



USS Enterprise (CVN 65)

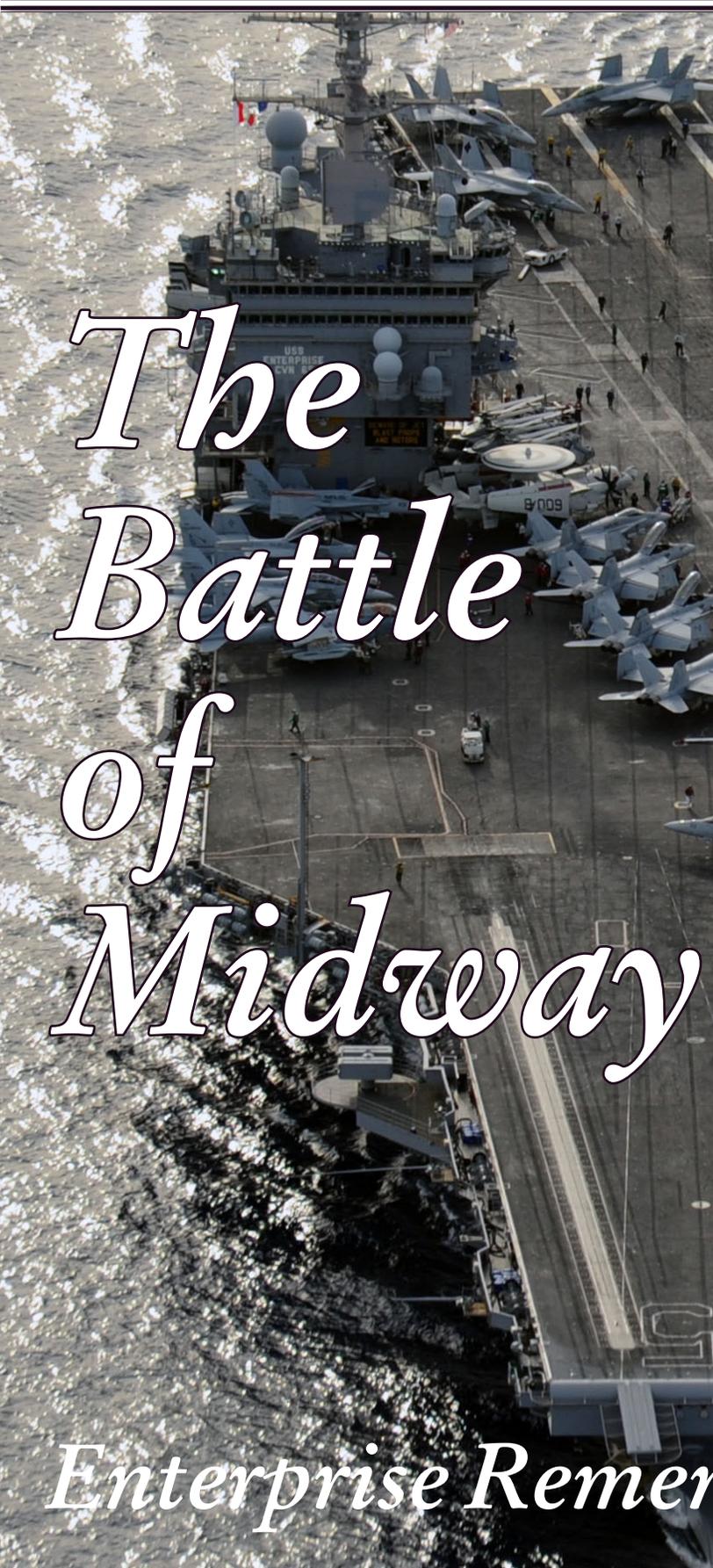
THE SHUTTLE



Special Edition 3 of 3

"We are Legend"

June 6, 2012 Issue

An aerial photograph of the USS Enterprise's deck, showing numerous aircraft parked in neat rows. The ship's superstructure is visible on the left side of the frame.

The Battle of Midway

An aerial photograph of the USS Enterprise's deck, showing a long, straight line of aircraft parked along the edge. The ship's hull number '65' is visible on the side.

Enterprise Remembers: Part Three



USS ENTERPRISE (CVN 65) Media Release



MEDIA DEPARTMENT, BOX 7, FPO-AE 09543-2810
TELE: 757-443-7792 E-MAIL: PAO@CVN65.NAVY.MIL

For Immediate Release

June 4, 2012

Release No. 11-XXX

Page 1 of 3

Enterprise at Midway: Part 1 of 3

By Mass Communication Specialist Seaman Brian G. Reynolds, Enterprise Carrier Strike Group Public Affairs

USS ENTERPRISE, At Sea - Seventy years after the historic Battle of Midway, Sailors aboard aircraft carrier USS Enterprise (CVN 65) remember those who served aboard the previous USS Enterprise (CV 6), and the pivotal role they played in changing the course of World War II.

Prior to Midway, Enterprise was mostly used to escort convoys and conduct bombing raids on enemy island outposts. It headed into Midway after escorting the Hornet during the famed Doolittle Island Raids. They joined Yorktown, whose crew had just seen extensive combat during the Battle of Coral Sea. At Midway, however, Enterprise played a far larger role than simple escort duty.

The Battle of Midway took place June 4-7, 1942, and is regarded as the turning point of World War II in the Pacific. Each year, Sailors reflect on the momentous battle which blunted the Imperial Japanese advance in the Pacific and allowed the U.S. and its allies to incorporate what was referred to as the "Grand Strategy" of finishing the war in Europe before throwing its resources into the Pacific Campaign.

"The brave men who fought the Japanese at Midway did far more damage to the Japanese Pacific Fleet than they possibly could have imagined," said Capt. William C. Hamilton, Jr., Enterprise's current commanding officer. "After Midway, the Japanese would never be able to re-build their fleet, and their plans for victory in the Pacific were lost forever."

Hamilton added that historians and academics conservatively believe that losing the Battle of Midway would have extended the war for at least two years.

Three carriers fought during the Battle of Midway: USS Enterprise (CV 6), USS Hornet (CV 8) and USS Yorktown (CV 5).

Adm. Chester W. Nimitz, the commander in chief of the Pacific Fleet, said in a letter to the carriers waiting off the coast of the Midway Islands, "You will be governed by the principle of calculated risks, which you shall interpret to mean the avoidance of exposure of your force to attack by superior enemy forces without good prospect of inflicting greater damage on the enemy."

Nimitz's superior strategy went down in history as being one of the primary reasons that the U.S. ships were successful in the battle.

Code breakers also played a vital role in the victory, giving advanced knowledge of Japanese plans to U.S. forces, allowing the admirals to implement a response.

The crew of Enterprise (CV 6) woke at 0130 June 4th. The pilots, waiting in their ready rooms aboard Enterprise and her sister ships remember time "seeming to slow to a crawl" as they anticipated word of the enemy carriers.

Rear Adm. Frank "Jack" Fletcher decided to hold Yorktown in reserve, and at 0607 instructed Rear Adm. Raymond Spruance's Task Force 16, comprised of Enterprise and Hornet, to "proceed southwesterly and attack enemy carriers as soon as definitely located."

Spruance sent the brunt of his force at the enemy and was victorious. The four Japanese carriers were not expecting U.S. ships to be in the area and had sent the majority of their aircraft on a bombing raid of Midway.

All four Japanese carriers were destroyed and more than 3,000 people were killed. Japanese planes sunk Yorktown and one cruiser, but only 300 Americans lost their lives during the battle - far less than expected.

The Battle of Midway served as a defining battle for naval air power and in turn altered world history.

Enterprise Sailors, as stewards of the Enterprise name, are proudly honoring those that came before them as they continue the legendary carrier's 22nd and final deployment, completing maritime security operations, theater security cooperation efforts and support missions as part of Operation Enduring Freedom.

This is part one of a three-part series. Check tomorrow for more on USS Enterprise's (CV 6) role in the Battle of Midway and the crucial efforts of the carrier's aviators in the battle.



USS ENTERPRISE (CVN 65) Media Release



MEDIA DEPARTMENT, BOX 7, FPO-AE 09543-2810
TELE: 757-443-7792 E-MAIL: PAO@CVN65.NAVY.MIL

For Immediate Release

June 5, 2012

Release No. 11-XXX

Page 1 of 4

Enterprise at Midway: Part 2 of 3

By Mass Communication Specialist Seaman Brian G. Reynolds, Enterprise Carrier Strike Group Public Affairs

USS ENTERPRISE, At Sea - As the U.S. Navy continues to celebrate the 70th anniversary of the Battle of Midway, Sailors aboard aircraft carrier USS Enterprise (CVN 65) are focusing on the vital contributions the first Big E (CV 6) made toward a U.S. victory in the battle widely regarded as the turning point of World War II.

At its most basic, the Battle of Midway can be viewed as the victory of a U.S. Navy force, led by three aircraft carriers (USS Hornet (CV 8), USS Yorktown (CV 5) and USS Enterprise (CV 6), over four carriers of the Imperial Japanese Navy (Akagi, Kaga, Soryu, and Hiryu). However, this summary may blur the heroic roles of the vessels and their Sailors - specifically the legendary role played by Enterprise, her air wing and her crew.

"Midway was truly a turning point," said Capt. William Hamilton, current commanding officer of USS Enterprise (CVN 65). "It came at a time when our backs were up against the wall. It was do or die, and the crew of the Enterprise (and her air wing) came through."

In an effort to strike first during the Battle of Midway, Enterprise's 6th Air Group sent up 10 F-4F Wildcat fighter planes to escort 14 TBD Devastator torpedo planes and 35 SBD Dauntless Bombers in search of the Imperial Japanese Navy.

Of the aircraft launched that June 4, 1942, morning, 31 would never return to Enterprise.

The Hornet's Torpedo Squadron 8 (VT-8), led by Lt. Cmdr. Waldron, was the first to find the Japanese carriers. Waldron's squadron launched their torpedoes as every plane was shot down by Japanese fighters.

As smoke rose on the horizon from this battle, Lt. Cmdr. Gene Lindsey's Torpedo Squadron 6 (VT-6), embarked aboard Enterprise, found the Japanese carriers. Again, every plane launched their torpedoes despite heavy Japanese fire. As a result of the Japanese resistance, 10 out of 14 U.S. planes were lost - including Lindsey's. No Japanese ships were sunk.

As the Japanese planes were refueling aboard their carriers, bombers from Enterprise and Hornet finally found their targets.

Commanded by Lt. Cmdr. Wade McClusky, Enterprise Bomber Squadron 6 and Scouting Squadron 6 plummeted from an altitude of 20,000 feet to find their targets, the Japanese aircraft carriers Akagi and Kaga. As many as eight bombs smashed into Kaga. One bomb, launched by Lt. Cmdr. Richard Best's plane, hit Akagi, setting off munitions in the hangar bay.

In five minutes, Enterprise bombers destroyed two Japanese aircraft carriers. Meanwhile, bombers from Yorktown inflicted such heavy damage on Soryu that it sank later that evening.

"It was because of McClusky's courage, perseverance and some luck that his air wing made such a crucial contribution to the outcome at Midway," said Capt. Jeffrey L. Trent, the current commander of Carrier Air Wing (CVW) 1, Enterprise's embarked air wing.

As Hiryu escaped, it launched a counterattack that inflicted heavy damage on Yorktown. Bombers from Yorktown's Bombing Squadron 3 (VB-3) flew to Enterprise's flight deck, as its crew worked feverishly to repair the damage. Enterprise combined forces with the remaining planes from Yorktown to defend it from a second Japanese attack, but could not stop it from sinking the carrier.

A squadron, consisting of aircraft from both the Big E and Yorktown, launched from Enterprise's flight deck June 4 at 5:03 p.m. The squadrons scored a mortal wound on Hiryu and left it a smoldering hunk of steel.

Enterprise aircraft took credit for three of the four Japanese carriers destroyed that day.

"It was a battle that clearly displayed the ability of carrier aviation to project power from the sea, foreshadowing the invaluable contributions our carrier Navy and its embarked air wings continue to bring to the world's oceans to this day," said Trent.

On June 5, Big E aircraft scored two more hits, sinking the Japanese cruiser Mikumi and damaging the cruiser Mogami.

During the Battle of Midway, 307 Americans lost their lives, including crew members and pilots from Enterprise.

Although the aviators of Midway were integral to the eventual American victory at Midway, the battle took a heavy toll on the air wing.

"Carrier aviation's ability to deliver credible combat power, an enduring value today, did not come without a cost," said Trent. "Of the 77 aircraft that comprised the Enterprise air wing, 31 were lost during the Battle of Midway."

Their sacrifices helped achieve a later American victory against Japan during World War II that historian Walter Lord calls highly improbable.

"By ordinary standards, they were hopelessly outclassed," said Lord. "They had no right to win. Yet they did, and in doing so, changed the course of a war."

Enterprise changed command nine days after it arrived back in Pearl Harbor on June 13, 1942. Outgoing Commanding Officer Capt. George Murray had this to say to incoming CO Capt. Arthur Davis: "Our goal has been, is and will be the destruction of the enemy ... the success we have achieved and those that lie ahead could not be realized without the teamwork and mutual good will which signify so essentially the Enterprise spirit ... Captain Davis, I relinquish this command with regret. I am confident you will find the ship one of the great ships of our time - and the ship's company the finest."

Enterprise would go on to win 20 battle stars during World War II, proudly achieving the title of the most decorated warship in U.S. Navy history. This inspired the building of a new Enterprise, which carries the namesake to this day.

Enterprise and Carrier Air Wing (CVW) 1 continue the legacy of the Enterprise namesake in the U.S. 5th Fleet area of responsibility as the carrier continues its 22nd and final deployment, adding to a legend begun more than 70 years ago.

This is part two of a three-part series. Check tomorrow for more on USS Enterprise's (CV 6) role in the Battle of Midway and its cooperation with Destroyer Squadron TWO, a relationship that continues today, 70 years later.

HISTORY OF THE B

Enterprise at Midway: Part 3 of 3

Story by Mass Communication Specialist Seaman Brian G. Reynolds



USS ENTERPRISE, At Sea – Big E Sailors and Marines are not the only service members in the Enterprise Carrier Strike Group commemorating the 70th anniversary of Battle of Midway this month. Nor are they the only ones with close ties to the battle.

The Sailors of Destroyer Squadron 2 (DESRON 2) are also celebrating the role the U.S. Navy's oldest destroyer squadron played in the pivotal World War II battle.

During the Battle of Midway, six destroyers, referred to as "tin cans," played a major role: USS Hammann (DD 412), USS Hughes (DD-410), USS Morris (DD 417), USS Anderson (DD 414) and USS Gwin (DD 433). All of the destroyers were part of Task Force 17, commanded by Rear Adm. Fletcher aboard USS Yorktown (CV 5).

These destroyers were given the primary task of protecting Yorktown from air and submarine attacks as it approached Midway. In order to do so, the task force took an anti-aircraft disposition "V" as well as positioned themselves to provide antisubmarine defense.

However, due to their close proximity to Task Force 16, which included USS Enterprise (CV 6) and USS Hornet (CV 8), they were directed to provide destroyer escort duties for these carriers as well.

"These orders marked the beginning of an historic partnership between Enterprise and Destroyer Squadron 2 that continues today," said Commodore, Destroyer Squadron 2, Capt. Joseph J. Leonard. "A partnership marked by distinction, capability and commitment, all of which were on display 70 years ago."

The honor, courage and commitment of the World War II-era DESRON 2 Sailors was evident from the beginnings of the Battle of Midway.

After squadrons from Yorktown destroyed the Japanese carrier Soryu, the Japanese carrier Hiryu launched a counter strike. DESRON 2 fought courageously to defend the task force.

During the air attacks against Yorktown, the destroyer Hammann bravely stood her ground and shielded Yorktown. Hammann returned the assault, releasing a barrage of gunfire, shooting down many of the attacking aircraft.

Despite valiant efforts by the crew of Hammann, they were unable to stop the enemy bombers and torpedo planes from scoring multiple hits against Yorktown.

After two direct torpedo hits, Yorktown began to list heavily and had to be abandoned. Hughes and Hammann assisted in rescuing survivors from lifeboats in the vicinity of the carrier.

The Hammann rescued 87 survivors. While pulling up close astern, she rescued the final survivors, including Yorktown's commanding officer, Captain Elliot Buckmaster.

Hammann was also responsible for rescuing members of the Enterprise air wing. On the afternoon of June 4, a U.S. torpedo bomber, launched from Enterprise, was shot down approximately two miles ahead of Hammann. The Hammann was able to recover the pilot and radioman, both only slightly injured.

After the survivors were rescued, Hammann moored along side Yorktown providing hoses for firefighting. After eight hours alongside, the fire was reported under control and Yorktown was no longer listing.

Unfortunately, following their rescue efforts during the battle, Hammann met a somber fate. A Japanese submarine, I-168, penetrated the destroyer's screen and attacked both Yorktown and Hammann with torpedoes. Four torpedoes were loosed; two missed, one passed under Hammann and hit Yorktown, and



The Shuttle

USS Enterprise (CVN 65)



The Shuttle is published and printed daily underway and bi-weekly in port by the USS Enterprise (CVN 65) Media Department, FPO AE 09543-2810. This newspaper is an authorized publication for members of the Department of Defense. Please direct all story ideas, questions and comments to MC1 (SW) Steve Smith at smithsw@cvn65.navy.mil.

Commanding Officer Capt. William C. Hamilton, Jr.	Executive Officer Capt. G. C. Huffman
Command Master Chief CMDCM (AW/SW) Dwayne E. Huff	Public Affairs Officer Lt. Cmdr. Sarah T. Self-Kyler

Editors
MC2 (SW) Kristin L. Grover
MCSN Brian G. Reynolds

BATTLE OF MIDWAY

the fourth hit the destroyer amidships, breaking her back. While Yorktown was able to stay afloat for another day until the ship turned over onto her port side, rolled upside-down, and sank, stern first, Hammann sunk within four minutes. Over 80 men aboard Hammann lost their lives.

Hammann's crew was honored for their valiant efforts during the Battle of Midway.

According to DESRON 2's official history, "During the action with enemy aircraft, all officers and men of the Hammann performed their duties with coolness, calmness and efficiency. Every man's conduct was above reproach. During the phase when survivors were being removed from the Yorktown, all hands exerted themselves to the utmost in getting the men on board and in caring for them after they were on board."

Cmdr. Arnold E. True, commanding officer of the Hammann, received the Navy Cross and Distinguished Service Medal for his bravery and valiant performance during the Battle of Midway and the Battle of Coral Sea.

During a ceremony held aboard the current USS Enterprise (CVN 65), Leonard noted that these efforts are only a part of the rich history of DESRON 2.

"Today, as we remember one of our nation's greatest naval victories, the Sailors of Destroyer Squadron 2 carry

on the greatest legacies of the Destroyermen of Midway," said Leonard. "(That legacy is) to be ready for any task and any sacrifice at any time, and to never give up the ship – regardless of the odds."

DESRON 2 continued to conduct operations throughout the Pacific during World War II. The combined record of the ships of DESRON 2 included 145 battle stars - including 10 or more stars for all ships that survived the war - at a cost of more than 450 killed and 175 wounded. The squadron lost three ships throughout the course of World War II. The USS Sims (DD 409) was sunk after three 500 pound bombs hit the ship during the Battle of Coral Sea, USS O'Brien (DD 414) succumbed to torpedo damage in the wake of the torpedoing of Wasp (CV-7) in September 1943, while USS Walke (DD 416) was lost in November 1943 off Guadalcanal.

Many of the operations involving DESRON 2 during the remainder of the war in the Pacific also involved Enterprise.

"Knowing this is our legacy, it is an absolute honor and privilege to remember the heroes of the Battle of Midway aboard our nation's most historic and legendary aircraft carrier," said Leonard, "a great warship with a long-standing bond with Destroyer Squadron 2." 🌐

CNO Honors 70th Anniversary of The Battle of Midway

Story by Mass Communication Specialist 2nd Class Alexandra Snyder, DEFENSE MEDIA ACTIVITY

WASHINGTON -- Chief of Naval Operations Adm. Jonathan Greenert delivered remarks at a wreath-laying ceremony commemorating the 70th anniversary of the Battle of Midway, June 4.

During the service, which was held at the Navy Memorial in Washington, D.C., Greenert thanked the veterans who served seven decades ago during the Battle of Midway, the decisive naval battle that was the turning point in the Pacific Theatre of World War II (WWII).

"I'd like to say thank you to the many veterans who served, not only in World War II, but in Midway," said Greenert. "It's because of you that we exist today as the greatest navy in the world. I'd also like to thank our Sailors who are out there getting the job done, day in and day out."

Greenert also spoke about the determination, bravery and continuing legacy of the Sailors who fought in the Battle of Midway.

"These were common people doing uncommon things, we talk about them as the world's greatest generation and they really were," he said. "The Battle of Midway was the turning point on the war in the Pacific. It absolutely stopped the momentum of the enemy in the Pacific, and it established the United States Navy as the preeminent force in the world, and we have never looked back."

Henry "Hank" Kudzik travelled from Pennsylvania to be at the ceremony. He served aboard USS Nautilus (SS-168) when it was bombarded with depth charges during the Battle of Midway.

"When they drop the charges, they try and have them explode below or next to you, because the explosion will go the path of least resistance, which is up because the pressure is lower," said Kudzik. "The Nautilus, she was an old submarine, built in 1930. I really didn't think we'd survive the first round, but we did, and she held up long enough to make fourteen more trips... I'm lucky to be here."

During the ceremony, Greenert encouraged present-day Sailors to maintain the success of the fleet through the example of Midway veterans, like Kudzik.

"Today we have Sailors who are also common people doing uncommon things," said Greenert. "They're adapting, just like the Sailors in the Battle of Midway and WWII in general. These were confident and proficient Sailors in WWII and our Sailors today understand how important it is to train, how important technology is and how important understanding our heritage is."

Similar wreath-laying ceremonies to commemorate the battle took place on ships and bases across the fleet. 🌐