

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

CARE OF FLEET POST OFFICE  
NEW YORK, NEW YORK - 09501

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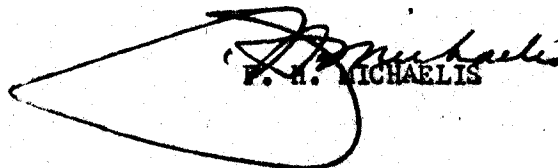
From: Commanding Officer, USS ENTERPRISE (CVA(N)65)  
To: WALSH, Robert C., MRCM, 758 13 94, U. S. Navy

Subj : Letter of Commenda tion

Ref: (a) NAEL (SI) Field Technical Repdrt No. T120-64 of 16 May 1964

1. The ultimate consideration of a navyman must always remain. &hat of maintaining and of increasing, if possible, the ability of his ship to fulfill her primary mission as efficiently as possible. In the case of Attack Carrier ENTERPRISE, the Aircraft Launching Catapults serve to activate the ship's main battery and therefore enable the carrying out of the ship's basic mission; that of launching aircraft.
2. Recently, ENTERPRISE experienced slow bridle retraction of the bow catapults. It was noted that, although run out of the shuttle was normal during catapult shots, retraction of the shuttle to the "battery" position required one minute and 15 seconds, thereby interfering with an expeditious launch schedule.
3. Upon determining that irregular track section slots were increasing the resistance to movement of the shuttle and therefore slowing down the bridle arrestor retraction system, you were consulted and given the problem of relieving these track irregularities; Utilizing the equipment of the ship's Machine Shop, which is under your charge, you designed and fabricated the special tool as describcci in reference (a).
4. The milling of the track section slots to proper width was accomplished on the ship's catapults with the special power tool of your design. Mr. J. V. Barnett, NAEL (SI) Field Technician for CONFIRMED, has seen fit to recommend the manufacture and distribution of thk special track slot miller to all Mk 2 bridle arrester equipped carriers.
5. Your imaginative use of an outstanding knowledge of machine tools has now, as in the past, contributed significantly to the operational capabilities of ENTERPRISE. Once again I am aware of your extreme and lasting contributions to the ship. I commend you for your continued outstanding performance of duty. ENTERPRISE has been most fortunate indeed to have such dedication and skill, aboard in her formative years.
6. Chief WALSH, while viewing your forthcoming departure with much regret, may I deliver to you these traditional and most sincere wishes between navymen: May you always experience fair winds and a following seat

copy to:  
BUPERS  
Service Record

  
F. H. MICHAELIS