spend the remaining days on a port visit to Hong Kong. She sailed from Subic on 24 January, arriving in Hong Kong Harbor two days later. Thousands of sailors in huge liberty parties swarmed over the streets of Kowloon and Victoria to bargain for luxury items in one of the last duty-free ports in the world, and to roam the town in search of relaxing entertainment.

The political situation concerning the use of Hong Kong as a liberty port by U. S. warships involved in the Vietnamese War was potentially explosive. The presence of Enterprise in the harbor off Victoria Island was particularly galling to the Chinese Communists, and the ship was given a rough treatment in newspapers under their influence, especially after the press briefing held on board 28

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January. A release from the Peking International News commented harshly: "U. S. imperialism has recklessly engaged in war intimidation and provocation by showing off its "strength" in Hong Kong. Rear Admiral Miller and Captain Holloway talked big at the press conference about the death mongering ship.---Many Hong Kong residents, who were angered by the massive presence of U. S. warships in Hong Kong waters, have condemned the press conference as undisguised nuclear blackmail."

Later there was a conflict of policy as to whether such a press briefing should have been held, to prompt such reaction, but on the 29th, Hong Kong USIS press officer, Neal Donnelly, said that the event had been misinterpreted as a major press conference. No such conference developed. With prior approval and routine arrangement, the Navy set the briefing up as a media visit and guided tour, designed to educate local, pro-Western news officials on the safety of nuclear-powered vessels and to counter some of the misinformation. Enterprise, however, did her part to tone down the tense atmosphere. She left Hong Kong, 1 February, after an enjoyable five-day visit with a low number of shore patrol reports, and her men had been involved in no serious incidents of any kind.

On Dixie Station, 4 February, in company with USS Bainbridge, Hawkins and Roberts, Enterprise again unleashed aircraft to strike enemy strongholds in the South. Support missions were flown on the 9th and 10th against II, III, IV Corps areas, providing cover for Operation Kick Quick 4. Around 100 building in camouflaged enemy buildup areas were destroyed. Battle damage assessment was difficult because of smoke and dense foliage. She then moved back to Yankee Station, 11 February, to conduct armed reconnaissance and interdiction attacks on Viet Cong supply lines in the North. On 13 and 14 February, aircraft from Enterprise and USS Ticonderoga blasted several roads north of the 17th Parallel. 16 Missions were flown the next day on supply areas and bridges, including the Dong Ngam

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shipyard and a highway and a highway bridge at Loc Diem. Combat operations continued throughout the month, but the constantly overcast monsoon skies over the area did not permit many large-scale strikes.

Rear Admiral Miller was relieved as Commander Carrier Division Three by Rear Admiral T. J. Walker on 16 February. During the change of command ceremony on the flight deck, Rear Admiral Miller praised the ship's performance in his farewell remarks, and presented air medals to more than one hundred pilots and flight officers. He said that, "--- arduous work, almost unbelievably long hours and combat environment have become a way of life that all hands have taken in stride. Their performance has been superb in every respect. I only hope that in my new job I will be able to insure, in some way, that you all get the recognition you deserve."

Strikes were run on the Bai Thuong Barracks near Thanh Hoa and a storage area near Vinh on 20 February. On the 23rd, Enterprise, and Kitty Hawk sent planes on 108 sorties against enemy troop concentrations, storage and supply areas south of the Demilitarized Zone. Enterprise pulled off Yankee Station, 23 February, and arrived in Subic two days later. She remained there ten days. This time in port and the following weeks were marked by a few important visits. On 6 March, Astronaut Captain Walter Schirra, USN, and his wife came aboard to tour the ship as part of their goodwill tour of the Far East as special emissaries of the President.

Five days later, Ferdinand E. Marcos, President of the Republic of the Philippines, was piped aboard through sideboys, given a 21-gun salute and greeted by Vice Admiral John J. Hyland, Commander U. S. Seventh Fleet. Marcos spent nearly an hour on a state visit., inspecting the aircraft and touring spaces before he and

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his party departed from the flight deck by helicopter.

The ship was underway the next morning, on its way north to rendezvous off Taiwan with Chinese Nationalist forces for a joint air defense exercise. At the conclusion of this operation, 14 March, Vice Admiral Hyland welcomed aboard Generalissimo Chaing Kai-shek, the second state visitor within four days. The President of the Republic of China was briefed and given a tour of the ship with his party of government ministers and military leaders. He left with full honors in the afternoon, saying that his visit was one that he would "...remember with pleasure." After Chaing's visit, Enterprise returned quickly to Yankee Station. Her aircraft resumed interdiction strikes on 16 March. The monsoon, however, was at its peak, impeding many scheduled strikes with rain, low foggy ceiling and thunderstorms.

The planes that did get through the bad weather found extremely heavy enemy anti-aircraft fire over the targets. A few crewmen were lost with their planes during the first few days. Some managed to escape; a typical adventure was that of Lieutenant Greenwood, of Fighter Squadron 92, whose experiences Captain Holloway recounted in his April family newsletter: "Lieutenant Greenwood was making a high-speed, low-altitude attack on a bridge in North Vietnam when his jet was hit by enemy anti-aircraft fire and burst into flames. Realizing that his aircraft was flyable but mortally damaged, he climbed through the overcast and turned eastward to the Gulf of Tonkin. His intention was to remain with the plane as long as possible in an effort to get well out over the gulf when he bailed out, as the low cloud cover prevented him from seeing whether he was over land or water. When he could no longer control his burning aircraft, Lieutenant Greenwood ejected, and after descending through the low clouds in his parachute, found

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himself entering the water just a few hundred yards off the hostile shoreline. He could see armed men putting to sea in powered junks and sampans and heading for his position."

"As soon as Greenwood's plane had been hit, the rescue forces had been alerted and they now were converging on the location of the downed pilot. It was late in the day and in the gloom of the low overcast, Lieutenant Greenwood's position in the water was difficult to pinpoint. One rescue plane had him in sight but was damaged and driven off by the heavy fire from shore and from the boats closing in on the downed pilot. As Lieutenant Greenwood lighted his last flare, a helicopter spotted him and approached for pickup. The nearest enemy boat was only 150 yards away, and firing at Greenwood and the helicopter. With the waist gunner using his 50 caliber machine gun, and the pilot firing his tommy gun, the helicopter held off the armed sampan long enough to hoist Lieutenant Greenwood to safety."

March passed into April; the weather remained unpredictable and the enemy fire intensive. The casualties to aircraft came in isolated bunches, with sudden shock felt by all the crew. Commander W. R. Grayson, Officer in Charge of "Heavy Four," his copilot and crewmen, were lost over the side, 1 April, when the nose strut of their A-3B collapsed on takeoff and sent the plane careening out of control off the edge of the flight deck.

At dawn on the 4th, squadrons of the Air Wing dove out of the haze to bomb an enemy supply center at Vinh. For almost a week, Enterprise aircraft hurled destruction at the target, and only smoking rubble remained when they streaked away on the last run. Many officials had come aboard just to witness these Vinh strikes, among them six members of the House Armed Services Subcommittee,

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and Cyrus Vance, Deputy Secretary of Defense.

The crew was allowed a brief respite from combat that week when Comediat Danny Kaye and Singer Vikki Carr brought a USO tour out to the ship. Their show was sandwiched into the operation schedule at 0800 in the morning before a crew audience gathered in the hangar bay. Forty-five minutes after it was over, the crew was back at work launching jets.

The ship retired from the line, 12 April, and headed for Subic. As she was steaming out of the Gulf., across the South China Sea, she received a call for assistance, and hurried north to an area off the China coast between Hong Kong and Liuchow Penninsula to help look for the crewmember of a Ka-3B from VAH-4 enroute from NAS Cubi to USS Kitty Hawk. Ninety search missions carried out during a twenty-four hour search revealed no sign of survivors. Enterprise continued to Subic, arriving at Leyte Pier, 14 April.

On the same day, Rear Admiral D. C. Richardson, Commander Carrier Division Seven relieved Rear Admiral Walker as Commander Task Group 77.7. The ship's new Executive Officer, Captain I. W. Linder, reported aboard to relieve Captain F. S. Petersen.

Enterprise was underway again on 20 April for Yankee Station. Planes went up again against Vietcong supply arteries two days later. The Air Wing now concentrated on junk, barge and sampan traffic along the coast and the rivers, as well as inland targets. The communists had shifted more of their supply runs to water traffic as the inland highway network was ruined by unceasing American attacks. Massive raids carried out on 24 April left railway lines between Thanh Hoa and Vinh virtually disrupted.

Operations shifted southward to Dixie Station on the 28th. Planes were sent

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to pound the enemy in the Mekong Delta. The next day marked the 100th day of combat for the ship, and Lieutenant Commander Scott Grey flew the ship's 10,000th strike.

The ship returned to Yankee Station again On 8 May. Interdiction strikes were continued, but again little could be accomplished because of the weather. A thick haze covered the land from Vinh, north to the Chinese border. She left for Subic on 15 May, and arrived at Leyte Pier only to be sent out again to evade Typhoon Irma, then menacing the area. She cruised along the coast for three days, riding out the storm before anchoring in Manila Bay on the 20th. The next day, she was on the move again back to the Gulf of Tonkin by way of Subic to pick up crewmen left behind in the storm.

Enterprise began her fifth and last line period, 23 May, on Yankee Station. It was quickly discovered that the enemy was moving even more of his supply traffic over the water routes, and aircraft inflicted heavy damage to the port facilities of Ben Thuy on 28 May.

Three days later, another major strike was conducted against a military supply complex at Nam Dinh, only thirty miles from Hanoi and Haiphong. In six successive missions, Skyhawks and Phantoms caused massive destruction. On 5 June, the long, record-breaking first combat tour was over, and the "Big E" was ready to come home. Since December 2, 1965, the first day in combat, 13,020 combat sorties had been made, and 8,000 tons of ordnance had been dumped on targets in North and South Vietnam. After pulling off the line and discharging remaining ordnance and combat material at Subic, the ship was underway for San Francisco on 10 June.

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Enterprise's voyage back across the Pacific was uneventful save the eruption of "Channel Fever" among the crew. Advance parties of newsmen arrived as she approached the West coast. Many thought that there would be little arrival commotion, but the moment she slid through the mist beneath the Golden Gate Bridge on the morning of 21 June, Enterprise found herself the subject of one of the biggest welcome-home celebrations ever given a warship entering San Francisco Bay victorious from combat. Traffic backed up on the approached as hundreds of cheering people with streamers and signs leaned out over the rails of the Golden Gate. The noise was reminiscent of the wartime era; whistles sounded and fire boats shot water geysers into the air as she passed up the bay, along the San Francisco waterfront to Alameda. When she tied up at the Naval Air Station, crewmembers poured down the gangways and swept into their arms the loved ones they had not seen for almost a year.

City officials dedicated the day in honor of the ship. Area residents opened their houses to the crew for home-cooked meals, and in many bars and nightclubs the drinks and shows were on the house for sailors. The "Big E" was in at last.

Enterprise remained San Francisco's main attraction for the rest of the summer. Hundreds of grateful people and civic leaders came on visits, and each of them left behind generous words of praise for the ship and for the men. More than one third of the crew beat a hasty path to airports and travel terminals to get home for a well-deserved shore leave. The rest of the men used early liberty hours to explore San Francisco and to enjoy the warm welcome the Bay residents extended to all "Big E" personnel.

The yard period of repair and overhaul, began June 30, when Enterprise moved

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across the Bay into the San Francisco Bay Naval Shipyard at Hunters Point. Scaffolding and disassembled machinery soon cluttered the flight deck and hangar bay, making it difficult to move about the ship. Throughout July and August, shipyard workers put in long days to recondition the ship. The four catapults were broken down and given complete repairs; a Sea Sparrow Missile launcher for anti-aircraft defense was installed on the port quarter; the spaces of the Communications Department and Ships Services were modernized and all aviation electronic shops were re-equipped to handle the Grumman A-6A Intruder and Grumman E-2A Hawkeye, the new planes which were to be embarked for the next WESTPAC cruise.

The yard work did not keep more well-known visitors from touring the ship. Mayor John Shelley of San Francisco came aboard on 5 July. He was followed later in the summer by Vice Admiral Hyman G. Rickover and Archie Moore, former light heavyweight champion. A general visit was arranged, 27 August, for some 2,400 shipyard workers and their families. The ship then held fast cruise trials for a day and a half to test the new systems and to re-train the crew before returning to Alameda on 2 September.

More training and shake-down exercises followed from 6 September to the end of the month. Short trips to sea and back were made during the week days. The ship returned to Hunters Point, 30 September, for minor adjustments and put to sea again on 3 October, this time with the Air Wing embarked, for drills, carrier qualifications for pilots and air warfare exercises. In several of these short cruises, business leaders and prominent citizens were aboard as guests of the Secretary of the Navy.

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Enterprise returned to Alameda, 12 October, to prepare for a major First Fleet exercise, Operation Base Line Two. This exercise was organized to give battle readiness testing to all ships facing deployment in the Far East. Communications, operations and air personnel from nearby shore and sea commands came aboard as observers before the ship sailed for the exercise area on 15 October.

A region off the coast of Southern California was "roped off" by the First Fleet to create an area with features paralleling those of Yankee Station off North Vietnam. As Enterprise entered the hostile sea, the missile system was fired and the crew was engaged in a general quarters drill. She was held subject to simulated submarine, PT Boat and air attack. Routine underway replenishment and refueling operations were carried out. Every phase of ship-board routine was tested with combat stress. Vice Admiral B. F. Roeder, Commander First Fleet, came aboard, 17 October, to observe remaining operations.

Carrier Air Wing Nine, with its new equipment and personnel, achieved extraordinary success in the air warfare exercises. Practice strikes run on target hulks and islands were conducted with quick precision. As the exercise drew to a close, Enterprise and her air squadrons proved to be in sharp readiness for combat.

Mechanical difficulties forced Enterprise to return to Hunters Point on October 27, following the conclusion of Operation Base Line Two. Sheared off teeth from a pinion damaged and put out of actions one of the reduction gears of the ship's propulsion system. This problem and minor repairs to catapults and arresting gear kept her in the yards for ten days. Work continued under normal conditions except on 24 October, when CBS Television turned the flight deck into

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a basketball court for one of its unusual "Sports Spectaculars." The clowning, baritone-voiced giants of the Harlem Globetrotters played a stage game with the Washington Nationals, frustrating an earnest performance with their famous off-the-cuff court antics. They easily ran circles around several Enterprise teams, one including Marines in full battle kit. Two days later, a troupe of fifty "Go Go" girls from San Francisco's North Beach area gave the crew a musical show in the hangar bay. The Broadway acts dominated mess deck conversation for weeks.

Enterprise went to sea again on 31 October for a week of more carrier qualifications. Pilots of B-2's, C-2's, A-3's and F-4's were involved. She returned again to Alameda on 4 November. The next day, the first dependents' cruise since 1962 was held. Wives, children and sweethearts of the crew came aboard for a day's outing and display of the ship's powerful aircraft.

Two weeks following were spent readying the ship for deployment. Civilian authorities and consultants checked out the new equipment brought aboard. Final supplies were loaded. Sailing day, 19 November, was typically cold, rainy and grey. Families of the crew gathered glumly in knots of the hangar bay to have a last cup of coffee and words of parting with their Navy men. At 1000, the brows were lifted away, and the ship slowly moved away from the pier. A small group cheered and waved signs as Enterprise slid beneath them under the Golden Gate and churned on through the drizzle to the open sea toward Hawaii.

Farewell messages poured into Communications from all Pacific, West coast commands. "I know that the presence of the 'Big E' in the Western Pacific will be a great bulwark of strength--to the cause of freedom," radioed Vice Admiral Allen M. Shinn, Commander Naval Air Force, U. S. Pacific Fleet. Captain E. E. Stebbins, Commander Fleet Air Wing Alameda, added: "I cannot express my feelings

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as--succinctly as the huge sign held by a dependent on the pier as you got under-way. It read, 'Give 'em hell, boys!', I second the motion."

The voyage to Pearl Harbor took five days. Seas and winds were quite high at first but calmer weather prevailed as Enterprise steamed further into the Pacific.

Thanksgiving weekend in Hawaii was a novel experience for all the crew. The name Enterprise had not been seen on a warship in Pearl since the days of World War II. The sight of the new "Big E" looming in the channel offered an awesome contrast to the "Gallopng Ghost of the Oahu Coast," (CV-6) which missed by chance being a victim of the Japanese attack in December 1941. Hula girls in grass skirts, a huge Navy band--a complete reception committee--was on hand as tugs nudged Enterprise to the pier. Children waving and shouting, "Aloha!" were perched here and there along the shore. Foggy clouds hung in the mountain crags in back of the city, and the air was delightfully heavy with the sweet humidity of tropical growth.

As soon as the brow went down, the official parties came aboard. Andrew T. F. Ing, Lieutenant Governor of Hawaii, presented Captain Holloway on the quarterdeck with a state proclamation declaring November 23 as "Enterprise Day" in Hawaii. Honolulu gave special hospitality to "Big E" sailors going on the town. City newspapers were alive with headlines mentioning that a new Enterprise was in Pearl Harbor. Rain spoiled much of the day's relaxations for the crew on liberty, but it was probably just as well. Early the next morning, Enterprise was underway again for two vigorous days at sea. It was Thanksgiving, but thoughts of turkey and trimmings were quashed by the reality of Operational Readiness Inspection. All day Friday and up until noon on Saturday were spent

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testing all situations of combat. The crew was constantly scurrying to general quarters, at odd times during the day and in the middle of the night. In the end, however, the effort and training paid off in earning a high, over-all score for Enterprise unmatched by other attack carriers of the Pacific Fleet.

During an off moment on Friday afternoon, ten of the remaining plankowners among the ship's company and one from the Air Wing formally observed the fifth anniversary of the ships commissioning by cutting a birthday cake on the after mess decks.

The ship returned to Pearl Harbor on 26 November. The final sailing was postponed until the 28th to give the crew a brief rest from the rigors of ORI. On Sunday, the next day, general visiting was rigged for the public of Honolulu and Pearl. Within hours, some 20,000 curious citizens jammed the pier, having come to see the huge carrier they had read about. The approaches to the gate and quayside were clogged with long lines of people waiting to get aboard. When the visiting hours were up at 1600, more thousands had to be turned away. This visiting program was one of the most successful and most appreciated public receptions ever held on the ship since she was commissioned.

Meanwhile, liberty parties were scattered all over the island. The roads of Oahu were filled with sailors sightseeing in rented jeeps and cycles; restaurants were choked as well as bars and Waikiki Beach teemed with surfing and swimming whitehats living to the hilt their few hours in the sun and fresh air. When the ship sailed on Monday, cheery dispositions, bronzed faces and empty wallets testified to a good rest and enjoyable stay in Hawaii.

Steaming in company with her "small boys," USS Bainbridge, USS Turner Joy, USS McKean and USS Gridley, Enterprise headed west toward Southeast Asia. The

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crossing was quiet except for preparations for the coming days of combat. Official "inchopping" to the Seventh Fleet took place on 3 December. Shortly thereafter, she came within range of Soviet reconnaissance patrols, and on a few occasions, "Bear" observation planes flew over the ship, closely escorted by air wing fighters.

The ship tied up at Leyte Pier, Subic Bay, on the evening of 8 December. Loading of supplies for the first line period was started immediately. Rear Admiral Walter L. Curtis, Jr., Commander Carrier Division Nine, broke his flag aboard. In company with USS Manley, USS Gridley and USS Bainbridge, Enterprise sailed for Yankee Station on 15 December, and took up her position there three days later.

The first jets roared off the flight deck at dawn, 18 December, to begin the first combat strikes of the cruise. Bombing on these first runs and on those for the rest of the period were to be hampered by the low ceiling, fog and gloom of the monsoon season. Supply interdiction was the chief mission of Air Wing Nine. Intruders, Skyhawks and Phantoms blasted bridges, railroads and supply dumps near Vinh, Thon Hon and Ha Tinh. On 24 December, operations stood down to observe the Christmas Truce. Holiday routine and divine services were held throughout the ship. Christmas decorations fashioned of odd bits of material appeared on the hatchways and overheads of shops and offices. Two commissarymen dressed in Mr. and Mrs. Santa outfits tore through the ship early Christmas morning spreading cheer and holiday enthusiasm. On the afternoon of 26 December, Francis Cardinal Spellman, Archbishop of New York and United States Vicar of the Armed Forces, came aboard overnight for a visit on his Christmas tour of battle zones, and said mass for nearly 2,000 men gathered on the hangar bay for a special service.

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1966 COMMAND HISTORY
CHRONOLOGY OF HIGHLIGHTS

- (1) 1 January: Enterprise was at Dixie Station on her first period of combat operations.
- (2) 15 January: After forty-five days of combat, the ship pulled off the line at Yankee Station for Subic Bay.
- (3) 17 January: Enterprise arrived in Subic Bay and remained at Leyte Pier, NAS Cubi Point until 24 January.
- (4) 19 January: The U. S. and Philippine Mutual Defense Board, including MGEN J. W. Wilson, 13th Air Force and Admiral J. B. Monroe, COMNAVPHIL, met on board.
- (5) 24 January: Enterprise sailed from Subic Bay enroute Hong Kong, B.C.C.
- (6) 26 January: Arrived Hong Kong for a five-day visit.
- (7) 1 February: Sailed from Hong Kong for Dixie Station via Subic Bay.
- (8) 4 February: Arrived Dixie Station for second combat period.
- (9) 11 February: Moved to Yankee Station.
- (10) 24 February: Pulled off Yankee Station enroute Subic Bay.
- (11) 25 February: Arrived Subic Bay.
- (12) 6 March: Astronaut Captain Walter Schirra and his wife, on a Presidential goodwill tour of the Far East, visited the ship at Subic Bay.
- (13) 11 March: The President of the Republic of the Philippines, Ferdinand E. Marcos visited Enterprise at Subic Bay.
- (14) 12 March: Enterprise sailed from Subic enroute to a position at sea off Taiwan.
- (15) 14 March: Generalissimo Chaing Kai Shek was received on board for a state visit.
- (16) 16 March: Enterprise arrived at Yankee Station to begin her third combat period.
- (17) 4 April: Yankee Station: Deputy Secretary of Defense, Cyrus Vance, came aboard to observe operations including an Alfa Strike on a key military supply center near Vinh.
- (18) 12 April: The ship pulled off Yankee Station enroute to Subic Bay.

- (19) 13 April: A diversion from course to look for survivors of a KA-3B lost enroute from NAS Cubi Point to USS Kitty Hawk. Ninety search missions off the China coast yielded nothing and the ship continued to Subic.
- (20) 14 April: The ship returned to Subic. RADM D.C. Richardson, Commander Carrier Division Seven relieved RADM T.J. Walker, Commander Carrier Division Three as CTG 77.7. CAPT I. W. Linder relieved CAPT F. S. Petersen as Executive Officer.
- (21) 20 April: Underway from Subic for Yankee Station.
- (22) 22 April: Enterprise arrived at Yankee Station for her fourth combat period.
- (23) 28 April: Underway for Dixie Station.
- (24) 30 April: Operations continued from Dixie Station.
- (25) 7 May: Underway for Yankee Station.
- (26) 8 May: Operations continued from Yankee Station.
- (27) 15 May: Underway for Subic.
- (28) 16 May: Enterprise arrived at Subic Bay.
- (29) 18-20 May: The ship went to sea briefly off Subic Bay to evade a typhoon.
- (30) 20-21 May: Enterprise anchored briefly in Manila and in Subic before finally getting underway for Yankee Station.
- (31) 23 May: Arrived at Yankee Station for the fifth combat period.
- (32) 6 June: Underway from Yankee Station for Subic.
- (33) 7 June: Arrived at Subic Bay.
- (34) 10 June: Departed Subic Bay enroute CONUS.
- (35) 19 June: Enterprise inchooped to First Fleet.
- (36) 21 June: The ship arrived NAS Alameda.
- (37) 30 June: Enterprise entered San Francisco Bay Naval Shipyard, Hunters Point.
- (38) 2 September: The ship left Hunters Point and tied up at NAS Alameda.
- (39) 6-29 September: Enterprise was at sea during the week days for training and shakedown exercises.

- (40) 30 September: Returned to Hunters Point.
- (41) 3 October: Underway from Hunters Point to sea for drills and air war exercises.
- (42) 12 October: The ship returned to NAS Alameda to prepare for the upcoming First Fleet exercise, Operation Base Line Two.
- (43) 15 October: Underway from NAS Alameda to sea off southern California to take part in Operation Base Line Two.
- (44) 21 October: Returned to Hunters Point for repairs to a reduction gear.
- (45) 31 October: Underway from Hunters Point to sea to have carrier qualifications for the C-2, F-4, and A-3 aircraft and regular shipboard drills.
- (46) 4 November: Return to NAS Alameda.
- (47) 5 November: Out to sea and back briefly for Family Day Guest Cruise.
- (48) 5-18 November: The ship remained at NAS Alameda to load final supplies and embark Carrier Air Wing Nine for deployment WESTPAC.
- (49) 19-23 November: Enterprise got underway and enroute to Pearl Harbor.
- (50) 23 November: The ship arrived Pearl Harbor, Hawaii.
- (51) 24-26 November: At sea off Hawaii for Operational Readiness Inspection.
- (52) 26 November: Returned to Pearl Harbor.
- (53) 28 November: Underway from Pearl Harbor west to Subic Bay, Philippines.
- (54) 3 December: Enroute Subic Bay, inchope to Seventh Fleet.
- (55) 8 December: Enterprise arrived Subic Bay to make final preparations for going into combat.
- (56) 15-18 December: Enroute Yankee Station.
- (57) 18 December: Enterprise began combat operations at Yankee Station.
- (58) 26 December: Francis Cardinal Spellman, Vicar of the Armed Forces, celebrated Christmas Mass during his overnight visit to the ship.
- (59) 31 December: In combat operations at Yankee Station.