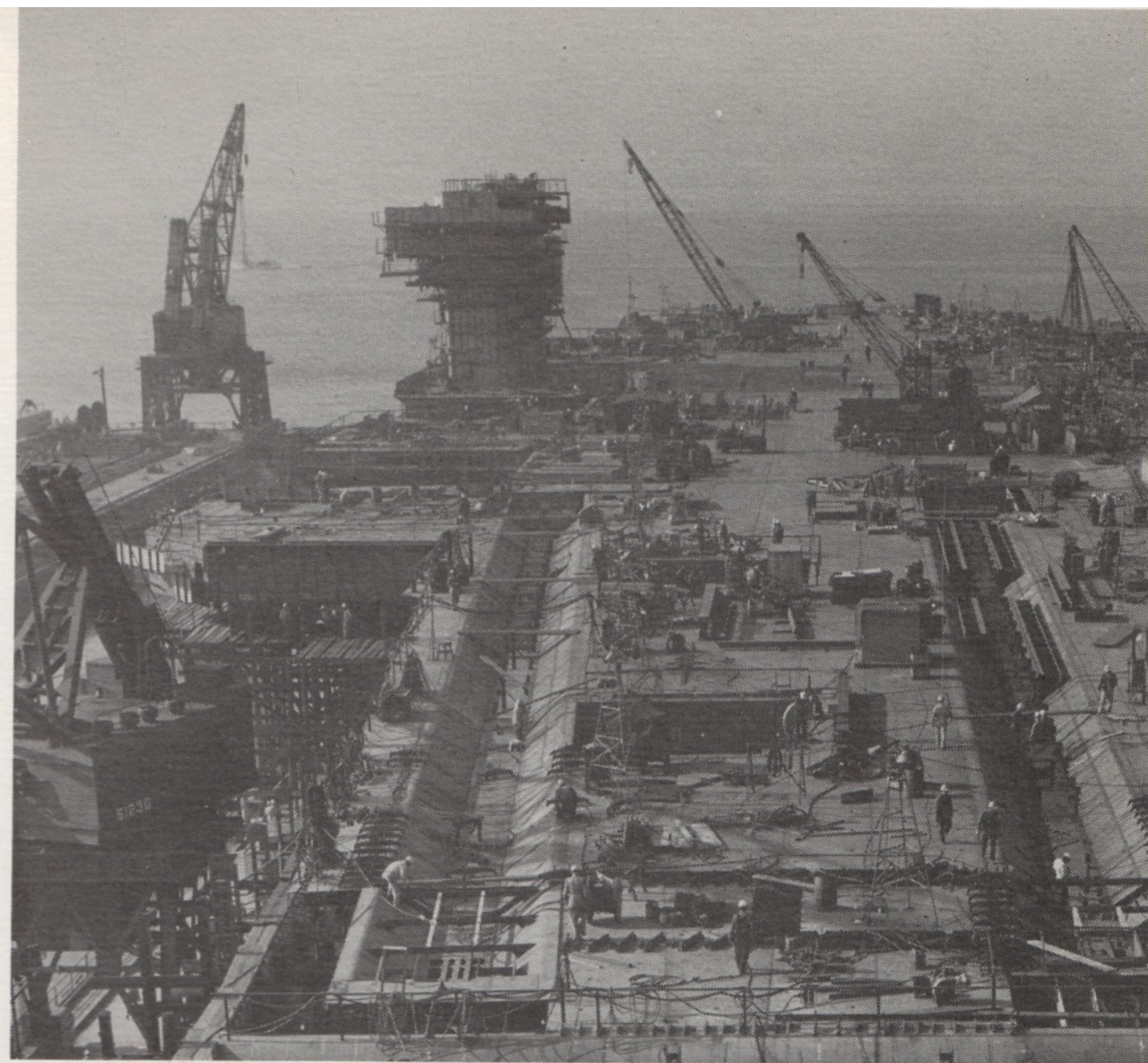


Upon completion, the 52-foot high island was positioned on wooden greased sliding-ways and moved by crawler cranes 102 feet to the





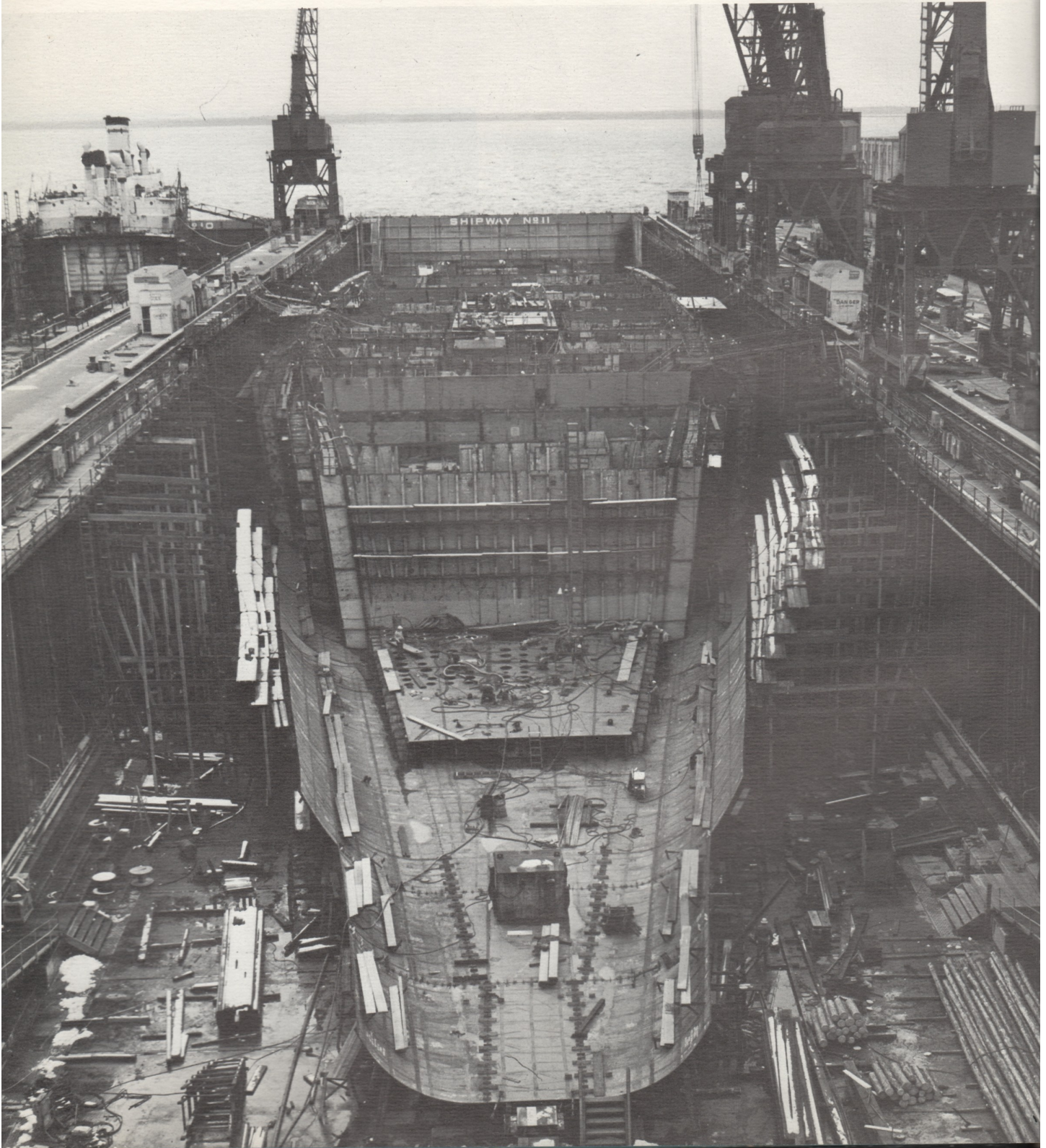
starboard side of the flight deck and placed into its permanent position. The big slide took only 23 minutes.



# CONSTRUCTION

Production time was saved in that the superstructure, or island, was built in the center of the ship allowing freedom of movement of the

large cranes. At the same time, the sponsons, which support the superstructure, were being constructed.

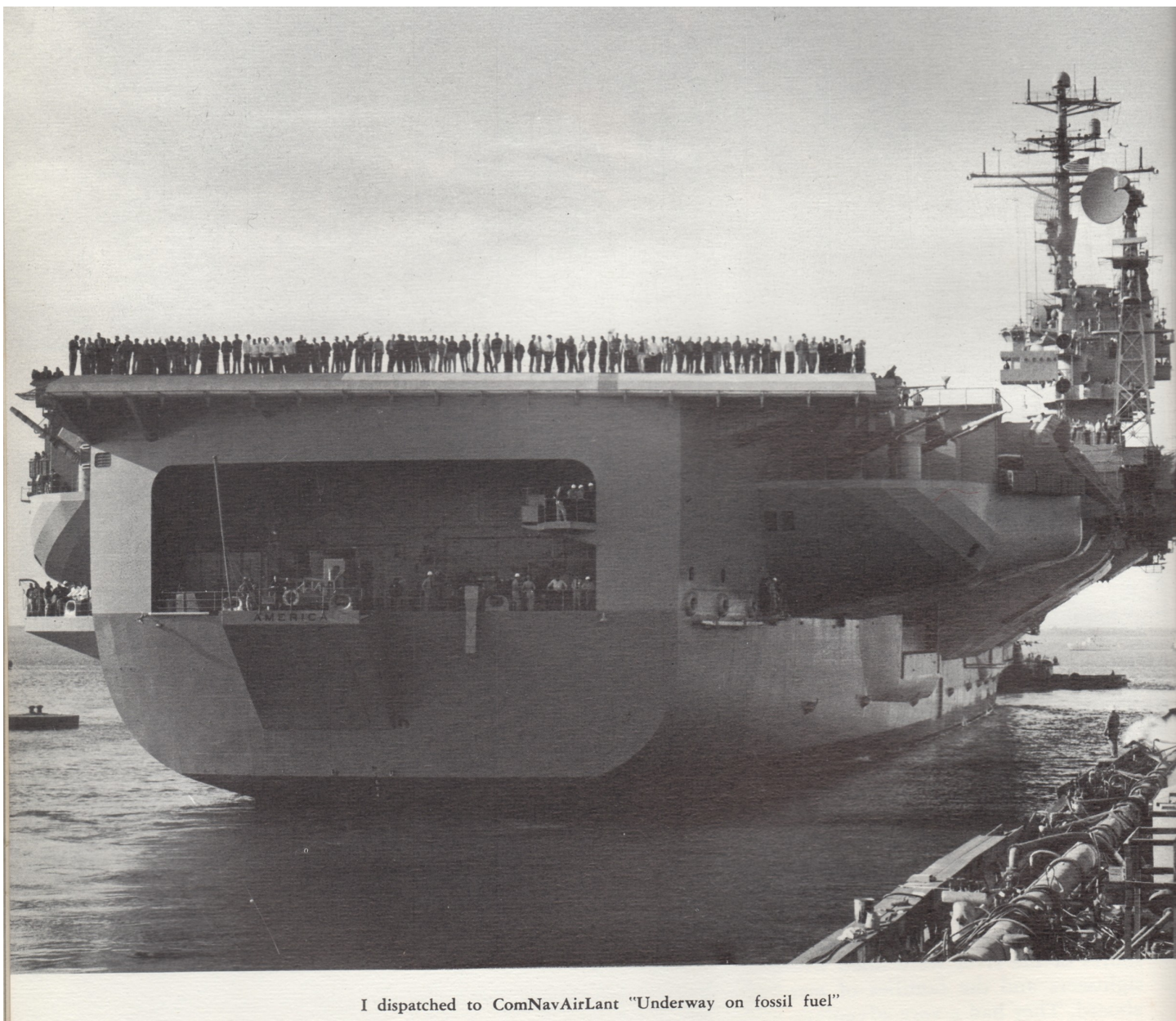






Adm. David L. McDonald, Chief of Naval Operations, addressing the guests present at the launching ceremonies of the America (CVA 66) at Newport News Shipbuilding & Drydock Co., Newport News, Va., on 1 February 1964.





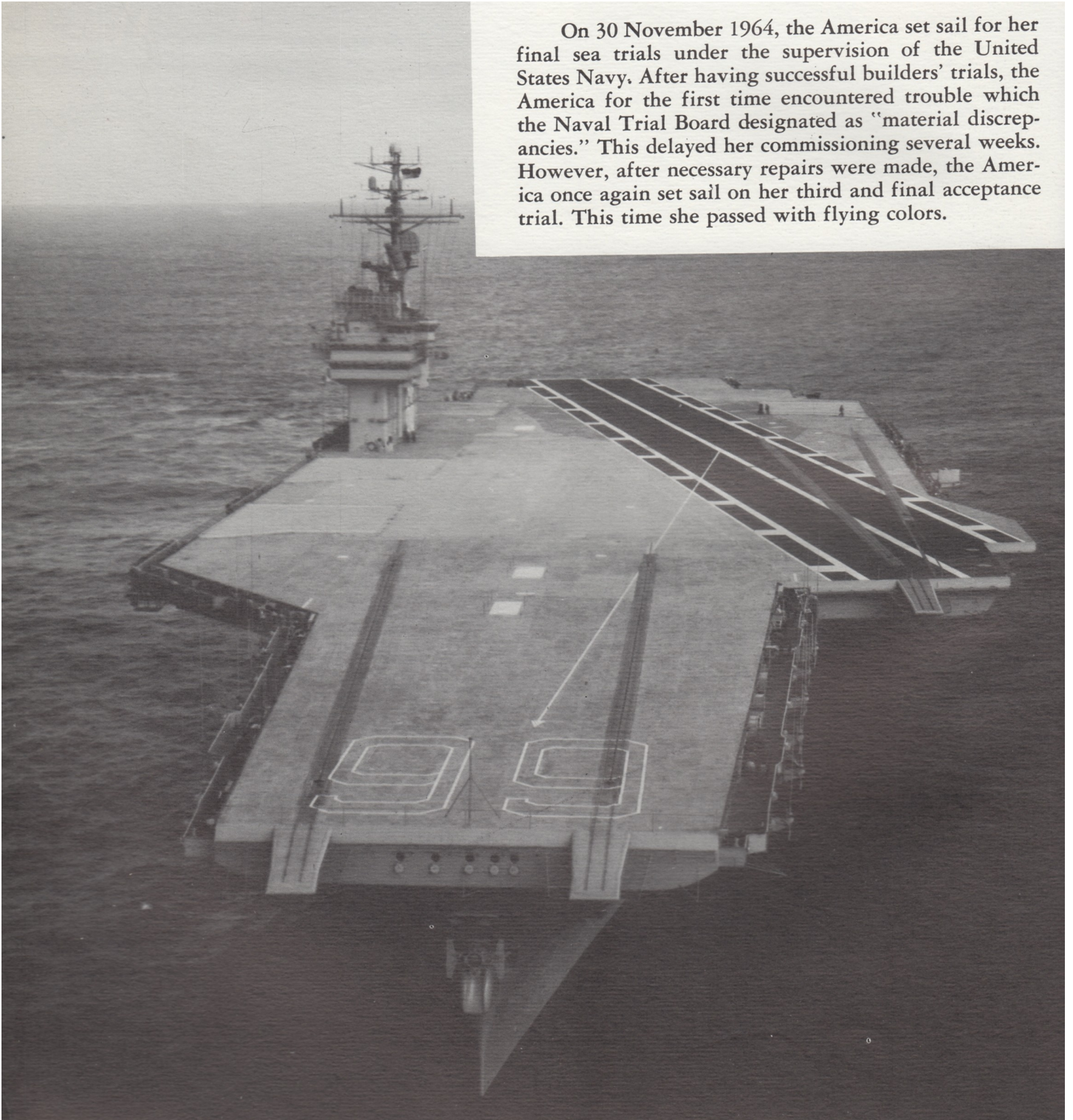
I dispatched to ComNavAirLant "Underway on fossil fuel"



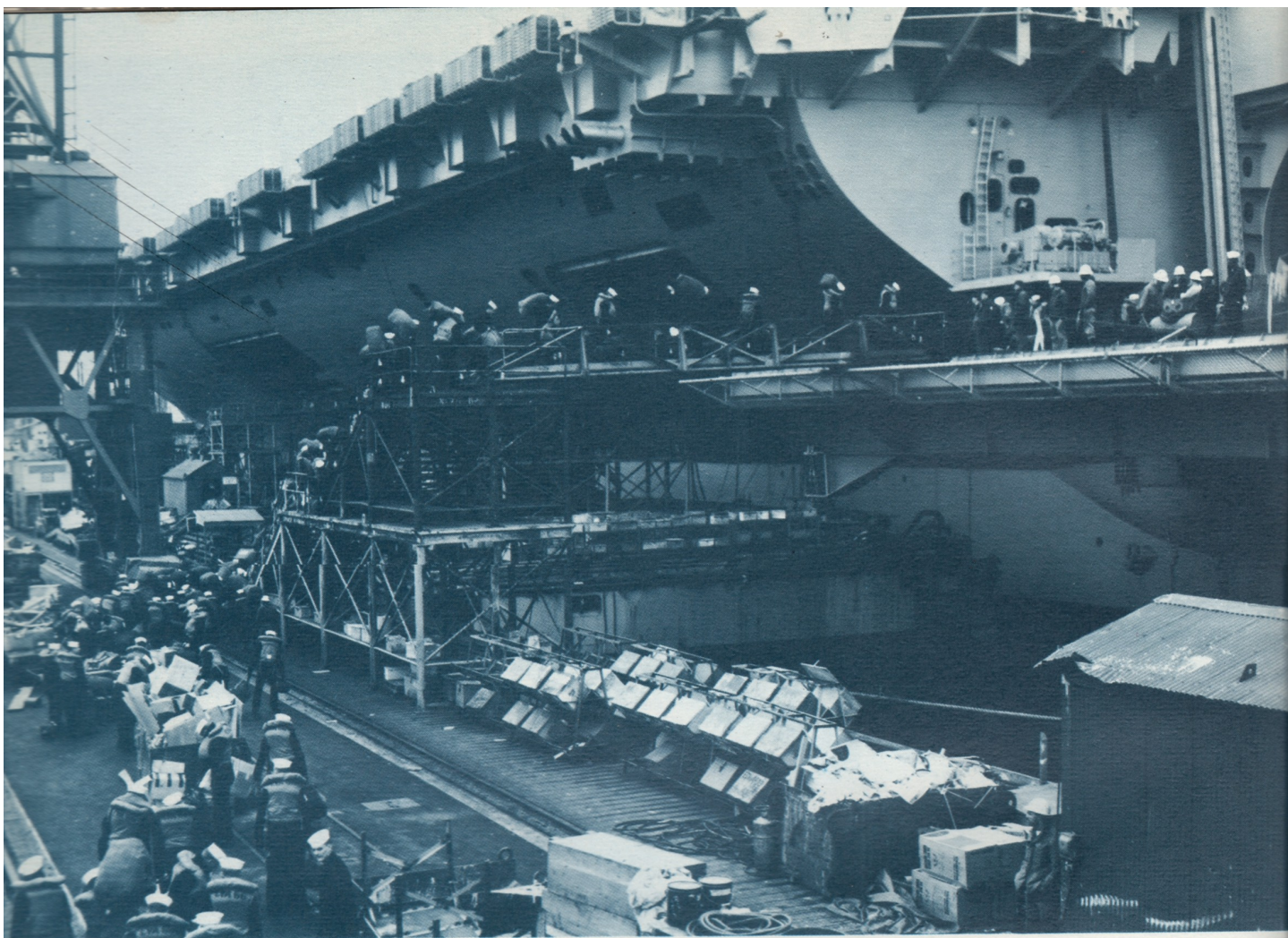




On 30 November 1964, the America set sail for her final sea trials under the supervision of the United States Navy. After having successful builders' trials, the America for the first time encountered trouble which the Naval Trial Board designated as "material discrepancies." This delayed her commissioning several weeks. However, after necessary repairs were made, the America once again set sail on her third and final acceptance trial. This time she passed with flying colors.







With seabags slung over their shoulders,  
the men board the carrier at Newport News.

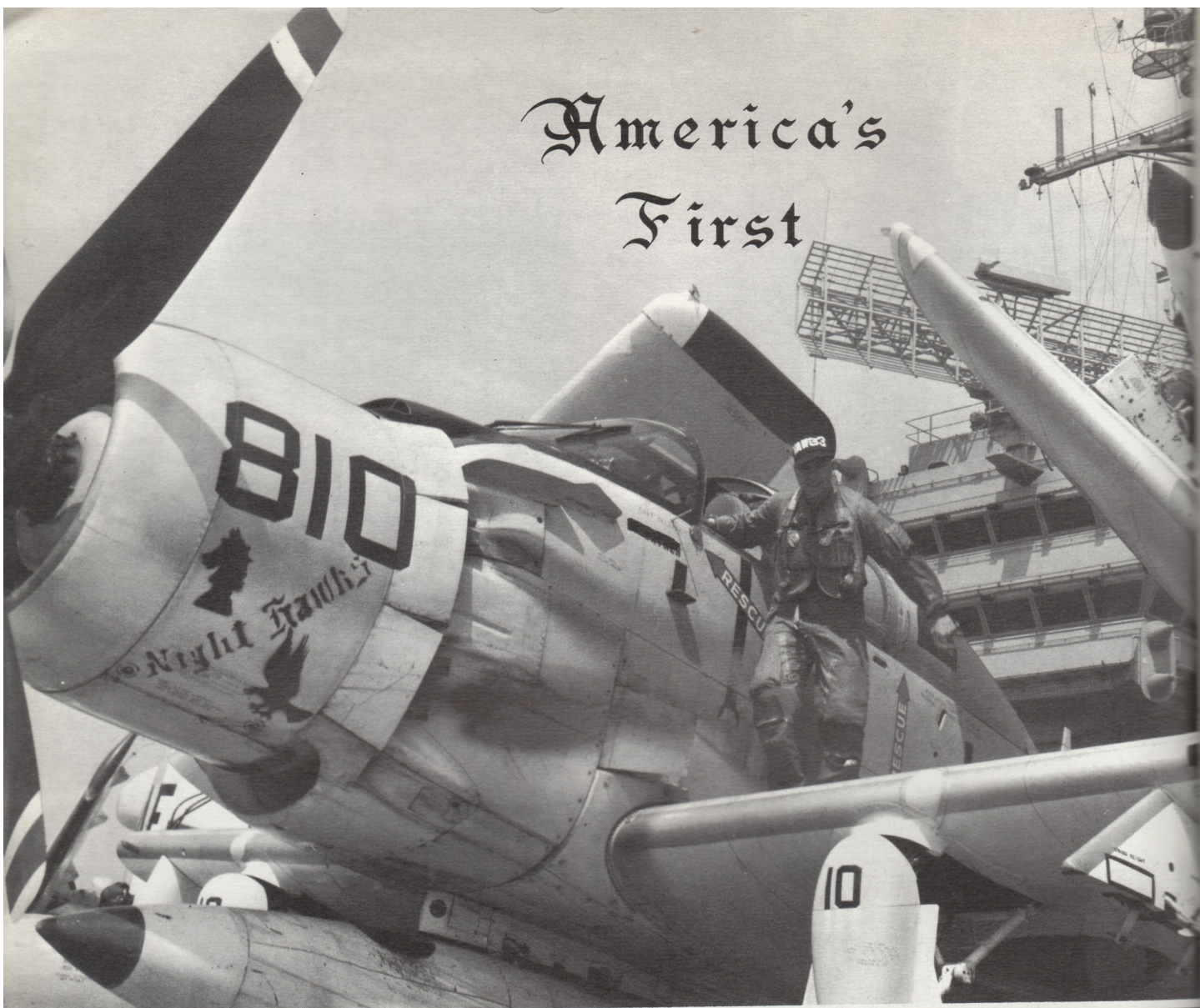


..... AMERICA pulled alongside the USS WRANGEL (AE-12) on 31 March 1965 for her first ammo replenishment.





# America's First



LCDR Sterrett climbs down from the EA-1F Skyraider after making the 1,000th landing on the AMERICA.



Capt. Heyworth congratulates LCDR Bailey D. Sterrett and ENS Parker on the bridge for their performance.







## AMERICA DEPARTS ON HER

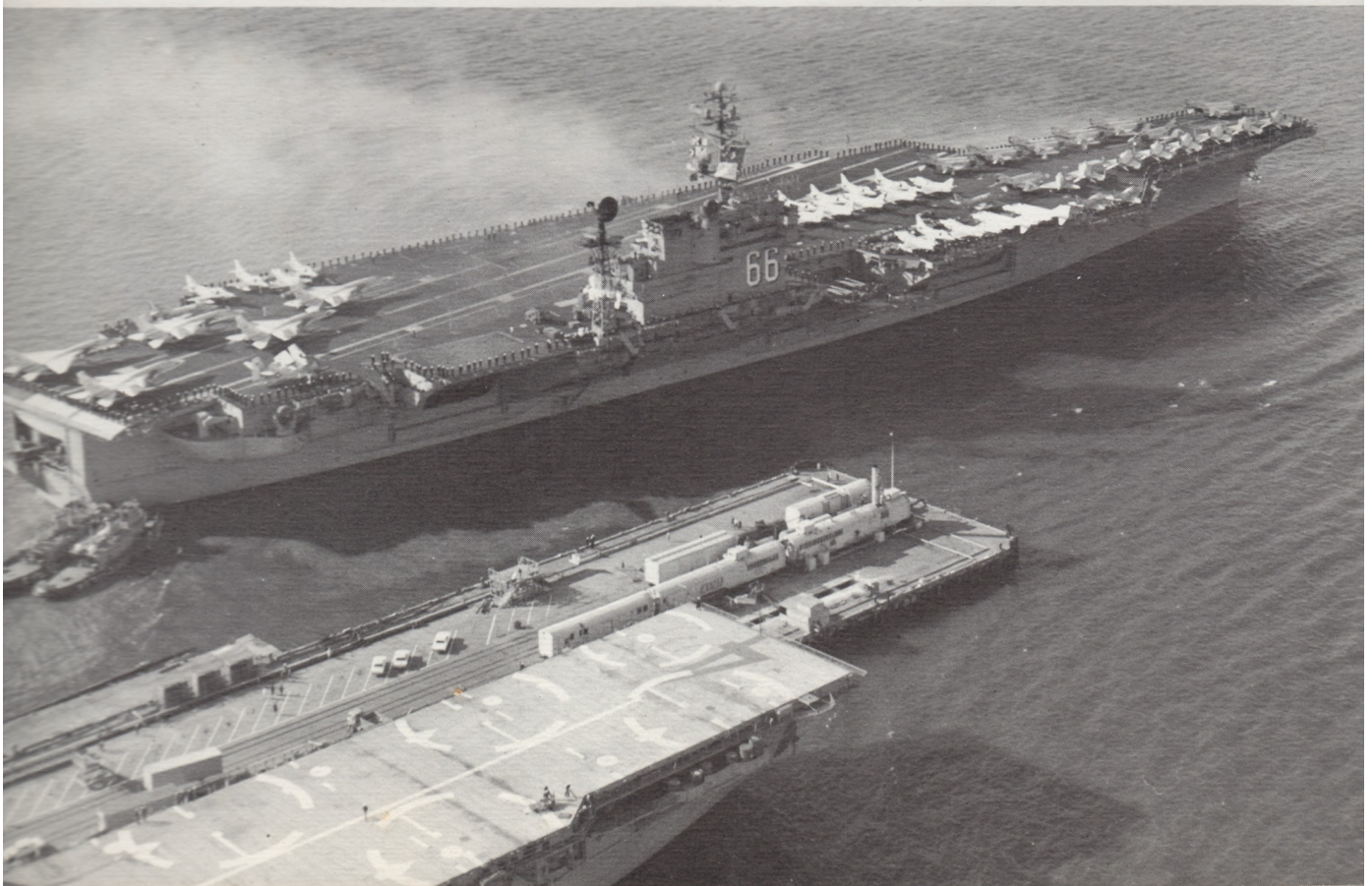
The USS AMERICA departed Norfolk, Va., bound for her first deployment with the United States Sixth Fleet in the Mediterranean on Tuesday, November 30th.

The day signified a coming age for AMERICA. Since her inception, she had been designed as a warship with a mission of protecting the interest of the United States abroad and of lending her considerable presence to deter aggression. Now, as she put out to sea for a seven month tour of duty with the Sixth Fleet, each man in the crew watched the shores of the United States recede over the horizon.



Captain Heyworth and Commander Austin have a last minute conference prior to the departure.

The start of deployment . . . USS BOXER holds tight to Pier 12 as AMERICA moves away.

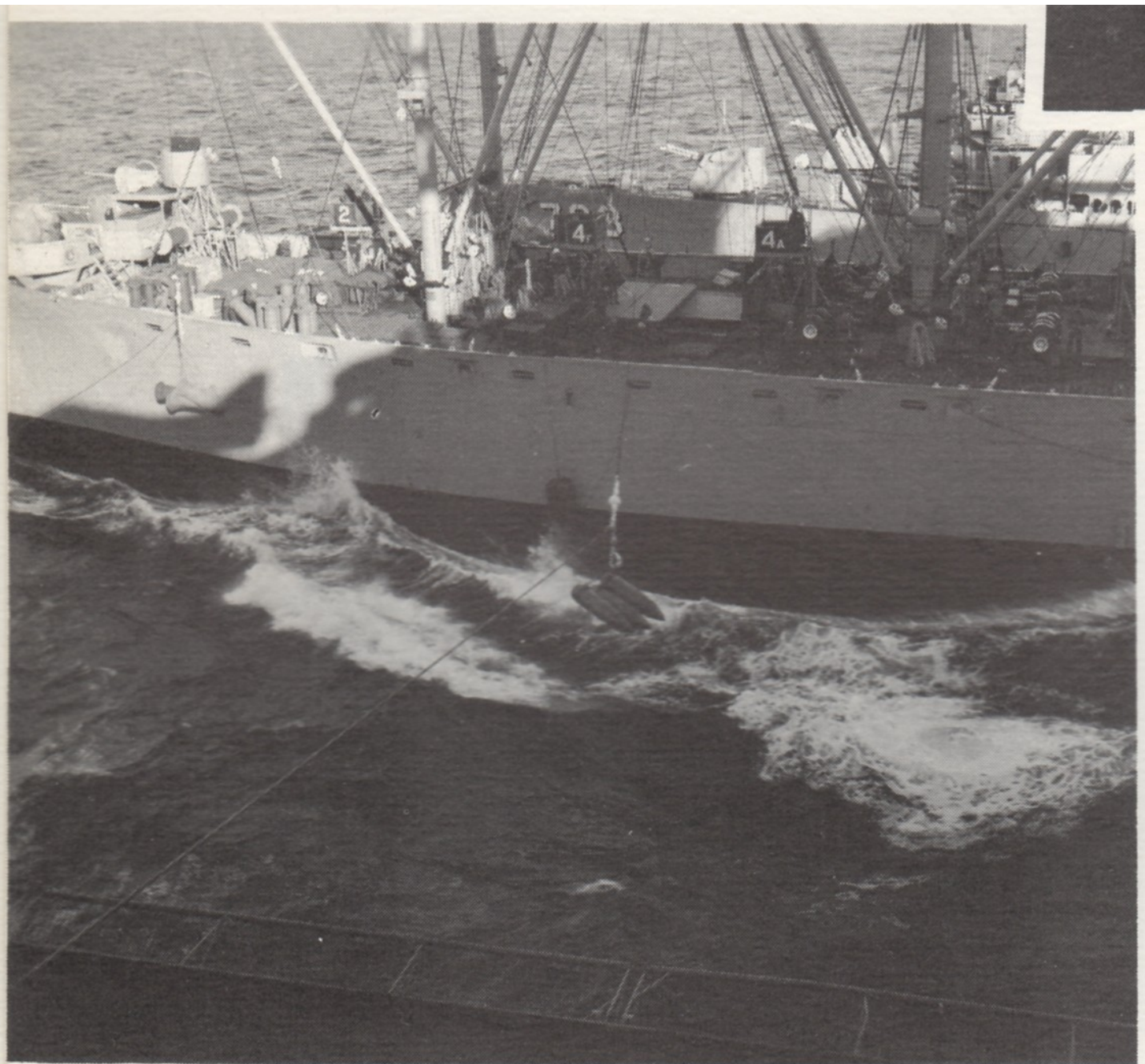




## FIRST DEPLOYMENT TO THE MED







. . . and rearming from the USS GREAT SITKIN (AE-17).





Refueling from the USS MARIAS (AO-57) . . .



Destroyermen take great pride in the agility of their ships. The guided missile destroyer **SELLERS** reminded members of **AMERICA's** refueling team of a sleek gray dolphin as she passed by.

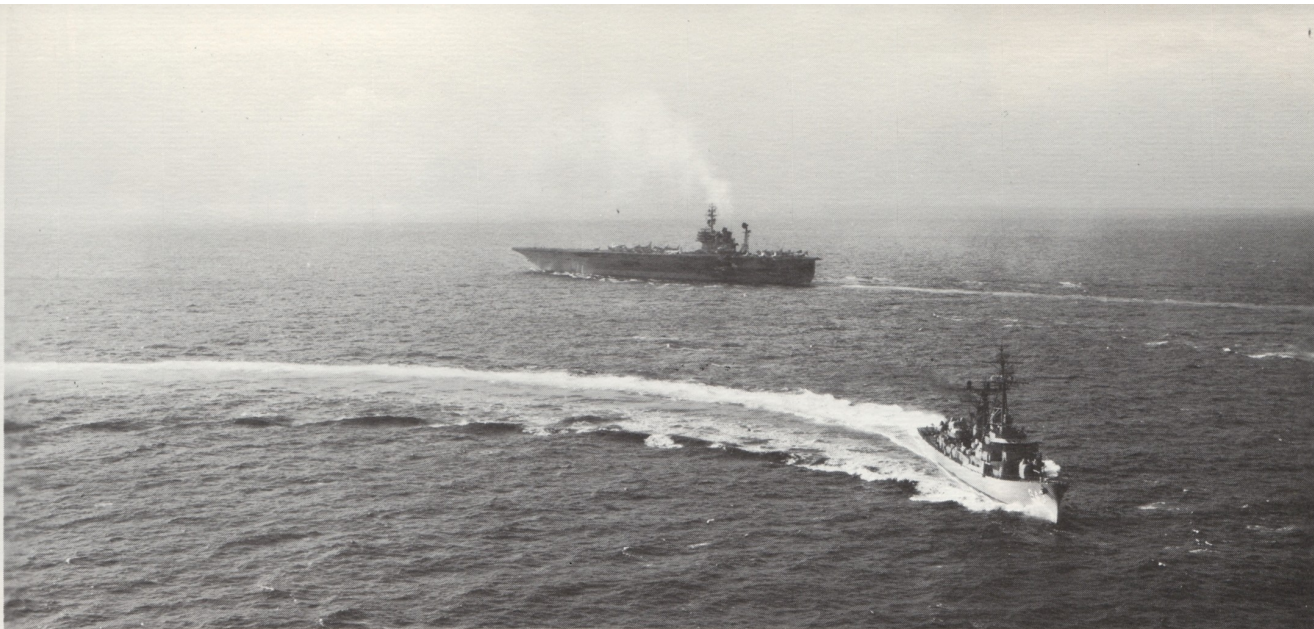






What goes down must come back up and, fortunately, MARIAS was no exception to the rule.



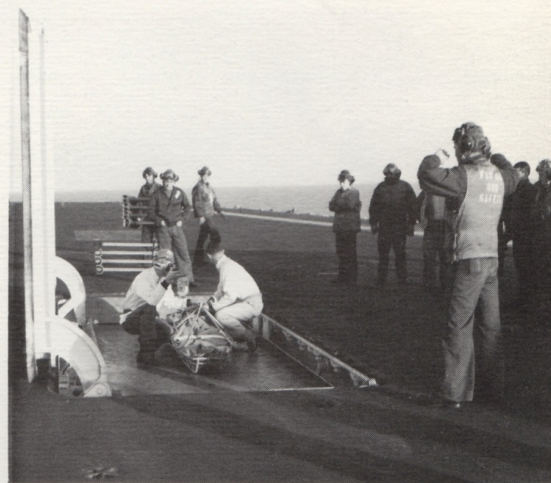


Blandy makes a high speed turn minutes before tragedy strikes.

## and an Emergency at Sea!

On 27 January 1966 at about 0730, tragedy hit the USS Blandy (DD-943). While in company with America, one of Blandy's boilers blew up, releasing live steam into a boiler room where two men were on watch. Both men were severely burned and a third man in a compartment above was seriously injured also. A helo was dispatched immediately to return the men to America's superior medical facility, where a competent medical team commenced around-the-clock aid for the unfortunate

victims. Yet, fate was to win out over the two men who had been trapped in the superheated inferno. One man died before the ship could reach port, and the second man died shortly after his arrival at a hospital ashore. The third man was more fortunate; he will recover. Though tragic, the Blandy case was encouraging at the same time, as it demonstrated how quickly and positively a team of experts react when a true crisis arises.



First aid is already well in progress as injured man is struck below to medical spaces via bomb elevator.

Flightdeck medical team meets helo carrying Blandy's injured crewmen.



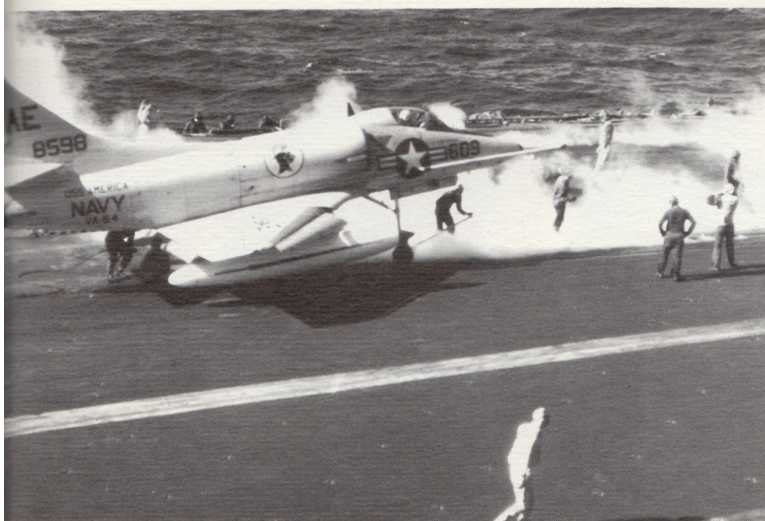


AMERICA observed the birthday of the first U.S. president in the home of the discoverer of North America, Christopher Columbus. A 21-gun salute boomed across the Gulf of Geona as the ship paid tribute to George Washington.



# AMERICA'S 10,000th LANDING

## 3 March 1966



A-4 Skyhawk, LT NICHOLS at the controls, being spotted after 10,000th landing.

LT NICHOLS does the honors at an evening ceremony in the wardroom for the benefit of ship's company and squadron officers.



CAPTAIN HEYWORTH is presented the first piece of the 10,000th landing cake, at the afternoon flight deck celebration.





## Captain United States Navy



Captain Austin is piped over the side with Captain Heyworth and CDR Scott rendering the honors.

Captain Austin, America's first XO was relieved by Commander Wiley A. Scott, on 7 May 1966 as the America lay at anchor in Valletta, Malta. Captain Austin was selected for the job in July of 1964 as Prospective Executive Officer and assumed the title of XO upon America's commissioning.

CDR Scott had been the America's Navigator since September of 1965, before relieving Captain Austin as XO. CDR Scott has a board background in carriers, having served on six others in various capacities prior to reporting to America.

Captain Austin's next tour of duty is at the National War College in Washington, D.C. His parting words to the crew were; "Thanks for making my tour such an easy and memorable one."

## PLANK OWNER



Captain Austin inspects the guard before his departure.



A final farewell to his supporting team, the department heads.

## Departing



# A REVIEW OF



# AMERICA'S AIRWING