“From the day she was placed in commission in late 1961 she has performed for 50 years as though she was an animate entity. Knowledgeable of her responsibilities in our country’s defense and determined to meet or surpass every one of them. Indeed, ENTERPRISE, like a champion thoroughbred racehorse, came out of the gate, took the lead, and never looked back.”
To the crew of USS Enterprise (CVN-65):

As you decommission Enterprise after 55 years of commissioned service, and an active operational career spanning 51 years and 25 deployments, I wanted to let you know how proud I am to be considered your shipmate and to count myself among the thousands of crewmembers who called “The Big E” home over that half-century of naval history. I commend all of you for taking on the arduous task of readying your ship for her final voyage to the scrapping yard. I know that you have done your jobs with skill and determination, and with respect for the great ship in which you have served. Your hard work has ensured you inclusion in the motto “We Are Legend” that Enterprise has justifiably earned. Those of us who served in Enterprise a few years or a few decades ago owe you a debt of gratitude for taking such good care of this grand old lady of the fleet as she nears the end.

While my age will prevent me from celebrating the commissioning of CVN-80, I ask all of you when, in the coming years, you participate in or hear about that special day, to raise a glass in honor of yourselves and the rest of us who have paved the way for this next ship to bear the vaunted name of Enterprise—so that the legend and the legacy may continue!

James L. Holloway III
Admiral, U.S. Navy (Retired)
Commanding Officer, USS Enterprise (CVAN-65), 1965-1967
Chief of Naval Operations, 1974-1978
Change of Command Ceremony

SEQUENCE OF EVENTS

Arrival of the Official Party

Parade of the Colors
USS ENTERPRISE (CVN 65) Color Guard

Invocation
Lieutenant Commander Leslie Hatton, USN, Chaplain Corps

Presiding Officer
Rear Admiral Bruce H. Lindsey, USN
Commander Naval Air Force Atlantic

Remarks
Captain Todd A. Beltz, USN
Commanding Officer USS ENTERPRISE (CVN 65)

Mr. Matt J. Mulherin, President, Newport News Shipbuilding

Rear Admiral Brian K. Antonio, USN
Program Executive Officer, Aircraft Carriers

Admiral James F. Caldwell Jr, USN
Director, Naval Nuclear Propulsion Program

Rear Admiral Bruce H. Lindsey, USN
Commander Naval Air Force Atlantic

Presentation of Award
Rear Admiral Bruce H. Lindsey, USN

Reading of Orders
Captain Todd A. Beltz, USN

Securing the Watch
Commander Michel E. Concannon, USN
Executive Officer USS ENTERPRISE (CVN 65)

Presentation of Pennant and Colors
CMDCM (AW/SW) Dwayne Huff, USN
ADMIRAL JAMES F. CALDWELL, JR.  
DIRECTOR, NAVAL NUCLEAR PROPULSION PROGRAM

Admiral James Caldwell received his commission graduating with distinction from the United States Naval Academy in 1981 with a Bachelor of Science in Marine Engineering. He also holds a Master of Science in Operations Research from the Naval Postgraduate School.

Caldwell commanded USS Jacksonville (SSN 699) homeported in Norfolk, Virginia; Submarine Development Squadron (DEVRON) 12 in New London, Connecticut; Submarine Group 9 in Bangor, Washington; and the Submarine Force, U.S. Pacific Fleet, Hawaii. His sea tours include service in both the Atlantic and Pacific Fleets. His Operational assignments include duty as a division officer on USS Boston (SSN 703), engineering officer on USS Alabama (SSBN 731) (GOLD), and executive officer on USS Buffalo (SSN 715).

Ashore, Caldwell served on the Pacific Fleet Nuclear Propulsion Examining Board and later as Undersea Warfare (USW) Requirements officer on the staff of Commander in Chief, U.S. Pacific Fleet. He also served as senior member of the Naval Submarine Force’s Tactical Readiness Evaluation Team; on the Joint Staff as deputy director for Politico-Military Affairs for Europe, the North Atlantic Treaty Organization, Russia and Africa; and deputy commander for U.S. Strategic Command’s Joint Functional Component Command for Global Strike in Omaha, Nebraska and as Naval Inspector General, Washington Navy Yard, D. C. His most recent tour was on the (Office of Naval Operations) OPNAV Staff as the Director, Navy Staff.

He assumed his duties as the Director, Naval Nuclear Propulsion Program in August 2015.

Caldwell’s awards include the Distinguished Service Medal, Defense Superior Service Medal, Legion of Merit, Meritorious Service Medal, Navy Commendation Medal, Navy and Marine Corps Achievement Medal, and the Naval Submarine League’s Charles A. Lockwood Award for Submarine Professional Excellence.
Rear Adm. Brian Antonio graduated from the U.S. Naval Academy in 1983 with a Bachelor of Science in Naval Architecture. He also earned a Master of Science in Mechanical Engineering as well as a naval engineer's degree in 1990 from the Massachusetts Institute of Technology.

Upon commissioning, he served aboard USS Peterson (DD 969) as an anti-submarine warfare officer and damage control assistant. He subsequently was approved for lateral transfer to the engineering duty officer community.

As an engineering duty officer, Antonio’s tours include ship superintendent, Norfolk Naval Shipyard; budget officer, Atlantic Fleet Maintenance Officer’s Staff; acquisition manager, USS San Antonio (LPD 17) Class New Construction Program (PMS 317); operations cycle director, Surface Combatant Modernization Program Office (PMS 400F); ship design manager, Future Aircraft Carriers (SEA 05); and chief of staff, deputy assistant secretary of the Navy for Ship Programs. From 2007 to 2011, Antonio served as the major program manager for Future Aircraft Carriers (PMS 378).

While serving as executive assistant and naval aide to the assistant secretary of the Navy for Research, Development and Acquisition, Antonio was selected for promotion to flag rank and was assigned as fleet maintenance officer on the staff of the U.S. Pacific Fleet. In September 2013, he returned to Washington, D.C., and served as program executive officer for littoral combat ships. He assumed duties as program executive officer for aircraft carriers in June 2016.

Antonio is a qualified surface warfare officer. His personal awards include the Distinguished Service Medal, Legion of Merit (four awards) and Meritorious Service Medal (five awards).
USS ENTERPRISE (CVN-65) PREVIOUS COMMANDING OFFICERS 1961 – 2017

CAPT Frederick H. Michaelis 20 June 1963 – 17 July 1965
CAPT James L. Holloway 17 July 1965 – 11 July 1967
CAPT Kent L. Lee 11 July 1967 – 8 July 1969
CAPT Forrest S. Peterson 8 July 1969 – 3 December 1971
CAPT Ernest E. Tissot 3 December 1971 – 9 April 1974
CAPT Carol C. Smith 9 April 1974 – 10 December 1976
CAPT Evan M. Chanik 10 November 1997 – 10 March 2000
CAPT Eric L. Neidlinger 15 February 2002 – 10 December 2004
CAPT Ronald Horton 17 May 2007 – 6 May 2010
CAPT O. P. Honors 6 May 2010 – 4 January 2011
CAPT Dee L. Mewbourne 4 January 2011 – 17 August 2011
CAPT William C. Hamilton 17 August 2011 – 15 October 2015
CAPT Todd A. Beltz 15 August 2015 – 3 February 2017

REAR ADmiral BRUCE H. LINDSEY COMMANDER, NAVAL AIR FORCE ATLANTIC (AILANT)

Rear Adm. Bruce Lindsey graduated from the U.S. Naval Academy in 1982 with a Bachelor of Science in Mathematics and was designated as a Naval Flight Officer in 1983.

His initial at-sea assignments were with Anti-Submarine Squadron (VS) 21 aboard USS Enterprise (CVN 65) and on the staff of Commander, Task Force 70/75/77 embarked aboard USS Midway (CV 41). His aviation department head tour was with VS-21 assigned to Carrier Air Wing (CVW) 5, forward deployed to Atsugi, Japan, operating from USS Independence (CV 62). From 2005 to 2007 he served as the executive officer of USS Theodore Roosevelt (CVN 71).

At sea, Lindsey’s first command was VS-29 embarked aboard USS Carl Vinson (CVN 70) during the first 72 days of Operation Enduring Freedom. His first ship command was USS Dubuque (LPD 8) during Operation Enduring Freedom. He commanded USS Carl Vinson, providing humanitarian assistance and disaster relief to the people of Haiti during Operation Unified Response, and executing a deployment to the Persian Gulf and North Arabian Sea in support of Operations Enduring Freedom and New Dawn.

Ashore, Lindsey served as aide to the chief of staff, commander in chief, U.S. Naval Forces Europe in London, England; as the operational test director and analyst at Air and Evaluation Squadron (VX) 1 in Patuxent River, Maryland; and as a senior operations officer at the National Military Command Center on the Joint Staff (J3) in Washington, D.C. His first flag assignment was deputy director for Operations, J3, Joint Staff. He most recently served as commander, Carrier Strike Group (CSG) 10.

Lindsey holds a Master of Arts in National Security and Strategic Studies from the Naval War College in Newport, Rhode Island. Additionally, he is a graduate of the Joint Forces Staff College and the Navy’s Nuclear Power Program. In 2005, he earned a doctorate in Public Policy from George Mason University in Fairfax, Virginia.

Lindsey assumed command of Naval Air Force Atlantic July 29, 2016.

Lindsey received the 1997 Naval War College President’s Award for Academic Achievement and Community Service, and the 2007 Adm. Jeremy Boorda Award for Outstanding Integration of Analysis and Policy.
CAPTAIN TODD A. BELTZ
COMMANDING OFFICER
USS ENTERPRISE (CVN 65)

Capt. Beltz is a native of Pennsylvania. He is a 1989 graduate of the Pennsylvania State University with a Bachelor’s of Science Degree in Electrical Engineering.

Sea duty assignments include tours as propulsion plant watch officer in USS ENTERPRISE (CVN 65); Anti-Submarine Warfare and Electronic Repair Officer in USS ESTOCIN (FFG 15); Combat Systems Officer in USS ARTHUR W. RADFORD (DD 968); Chemistry and Radiological Controls Assistant in USS ENTERPRISE (CVN 65), Executive Officer in USS HAYLER (DD 997), Commanding Officer in USS ELROD (FFG 55), Deputy Operations Officer in Carrier Strike Group Five, Executive Officer in USS ENTERPRISE (CVN 65) and currently serving as Commanding Officer, USS ENTERPRISE (CVN 65).

Shore assignments include tours at Nuclear Power School in Orlando, FL; Nuclear Prototype in Ballston Spa, NY; Surface Warfare Officer School Command as an Engineering instructor; Commander Naval Air Forces Atlantic as Executive Officer on the Nuclear Propulsion Mobile Training Team; Future Force Structure, Sea Shield, and Sea Basing action officer on the OPNAV staff within the Capability Analysis and Assessment Division (N81); Director of Fleet Training in Surface Warfare Officer School Command, and Deputy in the Strategic Research Department at the Naval War College.

Captain Beltz’ personal decorations include the Meritorious Service Medal, Navy Commendation Medal, and the Navy Achievement Medal. He holds a Master in Business Administration from Troy State University and a Master of Arts in National Security and Strategic Studies from the Naval War College.

ENTERPRISE IV - The fourth Enterprise was a schooner built by the New York Navy Yard where it launched on 26 October 1831. Its length between perpendiculars was 83 feet, molded beam 23 feet, 5 inches; depth of hold 10 feet and tonnage 197. It was armed with ten 24 and 9-pounder guns. The schooner was placed in commission on 15 December 1831 when Lieutenant Commander Samuel W. Downing assumed command. Its original was nine officers and 63 men.

ENTERPRISE V - The fifth Enterprise was a steam corvette with auxiliary sail power. Its hull was built of live oak in Portsmouth Naval Yard by John W. Griffith. It was launched 13 June 1874 and placed in commission 16 March 1877, Commander George C. Remey in command. The ship measured 185 feet between perpendiculars, breadth, 35 feet; depth of hold, 16 feet, 2 inches; tonnage 615, and displacement 1,375 tons. It had a speed of 11.4 knots and a complement of 20 officers and 164 men. Its original armament was one 11-inch moth bore, four 9-inch broadside guns, one 60-pounder pivot, and 1 short Gatling gun.

ENTERPRISE VI - The sixth Enterprise was a 66-foot motor patrol craft purchased by the Navy on 6 December 1916. It was placed in the service of the Second Naval District on 25 September 1917 and performed harbor tug duties at Newport, Rhode Island. It shifted to New Bedford, Massachusetts, on 11 December 1917 for operations inside the breakwaters and was transferred to the Bureau of Fisheries on 2 August 1919.

ENTERPRISE VII (CV-6) - The seventh Enterprise (CV 6) was the first of the Enterprise ships to receive the nickname of Big E'. Other nicknames included the Lucky E', the 'Grey Ghost' and the 'Galloping Ghost'. CV-6 became the sixth aircraft carrier to join the U.S. Navy fleet upon its commissioning as a Yorktown-class carrier on Oct. 3, 1936. It had an overall length of 827 feet and displaced more than 32,000 tons of water. Enterprise fought in many of the key Pacific theater battles of World War II, and was one of only three American carriers commissioned prior to World War II to survive the war (along with USS Saratoga and USS Ranger). Enterprise was ordered to serve in the Pacific fleet in April 1939, and was sent underway to conduct training and transport Marine Fighter Squadron 211 (VMF-211) to Wake Island in November 1941. Big E' was returning to the Hawaiian island of Oahu on the morning of Dec. 7, 1941 when it received news of the Japanese attack on Pearl Harbor. Enterprise became one of the first ships to respond to its nation's call to war and went on to earn 20 battle stars, the most for any U.S. warship in World War II, for the crucial roles it played in numerous battles including Midway, Guadalcanal, Leyte Gulf, and the 'Doolittle Raid' on Tokyo. Japanese forces announced that the Big E' had been sunk in battle on three separate occasions throughout its Pacific campaign. After its legendary World War II service, the first Big E was decommissioned on Feb. 17, 1947 as the most decorated ship in U.S. naval history.

ENTERPRISE VIII (CVN 65) - The world's first nuclear-powered aircraft carrier, commemorates a name that has been a continuing symbol of the great struggle to retain American liberty, justice and freedom since the first days of the American Revolutionary War. It is the eighth ship of the Fleet to carry this illustrious name that is literally defined as boldness, energy, and invention in practical affairs.
ENTERPRISE:
A Legendary Name

ENTERPRISE I - The first Enterprise originally belonged to the British and cruised on Lake Champlain to supply their posts in Canada. After the capture of Fort Ticonderoga by the Americans on 10 May 1775, it became the object of desire in the mind of Benedict Arnold who realized he would not have control of Lake Champlain until its capture. He learned it was stationed at a small British garrison at St. John’s on the Richelieu in Canada, and set out from Skeneesborough (Whitehall, New York) in the commandeered sloop Liberty for that place on 14 May 1775. He surprised and captured the British garrison on 18 May, took possession of the 70-ton sloop, and sailed it south to Crown Point. It was named Enterprise by Arnold and fitted out with twelve long 4-pounder carriage guns and ten swivels. About 1 August 1775, Captain James Smith was sent by the New York Provincial Congress to General Philip Schuyler and ordered to take command of “the sloop Enterprise”.

ENTERPRISE II - The second Enterprise was an eight-gun schooner of 25 tons with a crew of 60 men. Granted a letter of marque commission from the state of Maryland, it made a remarkably successful cruise (June-December 1776) under the command of Captain James Campbell. Enterprise was purchased by the Committee of Secret Correspondence of the Continental Congress 20 December 1776. Under the command of Captain Campbell, Enterprise served chiefly in conveying transports in Chesapeake Bay. It was also active in reconnoitering the enemy’s ships and preventing their tenders and barges from getting supplies from the shores of Maryland and Virginia.

ENTERPRISE III - The third Enterprise was a twelve-gun schooner built by Henry Spencer at Baltimore, Maryland at a cost of $16,240.00. It had a length of 84 feet, 7 inches; extreme beam of 22 feet, 6 inches; tonnage of 135, depth of hold, 10 feet; and a complement of 70 officers and men. It was originally armed with twelve long 6-pounders and placed under the command of Lieutenant John Shaw. On 1 September 1812, Enterprise got underway in search for British privateers reported off the coast of Maine. After chasing a schooner to the shore on Wood Island, Enterprise discovered what appeared to be a ship of war in the bay near Penequid Point on the coast of Maine. It immediately gave chase and soon found her quarry to be the British brig Boxer, mounting fourteen 18-pounder carronades, and manned by 72 men. When within half a pistol shot, broadsides exchanged by the two brigs brought death to Lieutenant William Burrows as well as to the British commander, Captain Samuel Blyth. Another broadside was exchanged before Enterprise ranged ahead to cross Boxer’s bow and kept up a deadly fire until the enemy hailed and said they had surrendered but could not haul down the colors that were nailed to the mast. The surviving senior officer, Lieutenant Edward R. McCull, took the prize into Portland where a common funeral was held for the two commanders, both well known and favorites in their respective services.

MR. MATT J. MULHERIN
EXECUTIVE VICE PRESIDENT AND
PRESIDENT, NEWPORT NEWS SHIPBUILDING

Matt Mulherin is executive vice president of Huntington Ingalls Industries (HII) and president of Newport News Shipbuilding (NNS) in Newport News, Va. Named to this position in 2011, he is responsible for all Newport News Shipbuilding engineering, operations and programs, to include the most complex ships in the world: nuclear-powered aircraft carriers and submarines. Mulherin also has responsibility for NNS’ industrial subcontract at the Kenneth A. Kelestring Site, a research and development facility in upstate New York that supports the U.S. Navy’s nuclear propulsion program. Newport News Shipbuilding has approximately $4 billion in revenues and more than 20,000 employees.

Mulherin earned a bachelor’s degree in civil engineering from Virginia Tech in 1981 and began his career at Newport News the same year as a nuclear test engineer. Since then, he has held increasingly responsible positions, including nuclear project manager for Los Angeles-class submarines, director of facilities, director of nuclear engineering and refueling, and director of carrier refueling and overhaul construction. He also served as director and vice president for the next generation of aircraft carriers, the Gerald R. Ford class, and vice president of all programs to include shipbuilding and repair, Department of Energy and commercial energy. Before being named president of NNS, Mulherin served as vice president and general manager of site operations at Newport News as part of Northrop Grumman Shipbuilding.

In 2016, Mulherin was appointed by Governor Terry McAuliffe to serve on the Virginia Growth and Opportunity Board. He also serves on the board of directors for the Virginia Nuclear Energy Consortium Authority, an appointment he has held since 2013. Mulherin serves on the board of directors for the Shipbuilders Council of America and the Naval Submarine League. He serves on the board of trustees for The Mariners’ Museum, is a vice president of Greater Peninsula NOW, is a member of the Hampton Roads Business Roundtable, and a member of the Peninsula Towne Bank Community Board.