

The Aircraft Carrier USS Enterprise (CVN-65) An Annotated Bibliography



Photo Credit: http://en.wikipedia.org/wiki/Image:Enterprise_Cruising.JPG

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Scope

This annotated bibliography presents the U.S.S. *Enterprise* (CVN-65) of the United States Navy, the first nuclear powered aircraft carrier in the world. It includes the technical specifications of the carrier, which at the time of its construction was the largest military vessel set afloat. An overview of the history of this vessel will also be detailed from the origins of its name to the latest exploits in the present day.

Encyclopedias (both general and subject specific), journals, magazines, newspaper articles, movies, podcasts, online video, and websites were considered in the research of this bibliography. Monographs were used sparingly due to the amount of information contained in more current reference sources, both in print and online. Bibliographies, theses and dissertations were not available about the topic of this bibliography. Cruise books were not consulted.

Introduction

Origins

The nuclear powered aircraft carrier U.S.S. *Enterprise* is the eighth vessel commissioned by the United States Navy to bear the name. Its name, as referenced in the Oxford English Dictionary, is “to make an attempt, undertake an operation, form a design.” The Navy expanded upon this idea with the aspirations of “boldness, energy, and intervention in practical affairs” and these have accompanied these ships of the line as they have sailed on waters of the world.

Its lineage reaches back to a British supply sloop that was captured by American forces on May 18, 1775 on Lake Champlain, which is located on the borders of present-

day New York and Vermont. It participated in the defense of the fledgling United States of America after the former colonies declared their independence the following year. After participating in one of the decisive conflicts of the Revolutionary War, the Battle of Saratoga, it was burned to prevent its recapture by the British fleet on July 7, 1777.

The second *Enterprise* (December 20, 1776-February 1777) was a schooner pressed into service by a letter of marquee for the Continental Navy. It was later returned to Maryland Council of Safety and few records of its service have survived.

The third *Enterprise* (December 17, 1799-July 9, 1823), a 12-gun schooner, began her career by thwarting the operations of French privateers in the Caribbean Sea. She later participated in the Battle of Tripoli in 1803 (alongside the U.S.S. *Constitution*) and saw several engagements off the coasts of Gibraltar and the southeastern United States. On May 20, 1812, she was reregged as a 14-gun brig and served in the Mediterranean before returning to the Caribbean. She was finally lost when she was stranded and broke up on the Little Curacao Island in the West Indies, but her crew escaped unharmed.

The fourth *Enterprise* (October 26, 1831-October 28, 1844) was a 10-gun schooner as well. She began her career by sailing to South America as a show of American strength off the coast of Brazil. Her service expanded American influence to the Far East, Africa, the East Indies, Mexico, Chile and ports such as Honolulu, Mazatlan, Valparaiso, and Rio de Janeiro. She later returned to Boston for final decommissioning on June 20, 1844 and was sold in October that same year.

The fifth *Enterprise* (June 13, 1874-October 1, 1909) was a bark-rigged sloop-of-war. Her first duty was to survey the mouth of the Mississippi River, followed by surveys of the Amazon and Madeira Rivers in South America. She also served with

naval forces in Europe during this time. After being decommissioned in May 1880, she returned to service in January 1882 and undertook a three year hydrographic survey where she sailed all over the globe and advanced scientific knowledge of the world's oceans. She was commissioned again in October 1887 and July 1890, where she protected American interests in Europe, the Mediterranean, Africa, and the Caribbean. She later served as a training and practice ship for the United States Naval Academy in Annapolis, Maryland from September 1892 until September 1892. After this, she was lent to the Commonwealth of Massachusetts as a maritime schoolship from October 1892 until May 1909, when she was returned to the Navy. She was sold in October 1909.

The sixth *Enterprise* (1917-1919) was a motorboat and served the Second Naval District in a noncommissioned status during the first World War.

The seventh *Enterprise* (October 3, 1936-July 1, 1958) was a Yorktown-class aircraft carrier that began her career by sailing in Rio de Janeiro and the Caribbean until she was ordered to the Pacific. Based in San Diego and Pearl Harbor, she was returning to Hawaii from a mission to Wake Island when the Japanese attacked on December 7, 1941. After the United States entered World War II, she participated in more engagements than any other ship including the Battle of Midway and actions in the Philippines, Leyte Gulf, Iwo Jima, and Okinawa. After the end of the War in the Pacific, she was repaired and participated in Operation Magic Carpet that brought more than 10,000 veterans of the War in Europe home to the United States. The "Big E", as she became known, served with distinction and became the most decorated ship in the history of the U.S. Navy by earning 20 battle stars. Several campaigns were launched to preserve the ship after she was decommissioned on February 17, 1947, but fundraising

efforts came up short. She was sold in July 1958 for scrap, which was completed by May 1960.

Specifications and Ephemera

<u>Overall Length:</u>	1088 ft	<u>Waterline Length:</u>	1040 ft
<u>Extreme Beam:</u>	248 ft	<u>Waterline Beam:</u>	133 ft
<u>Maximum Navigational Draft:</u>	39 ft	<u>Draft Limit:</u>	39 ft
<u>Light Displacement:</u>	75704 tons	<u>Full Displacement:</u>	93284 tons
<u>Dead Weight:</u>	17580 tons		

Hull Material: Steel hull, steel superstructure.

Number of Propellers: 4

Propulsion Type: Steam Turbines (Nuclear)

Accommodations: Officers: 571 Enlisted: 5244

(from the Naval Vessel Register, <http://www.nvr.navy.mil/nvrships/details/CVN65.htm>)

Mottos: Ready on Arrival; The First, the Finest; Eight Reactors, None Faster

Nicknames: The “Big E”, Mobile Chernobyl, Quarter Mile Island

Early History and Design

The *Enterprise* name passed to the vessel currently in service when she was ordered by the U.S. Navy on August 16, 1957. Her keel was laid at Newport News Shipbuilding and Dry Dock Company on February 4, 1958 and she was launched on September 24, 1960 by Mrs. W.B. Franke, wife of the former Secretary of the Navy. Acquired by the Navy on October 29, 1961, she was commissioned on November 25, 1961 with Captain Vincent P. de Poix commanding. She was completed on December 20, 1961 and began its maiden voyage on January 12, 1962 with a three month shakedown cruise.

This new “Big E” was a ship of “firsts” from the beginning. She was the first of a planned class of six vessels, but this was abandoned when the construction costs for the

Enterprise herself skyrocketed (\$451.3 million), leaving her the only ship of her class. Although she was the first nuclear-powered aircraft carrier in the world, she was only the third nuclear-powered vessel constructed (the first was the submarine U.S.S. *Nautilus*) and the second nuclear-powered surface ship (the first was the U.S.S. *Long Beach*).

She was the first aircraft carrier to possess more than two nuclear reactors- she housed eight in all- and has remained the only carrier with this distinction. These reactors were pressurized and water-cooled; as such, she had no need for the installation of conventional fuel systems carried by other ships, which allowed for the spaces that would have been occupied by those systems to be repurposed. She was also the only carrier to be fitted with four rudders (rather than two) and was built with a phased array radar system that improved the tracking of multiple airborne objects. Her flight deck was the length of four football fields with four steam catapults and four lifts provided access to her hangar decks. She supported between 90 and 100 aircraft during her history for offensive purposes, and carried arrays of both anti-aircraft and anti-missile systems for defense.

The *Enterprise* was capable of speeds exceeding 30 knots, making it one of the fastest ships in the navy. Due to her nuclear reactors, her range is virtually unlimited and she can operate between three and five years at standard speeds before refueling.

Significant Actions of CVN-65 (also known as CVAN-65)

- 1960-1969

Beginning in the 1960s, the *Enterprise* began to earn a name as illustrious as her immediate predecessor. During her shakedown cruise in 1961, she easily outran her

support vessels during speed trials and established several speed records. In February 1962, she participated in Project Mercury Recovery Force off of the coast Bermuda, serving as the tracking and measurement station for then Lt. Colonel John Glenn as the first American to orbit the Earth in Friendship 7. Later that year, the *Enterprise* participated in the events that diffused the Cuban Missile Crisis. The first shipboard test of nose-tow gear was made in December 1962: this later became the standard procedure mechanism for all Naval carriers.

In May 1964, the *Enterprise*, along with the U.S.S. *Long Beach* and U.S.S. *Bainbridge*, participated in Operation Sea Orbit, which was a cruise around the world of the three nuclear-powered surface vessels known as Task Force One. Deployments around the world followed this exercise, and the *Enterprise* sailed to the Mediterranean, the Pacific Rim, and particularly the Korean peninsula and the coast of Vietnam. The *Enterprise* served three tours during the Vietnam War.

While off the coast of Hawaii on January 14, 1969, a warhead detonated below decks due to overheating from aircraft exhaust. This led to massive explosions across the ship and several fires that destroyed 15 aircraft and left 27 dead and another 314 injured. Later, on April 14, the *Enterprise* was activated as part of Task Force 71 in response to an incident where a North Korean fighter shot down an American surveillance aircraft. Along with three other carriers and a host of support vessels, Task Force 71 was one of the largest shows of American force since the Korean War.

- 1970-1979

The *Enterprise* opened the decade with an overhaul and refit that saw her nuclear reactors upgraded to power her for the next ten years. She was returned to duty off of the

coast of Vietnam at a point known as Yankee Station, where she would participate in actions not only in Vietnam but also the Pacific and Indian Oceans. She was also retrofitted to support the F-14 Tomcat which was just entering service.

In April 1975, the *Enterprise*, U.S.S. *Midway*, U.S.S. *Coral Sea*, U.S.S. *Hancock*, and U.S.S. *Okinawa* were deployed near the Vietnamese coast to prepare for the evacuation of Americans from South Vietnam should it fall to an invasion from North Vietnam. These preparations bore fruit when “Operation Frequent Wind” was activated on April 29, and support craft from *Enterprise* flew 95 missions to evacuate remaining Americans from Saigon.

In February 1977, Ugandan president Idi Amin made several anti-American remarks and forced American citizens living in Uganda to meet with him personally, restricting their travel privileges and causing them to be unofficial hostages of the Ugandan government. The *Enterprise* and her group were deployed within 300 nautical miles of Kenya between February 25 and March 3, leading Amin to relent and restore the travel privileges of the Americans inside his country.

In January 1979, the *Enterprise* began a 30 month overhaul, which saw key upgrades of the superstructure and defensive systems.

- 1980-1989

On April 18 1983, the *Enterprise* ran aground while on a sandbar in San Francisco Bay. Visiting at the time was actor George Takei, who portrayed Lt. Hikaru Sulu, helmsman of the “starship *Enterprise*” from the *Star Trek* television series.

Later, the *Enterprise* became the first vessel to transit the Suez Canal on April 28, 1986. In 1988, the ship also took part in operations in the Persian Gulf after an incident

with Iranian mines and then in the Philippines during a coup attempt against then-president Corozon Aquino.

- 1990-1999

Returning to Newport News Shipbuilding in October 1990, the *Enterprise* underwent another round of refits and upgrades, including the extension of the flight deck from 1,101 feet to 1,123 feet. Future upgrades would see the installation of miles of fiber optic and coaxial cable aboard, creating a Local Area Network (LAN) aboard for the first time. Closed-circuit television cable and the Navy Standard Teletype (NST) were installed, and the Underwater Telephone System was also overhauled. In all, this comprehensive refit was to extend the life of the *Enterprise* for another 20 years.

The *Enterprise* participated in exercises to enforce no-fly zones over Bosnia and Iraq between June and December 1996. On November 8, 1998, an EA-6B Prowler collided with an S-3 Viking on the flight deck, causing the deaths of the four members of the Prowler's crew when they were swept overboard.

- 2000-present

While en route from the Persian Gulf to an exercise with the South African Navy on September 11, 2001, the *Enterprise* received word of the attacks in the United States. Without orders, the ship made a 180 degree turn and headed north, eventually settling in the waters 100 miles from the coast of Pakistan. In the opening days of what would later be known as the Global War on Terror in October 2001, air strikes on Al Qaeda and Taliban strongholds were coordinated from coordinated from the vessel.

From 2003-2004, the *Enterprise* provided air support for Operation Iraqi Freedom. Since 2004, the ship has participated in several exercises off the coast of Iran in the Persian Gulf and provided support for Operation Iraqi Freedom (later known as Operation Enduring Freedom). The *Enterprise* returned home from the Gulf in December 2007, and has been berthed at Northrop Grumman Shipbuilding (formerly the Newport News Shipbuilding and Dry Dock Company) since April 12, 2008.

Future

In the US Navy to date, forty percent of all serving vessels were recorded as nuclear-powered- a far cry from the two vessels that the *Enterprise* joined when she was commissioned in 1961. The *Enterprise* was scheduled to be decommissioned between 2012 and 2014, when she is expected to be replaced by the planned supercarrier U.S.S. *Gerald R. Ford*. The final fate of the *Enterprise* was unknown at the time this bibliography was written.

Library of Congress Subject Headings

These subject headings were consulted in assembling resources for this bibliography.

Aircraft carriers.
Aircraft carriers--American--1950-1960.
Aircraft carriers--Design and construction--History.
Aircraft carriers--Encyclopedias.
Aircraft carriers--Flight decks.
Aircraft carriers--History.
Aircraft carriers, Nuclear.
Aircraft carriers--United States.
Aircraft carriers--United States--Design and construction.
Aircraft carriers--United States--Flight decks.
Aircraft carriers--United States--History.
Aircraft carriers--United States--History--20th century.

Enterprise (Aircraft carrier : CVA(N)65)
Enterprise (Aircraft carrier : CVA(N)65)--History.
Enterprise (Ship : CVN-65)

The headings under and including “Aircraft carriers” produced a broad search that returned generalized results. Searches using the heading “Enterprise (Aircraft carrier : CVA(N)65)” returned results that were more insular to the topic itself.

By consulting several encyclopedias, broad subject headings were also produced:

Military art and science--United States--Encyclopedias.
National security--United States—Encyclopedias.
Naval art and science--Dictionaries.
Naval art and science--History--Encyclopedias.
Navy history--Dictionaries.
United States--Armed Forces--Weapons systems--Encyclopedias.
United States--Military policy--Encyclopedias.
United States--Navy--History--Dictionaries.
Ships--Encyclopedias.

Classification

- Library of Congress class headings

Class U: Military Science

Subclass U 1-900 Military science (General)

Subclass UA 21-885 By region or Country

Class V: Naval Science

Subclass V 1-995 Naval science (General)

Subclass V 27-55 History and antiquities of naval science

Subclass VA 49-395 United States

Using the Library of Congress call number system, the classifications of materials regarding the history of the U.S.S. Enterprise were located in the broad areas of military science and naval science. Refined searches were done using call numbers observed in the respective subclasses.

- Dewey Decimal classifications

300: Social Science

355.02: War and Warfare

355.03: Military situation and policy

359-359.009: Sea (Naval) forces & warfare

359.03: Situation and policy

359.009: Naval history

600: Technology and Applied Sciences

623.82: Nautical craft

The Dewey Decimal System places these materials into the broad groupings of “Social Science” and “Technology and Applied Sciences”. Searching within the ranges 355.02-355.009 yielded results specific to the military naval arts, while 623.02 specifically addressed naval vessels.

Dictionary (online)

“USS Enterprise”. *Dictionary of American naval fighting ships*. [n.d.] Naval Historical Center. Department of the Navy. Retrieved November 16, 2008 from <http://www.history.navy.mil/danfs/e4/>.

This resource, now available online, provided invaluable insight into the history of the *Enterprise* lineage. It also proved to be a nearly complete reference source regarding the history of the vessel currently in service, including deployment dates and all activities of significance.

General Encyclopedias

“Aircraft carrier”, *The New Encyclopaedia Britannica: Micropedia*, vol. 1, 2007.

This Micropedia entry provided a broad overview of these immense vessels, and the launch date of the *Enterprise* was particularly noted. The lack of the conventional fuel systems which are required by comparable vessels of the time were also stated.

“Technology of war”, *The New Encyclopaedia Britannica: Macropedia*, vol. 29., 2007.

In this Macropedia entry, the design specifications of the *Enterprise* were listed. Facts such as the number of nuclear reactors aboard and the speed of the vessel were also provided.

“United States Navy”, *The New Encyclopaedia Britannica: Micropedia*, vol. 12., 2007.

This Micropedia entry of the history of the US Navy stated that the U.S.S. *Enterprise* was the first nuclear-powered aircraft carrier in the world.

Subject Encyclopedias

Bruce, Anthony and William Coger. “Enterprise, U.S.S.”, in *Encyclopedia of Naval History*, 1998.

This entry provided specific technical details about the *Enterprise*, including mechanical systems, speeds, range. It also mentioned the defensive systems that *Enterprise* uses to defend itself.

Kane, Joseph Nathan, Steven Angovin, and Janet Podell. “#6942. Nuclear-powered aircraft carrier”, in *Famous First Facts*, 1997.

Famous First Facts provided specific dates for the *Enterprise* including the laying of the keel, launch, and completion. It also provided the specifications for the vessel at the time

she was built, and became a starting point for observing how the vessel had changed during its operational life of over 41 years.

Kemp, Peter, ed. "Enterprise, U.S.S." in *The Oxford Companion to Ships and the Sea*, 1976.

This entry gave a brief overview of the lineage of the Enterprise, from the captured sloop in 1775 to the World War II carrier. Although the fates of the first six vessels to bear the name were not listed, the fate of the preceding "Big E" was mentioned, including the attempt to save it as a possible museum ship.

Morris, James M. and Patricia M. Kearns. "Enterprise, USS (CVN65)" in *Historical Dictionary of the United States Navy*, 1998.

As its name suggests, this source provided a brief historical context for entry regarding the *Enterprise*. Several highlights in the lifespan of this vessel were duly noted, such as its service during the Vietnam War.

Paine, Lincoln P. "USS Long Beach (CGN-9)", in *Ships of the World; An Historical Encyclopedia*, 1997.

This entry specifically mentioned the name of the was the first nuclear-powered surface vessel in the world, commissioned in May 1961. The *Enterprise* joined her in November of that same year.

Samuels, Richard J., ed. "U.S. Navy." in *Encyclopedia of United States National Security*, vol. 2., 2006.

This recent resource mentioned the latest history of the Enterprise. Its service during Operation Iraqi Freedom and other engagements during the current "War on Terror" were also documented.

Films

The Hunt for Red October. DVD. Directed by John McTiernan. 1990; Los Angeles, CA: Paramount, 2003.

Appearing as herself, the *Enterprise* was featured in key scenes of this film. According to the DVD commentary by the director, filmmakers were provided access to record moments that had not been captured on film for a commercial feature.

Top Gun. DVD. Directed by Tony Scott. 1986, Los Angeles, CA: Paramount, 2004.

The Enterprise was "loaned" the makers of this film as part of a special arrangement made between the US Navy and Paramount Pictures. An article written Robert Lindsey

in *The New York Times* detailed how Scott had to make changes to the script in exchange for military support.

Journal Article

Carter, Luther J. 1966. Nuclear carriers: Studies convince the skeptics *Science, New Series* 151, no. 3716: 1368-1371 (March 18).
<http://www.jstor.org/stable/1718484> (accessed November 12, 2008).

At the time the *Enterprise* entered service, there were still doubts about the how practical nuclear technology could be as a practical source of power. This article demonstrated how research was done to convince the more stalwart holdouts of its viability, notably those within the upper levels of the US Navy itself.

Magazine Article

Off course. *Time*, May 9, 1983, 38.

This article spoke about a notorious chapter in the service of the *Enterprise*. By running aground of a sandbar on its home shore, this became a minor blemish on the ship's career, where its reputation suffered a minor embarrassment.

Monographs

USS Enterprise 65 : Eighth Ship to Bear the Name. 1962. Westbury, NY: Howard Wohl Associates.

This book, printed shortly after the *Enterprise* was commissioned, provided a historical perspective of the ship to that point in time. It mentioned the proud history of its predecessors, ending on an optimistic note that the latest *Enterprise* would uphold this proud tradition.

Moore, John. 1991. *Jane's American Fighting Ships of the 20th Century*. New York: Mallard Press.

This book, produced in conjunction with the reputable Jane's, provided a comprehensive history of the American Navy in the twentieth century. The *Enterprise* figured prominently in this resource, as her achievements have added to the history of the U.S. Navy.

Newspaper Articles

Apple, R.W. Nuclear carrier enters combat. *New York Times*, December 3, 1965, 1.

<http://proquest.umi.com/pqdweb?did=96723431&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

On the date this article was printed, the *Enterprise* became the first nuclear-powered vessel to take part in a combat mission. She launched air strikes over Vietnam, and two her planes failed to return from their assignments.

Becker, Elizabeth. "No 'Stonewalling' on Kosovo Peace, Milosevic is Told." *New York Times*, February 20, 1999, A1.

<http://proquest.umi.com/pqdweb?did=117548618&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

During a news conference on this date, President Bill Clinton cautioned Yugoslavian leader President Slobodan Milosevic about the consequences of ignoring a chance to reach an agreement with Yugoslavia's neighbors. The *Enterprise* had been dispatched as part of a task force to as a show of strength from the United States and its allies in NATO, who were concerned about the rising conflict.

Beecher, William. "'Enterprise' Fire Linked to Air Jet." *New York Times*, January 30, 1969, 19.

<http://proquest.umi.com/pqdweb?did=77436401&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article reported details about the explosions and fire that crippled the *Enterprise* after the accident that caused it. In addition to the losses of lives and equipment, the US Navy had estimated that there had been \$6.4 million dollars in damage and would take three months to repair.

"Enterprise beats destroyer in test." *New York Times*, November 5, 1961, 45.

<http://proquest.umi.com/pqdweb?did=101482374&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article mentions an early speed record of the enterprise, as it beat its support vessels while conducting trials. Speed would become a key factor for the *Enterprise* during its years of service, as she was able to quickly reach the destinations where she had been dispatched.

Beecher, William. "'Enterprise' Fire Linked to Air Jet." *New York Times*, January 30, 1969, 19.

<http://proquest.umi.com/pqdweb?did=77436401&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article reported details about the explosions and fire that crippled the *Enterprise* after the accident that caused it. In addition to the losses of lives and equipment, the US Navy had estimated that there had been \$6.4 million dollars in damage and would take three months to repair.

Carter, Joseph. "Atomic Carrier Takes to Water." *New York Times*, September 25, 1960, 1.
<http://proquest.umi.com/pqdweb?did=99874318&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article recalled the launch of the *Enterprise* and praise that had been given to by prominent officers in the U.S. Navy. Of note is the fact that the estimated costs of the vessel- \$375 million- was placed at the end of the piece.

Gelb, Leslie H. "4 U.S. Carriers Set for Rescue Role." *New York Times*, April 5, 1975, 61.
<http://proquest.umi.com/pqdweb?did=76548870&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article explains the preparations of *Enterprise* and other vessels in anticipation of evacuation Americans from South Vietnam in April 1975. "Operation Frequent Wind", as it would later be known, would go into action a few weeks later.

Jehl, Douglas. "The Carrier." *New York Times*, October 10, 2001, B1.
<http://proquest.umi.com/pqdweb?did=366614342&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This article, printed after the beginning of airstrikes in Afghanistan in 2001, details the role of the *Enterprise* in the newly christened "War on Terror." Several members of her crew were interviewed about how their collective purpose was changing in the growing conflict.

Lawrence, William L. "Science in Review: Nuclear Ships will Create New Problem of Radioactive Waste Disposal." *New York Times*, July 19, 1959, E11.
<http://proquest.umi.com/pqdweb?did=89225229&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

Early concerns about the disposal of nuclear fuels were expressed in this article. Though the *Enterprise* was entering the first stages of construction at the time, both scientists and government agencies were seeking to address the growth of nuclear waste on the world's oceans.

Lindsey, Robert. "'Top Run:' Ingenious Dogfights." *New York Times*, May 27, 1986, C15.
<http://proquest.umi.com/pqdweb?did=120532745&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

As mentioned above, this article details the role of the *Enterprise*- and the U.S. Navy as a whole- in the filming of this Hollywood production. The U.S. Navy had been seeking ways to improve recruitment, earn revenue and improve its image, and *Top Gun* proved

to be an opportunity to do all three.

“Navy planes crash on carrier’s flight deck.” *The New York Times* November 9, 1998, A18.

<http://proquest.umi.com/pqdweb?did=117022139&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

This brief article reported the crash between two planes on the *Enterprise*’s main deck. It is worth noting that the fates of six missing fliers were not known at the time this article was printed.

Raymond, Jack. “Enterprise Ending Shakedown; Atom-Carrier Cruises off Cuba :First Such Vessel Gets Rating on Readiness Tomorrow.” *New York Times*, April 4, 1962, 22.

<http://proquest.umi.com/pqdweb?did=96963393&Fmt=10&clientId=15109&RQT=309&VName=HNP> (accessed November 5, 2008).

The preparations for *Enterprise* to enter regular service are detailed here. Her shakedown cruise took her to the shores of the American base at Guantanamo Bay- no doubt a subtle reminder to the Cuban Government of American power.

Podcasts

"Aboard the Enterprise." November 11, 2001. *Weekend Edition*.

<http://www.npr.org/templates/story/story.php?storyId=1135539> (accessed November 29, 2008).

As the *Enterprise* sailed home from the waters near Pakistan, members of her crew reflected on their recent service. It was the beginning of the new “War on Terror”, and the crew recognized how the world was changing around them,

"Barbers." December 29, 2001. *Weekend Edition*.

<http://www.npr.org/templates/story/story.php?storyId=1135539>. (accessed November 29, 2008).

This was a “slice of life” story about some of the many people who live and work aboard the *Enterprise*. Although this was not identified as one of the functions of carrier life known by the public, it has nevertheless been an important one.

"Ordnancemen." October 20, 2001. *Weekend Edition*.

<http://www.npr.org/templates/story/story.php?storyId=1131832> (accessed November 29, 2008).

This is another story about life aboard the Enterprise. It addressed the drawings and slogans that were chalked onto the bombs that would have been dropped on targets in Afghanistan, and the people who have done it knowing they would never be seen again.

Online Videos

"USS Enterprise, Nuclear Carrier Joins 7th fleet 1965/8/30 [Video]". (n.d.) Retrieved November 24, 2008 from <http://www.youtube.com/watch?v=PEFT0wPQo0Y> .

This video, an excerpt from a Universal newsreel, presented the news about the Enterprise joining the Seventh Fleet in 1965. It also serves as an example of how the newsreel was used before it was discontinued a few years later.

"USS Enterprise 1969 fire [Video]." (n.d.) Retrieved November 24, 2008 from <http://www.youtube.com/watch?v=UKCT0vOnF-Q&NR=1>.

This video was an excerpt to a film called *Trial by Fire*. Although there was no dialogue, the combination of music and images conveyed the extent of the damage that had been caused by the accident below the decks of the *Enterprise*.

"USS Enterprise (CVN-65)- 'Enterprise Update' Newscast [Video]." (n.d.) <http://www.youtube.com/watch?v=CQ4J1IPITjw>.

Aboard the Enterprise, videos like this one demonstrated the capacity of her crew to allay the isolation while proving an example of shipboard life was like. According to the description of this video, it went on to win several awards within the U.S. Navy.

Report

O'Rourke, Ronald. 2006. *Navy Aircraft Carriers: Proposed Retirement of USS John F. Kennedy — Issues and Options for Congress*. Washington, D.C.: Library of Congress.

This report was prepared to assess the consequences of retiring several of the aging carriers of the U.S. Navy. Although the *USS John F. Kennedy* was specifically mentioned, the document also addressed other vessels such as the *Enterprise*.

Web Pages

Naval Vessel Register. <http://www.nvr.navy.mil/nvrships/details/CVN65.htm>. Accessed October 24, 2008.

This website- an official site of the United States Military- lists the current specifications for the *Enterprise*, some of which were used earlier in this bibliography. It provides a

snapshot of the vessel at this advanced stage of her career.

US Navy Fact File- Aircraft Carriers.

http://www.navy.mil/navydata/fact_display.asp?cid=4200&tid=200&ct=4%20target=blank. Accessed November 24, 2008.

Another official website of the U.S. Military, the facts presented on this page are for all of the aircraft carriers currently in service. The basic details for all carrier classes including the *Enterprise*'s own class- were listed on this page, allowing for an easy comparison.

USS Enterprise (CVN-65). [http://en.wikipedia.org/wiki/USS_Enterprise_\(CVN-65\)](http://en.wikipedia.org/wiki/USS_Enterprise_(CVN-65)). Accessed October 10, 2008.

Although not all of the information on this page had been properly cited, it served as a guide that led other resources that were used in the creation of this bibliography. In addition, it provided images that were used in this bibliography as well.

USS Enterprise: The World's First and Finest Nuclear Powered Aircraft Carrier.

<http://www.enterprise.navy.mil/>. Accessed November 7, 2008.

This resource is the official web page of the USS *Enterprise*. Although it is light on content, it is supported by the U.S Navy and provided several quick facts about the vessel and its current command structure.

Publishers

The United States Government

Although it is not limited to a single source, the U.S. Government can be expected to provide new information about the *Enterprise*, since it is its official property. The many agencies that would prepare such information- such as the Library of Congress, the Government Printing Office, or the U.S. Military- the Government would be the primary provider of all future information.

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Since 1898, Jane's has been one of the most respected suppliers of military information worldwide.. Due to the number and breadth of publications, any future information regarding the *Enterprise* would come from this private source..



Image credit: [http://en.wikipedia.org/wiki/Image:USS_Enterprise_\(CVN-65\)_coat_of_arms.png](http://en.wikipedia.org/wiki/Image:USS_Enterprise_(CVN-65)_coat_of_arms.png)