



USS KITTY HAWK (CV-63)  
FLEET POST OFFICE  
SAN FRANCISCO, 94101

*Kitty Hawk CV-63*

1973  
B

CV 63/5750  
Ser 32/ **S5**

22 FEB 1974

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**[REDACTED]** (Unclassified Upon Removal of Enclosures)

From: Commanding Officer, USS KITTY HAWK (CV-63)  
To: Chief of Naval Operations (OP-05D2)

Subj: USS KITTY HAWK (CV-63) Command History 1973; forwarding of

Ref: (a) OPNAVINST 5750.12 (series)  
(b) USS KITTY HAWK INST 5750.1 (series)

- Encl:
- (1) USS KITTY HAWK (CV-63) Command History 1973
  - (2) Secretary of the Navy, Navy Unit Commendation Award
  - (3) USS KITTY HAWK Information Pamphlet
  - (4) Third Fleet News Release for RIMPAC '73
  - (5) RIMPAC '73 Newspaper Clippings
  - (6) Times of the HAWK at Hunter's Point Naval Shipyard - Joke Book
  - (7) RIMPAC '73 Photo Book
  - (8) HAWKEYE Periodical
  - (9) Officer's Roster
  - (10) Enlisted Roster
  - (11) Selected Photographs
  - (12) USS KITTY HAWK Change of Command Pamphlet
  - (13) Selected USS KITTY HAWK FLYERS

1. In accordance with reference (a) and (b), enclosures (1) through (13) are submitted.

*R. E. Kirksey*  
R. E. KIRKSEY

- Copy to:
- CNO (OP-09B9) (enclosure (1) only)
  - CINCPACFLT (enclosure (1) only)
  - COMSEVENTHFLT (enclosure (1) only)
  - COMTHIRDFLT (enclosure (1) only)
  - CTF SEVEN SEVEN (enclosure (1) only)
  - COMCARGRU ONE (enclosure (1) only)
  - COMNAVAIRPAC (Code 10/36) (enclosure (1) only)

**DECLASSIFIED BY: CNO (N09N2)**  
**OPNAVINST 5513.16 SERIES**  
**DATE: 3 Oct 2000**

**[REDACTED]**

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CALANDER OF EVENTS 1973

28 Nov 72 Arrive San Diego From WESTPAC  
29 Nov 72 Post Deployment Standdown  
8 Jan 73 Leave San Diego for Hunter's Point Naval Shipyard (HPNS)  
9 Jan 73 - Enroute HPNS  
10 Jul 73 HPNS (ESRA)  
14 Jan 73 Enter Drydock  
28 Apr 73 Depart Drydock  
17 May 73 Dock Trials  
28-29 Jun 73 Sea Trials  
10 Jul 73 Depart HPNS  
11 Jul 73 Arrive San Diego  
12 Jul 73 -  
16 Jul 73 Inport San Diego  
17 Jul 73 -  
19 Jul 73 REFTRA SOCIAL OPAREA  
20 Jul 73 -  
23 Jul 73 Inport San Diego  
24 Jul 73 -  
26 Jul 73 REFTRA SOCIAL OPAREA  
27 Jul 73 -  
29 Jul 73 Inport San Diego  
30 Jul 73 -  
2 Aug 73 REFTRA SOCIAL OPAREA  
3 Aug 73 -  
5 Aug 73 Inport San Diego  
6 Aug 73 -  
7 Aug 73 REFTRA SOCIAL OPAREA

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8 Aug 73 -  
12 Aug 73           Inport San Diego

13 Aug 73 -  
16 Aug 73           CARRIER QUALS SOCIAL OPAREA

17 Aug 73 -  
19 Aug 73           Inport San Diego

20 Aug 73 -  
25 Aug 73           Initial ASW (CV) OPS SOCIAL OPAREA

26 Aug 73 -  
4 Sep 73            Inport San Diego

5 Sep 73-  
9 Sep 73            Enroute Hawaii for RIMPAC '73

10 Sep 73           Inport Pearl Harbor, Hawaii

11 Sep 73 -  
20 Sep 73           RIMPAC '73 (First Major CV OPS)

21 Sep 73 -  
24 Sep 73           Inport Pearl Harbor, Hawaii

25 Sep 73 -  
30 Sep 73           Enroute San Diego

1 Oct 73            Arrive San Diego

2 Oct 73 -  
8 Oct 73            Inport San Diego

9 Oct 73 -  
17 Oct 73           Weapons Training Exercise SOCIAL OPAREA

18 Oct 73 -  
28 Oct 73           Inport San Diego

29 Oct 73 -  
3 Nov 73            ORE SOCIAL OPAREA

4 Nov 73 -  
22 Nov 73           POM San Diego

23 Nov 73           Deploy WESTPAC

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CHRONOLOGY OF SIGNIFICANT EVENTS 1973

14 Jan 73 KITTY HAWK entered drydock at Hunter's Point Naval Shipyard, San Francisco, California for seven month ESRA.

28 Apr 73 Moved out of drydock.

29 Apr 73 KITTY HAWK was designated a Multi-purpose Aircraft Carrier (CV).

17 May 73 First boiler light-off with new distillate fuel.

28 Jun 73 -  
29 Jun 73 Sea trials off the coast of San Francisco.

10 Jul 73 Commander Carrier Group ONE, Rear Admiral Donald C. DAVIS, breaks his flag on board KITTY HAWK. Returned to homeport, San Diego.

17 Jul 73-  
9 Aug 73 KITTY HAWK performed refresher training off the coast of San Diego.

20 Jul 73 COMCARGRU ONE presents the KITTY HAWK the Navy Unit Commendation Medal for the last WESTPAC deployment (February to November 1972)

14 Aug 73 Carrier Air Wing Eleven begins flight operations off the KITTY HAWK.

23 Aug 73 During anti-submarine warfare (ASW) exercises off the coast of San Diego, the KITTY HAWK chalked up its first simulated kill on a challenging submarine.

11 Sep 73 -  
20 Sep 73 KITTY HAWK participates in the RIMPAC '73 allied exercise in Hawaiian waters. Participants include Australian, New Zealand, Canadian and U.S. Navies.

9 Oct 73 -  
17 Oct 73 Weapons Training Exercise (WEPTRAEX) in Southern California Operating Area.

29 Oct 73 -  
3 Nov 73 Operational Readiness Exam (ORE) in Southern California Operating Area.

4 Nov 73 -  
22 Nov 73 Prepare for overseas movement (POM) period in San Diego.

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- 28 Apr 73           Moved out of drydock.
  
- 29 Apr 73           KITTY HAWK was designated a Multi-purpose Aircraft Carrier (CV).
  
- 17 May 73           First boiler light-off with new distillate fuel.
  
- 28 Jun 73 -         Sea trials off the coast of San Francisco.  
29 Jun 73
  
- 10 Jul 73           Commander Carrier Group ONE, Rear Admiral Donald C. DAVIS, breaks his flag on board KITTY HAWK. Returned to homeport, San Diego.
  
- 17 Jul 73-         KITTY HAWK performed refresher training off the coast of  
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- 9 Oct 73 -         Weapons Training Exercise (WEPTRAEX) in Southern California  
17 Oct 73           Operating Area.
  
- 29 Oct 73 -         Operational Readiness Exam (ORE) in Southern California  
3 Nov 73           Operating Area.
  
- 4 Nov 73 -         Prepare for overseas movement (POM) period in San Diego.  
22 Nov 73

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15 Nov 73      Captain Marland W. TOWNSEND was relieved by Captain Robert E. KIRKSEY as Commanding Officer of the USS KITTY HAWK (CV-63).

23 Nov 73      KITTY HAWK departs San Diego for ninth WESTPAC deployment.

6 Dec 73      Four F-4 Phantoms from the KITTY HAWK intercepted two Soviet TU-95 BEARS on surveillance/reconnaissance mission at a range of over 100 NM from the ship.

7 Dec 73      KITTY HAWK INCHOP'd Seventh Fleet.

11 Dec 73      Number One Main Machinery Room Fire claims the lives of six KITTY HAWK crewmen.

15 Dec 73 -  
28 Dec 73      Inport Subic Bay, Philippines. Fire damage repairs.

29 Dec 73      Departed Subic Bay to conduct training operations in the Philippine Operating Area.

1 Jan 74      At sea - South China Sea.

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NARRATIVE OF EVENTS 1973

The beginning of January 1973 found the USS KITTY HAWK (CVA-63) cold iron in San Diego, with the crew still enjoying a thirty day standdown period following the 1972 WESTPAC combat deployment. Preparations were already underway to ready the HAWK for an extensive overhaul and multi-purpose carrier (CV) conversion at Hunter's Point Naval Shipyard.

On 8 January the KITTY HAWK departed San Diego for Hunter's Point under the command of Captain Marland W. TOWNSEND, USN. The ship's homeport was changed to Hunter's Point until July 1973, and many of the crew's families and personal effects were moved to San Francisco aboard the HAWK. Approximately 275 automobiles and 400 family members were embarked for the transit.

The KITTY HAWK was moved into drydock on 14 January, and work began to convert her from a "CVA" to a "CV". The "CV" designation indicates the HAWK is no longer strictly an attack carrier; anti-submarine warfare (ASW) is now a major role. KITTY HAWK is the first Pacific Fleet carrier to carry the multi-purpose "CV" designation. The conversion consisted of adding 10 new helicopter calibrating stations, installing a sonar/sonobouy readout and analysis center and associated equipment, and changing a large portion of the ship's operating procedures. One of the major equipment/space changes in the conversion was the addition of the Anti-Submarine Classification and Analysis Center (ASCAC) in the CIC area. ASCAC works in close conjunction with the ASW aircraft assigned onboard

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within Carrier Air Wing Eleven.

In conjunction with the acquisition of the ASCAC installation and CV conversion, KITTY HAWK also received a complete set of ASW Programs which are manipulated on the IOIC computer for sound propagation profiles and sonobouy tactical employment.

The ship's Oceanographer, working out of the Weather Office, provides the necessary input data in order for the Search and Retrieval Section of the IOIC to manipulate the programs. The ICAPS (Integrated Carrier Acoustic Prediction System) portion provides, as output, the sound velocity and propagation loss profile and SHARPS (Ship-Helo Acoustic Range Prediction System) data. TASDA (Tactical ASW Decision Aid), the newest program, uses ICAPS range information in conjunction with target noise level and predicted movement to determine optimum sonobouy patterns, spacing and detection probability.

During the yard period, the Engineering Department underwent a major change in its propulsion plant. The Navy Standard Oil (black oil) fuel system was completely converted to Navy Distillate Fuel. The enormous job of converting the fuel system took the complete yard period. Long and hard hours were put in by both engineering and shipyard personnel to accomplish this goal ahead of schedule. Fuel lines were cleaned, guages changed and personnel were trained to work with the new fuel system.

The Air Department added several major changes to the flight deck. Jet Blast Deflectors (JBD's) were enlarged, and more powerful catapults

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were installed in order to handle the new Grumman F-14 Tomcat which KITTY HAWK will receive for its next deployment. Enlarging the Number One Jet Blast Deflector meant the Number One Aircraft Elevator track had to be redesigned. KITTY HAWK is now the only carrier having an aircraft elevator which tracks from the hanger deck to the flight deck angling out six degrees.

Other additions to the ship included; AIMD's Versatile Avionics Systems Test (VAST) Office (a computerized electronic repair system); the AN/SPN 44 Doppler Radar installed in OE Division, and the AN/SRN 12 Navigation System.

Additionally, KITTY HAWK went through the normal housekeeping which involved chipping paint, ridding the ship of rust, and extensive cleanup, by the crew. The crew suffered habitability hardships during the yard period including cold and noisy living spaces, lack of flushing and bathing water, all in the name of improved habitability for the deployment.

During the yard period the Human Relations Council continued to conduct its assemblies to meet the commitments of the Navy's Human Goals Program. At these meetings, and by individual action, the Council acted as a "clearinghouse" for problems experienced by the crew by discussing their problems and recommending solutions up and down the chain of command. The Council elected its first Chairman, PTC [REDACTED], on 23 February, and its first Vice-Chairman, BMI [REDACTED], on 10 May. On 12 September, BMI [REDACTED] replaced PTC [REDACTED] as Chairman, with AK1 [REDACTED] becoming Vice-Chairman and YN1 [REDACTED] elected as Recorder. On

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2 November VADM BALDWIN, COMNAVAIRPAC, visited the HAWK. VADM BALDWIN met with the Council discussing various problems facing the Navy today, and expressing his support for Human Relations Councils. Year's end found the Council matured, wiser and hopeful for an improved year of achievement in human relations.

The KITTY HAWK moved out of drydock on 28 April and on her 12th birthday, 29 April 1973, was named a Multi-purpose Aircraft Carrier (CV).

On 17 May, KITTY HAWK lit off the first boiler with the new distillate fuel. She performed successful sea trials off the coast of San Francisco from 28 to 29 June.

On 10 July Rear Admiral Donald C. DAVIS (a previous KITTY HAWK skipper) returned to the ship as Commander Carrier Group One. On that same day, KITTY HAWK departed Hunter's Point for her true homeport, San Diego, having completed the yard period ahead of schedule.

Refresher training began on 17 July off the coast of San Diego in order to train new crew members and refresh veterans and to ensure that the ship was seaworthy and ready to act under full battle and emergency conditions.

On 20 July, Rear Admiral DAVIS presented the KITTY HAWK with the Navy Unit Commendation Medal for the last WESTPAC deployment (February to November 1972).

Carrier Air Wing Eleven, embarked under the command of Captain D. R. MC CRIMMON, began flight operations onboard the KITTY HAWK on

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14 August. Air Wing Eleven, with its fourteen squadrons is the largest and most versatile Air Wing ever assigned to a single carrier. One of three S2 squadrons (VS-33) and one of two SH3 squadrons (HS-8) did not deploy with the HAWK due to the lack of available space aboard the ship.

Air Wing Eleven is composed of F-4J Phantom fighters, A-6A Intruder and A-7E Corsair bombers, EA-6B Prowler tactical electronic jammers, E-2B Hawkeye early warning aircraft, RA-5C Vigilante multi-sensor reconnaissance aircraft, S-2G Tracker anti-submarine warfare aircraft, SH-3D Sea King anti-submarine helicopters, and the EA-3B Skywarrior passive electronic countermeasures aircraft. There are a total of one hundred and sixteen (116) aircraft assigned.

The addition of the S-2's and SH-3's gave Carrier Air Wing Eleven a new ASW capability and the new EA-6 squadron (VAQ-136) added an active electronic warfare jamming capability.

On 23 August 1973, during Anti-Submarine Warfare (ASW) exercises off the coast of San Diego, KITTY HAWK launched into full scale operations for the first time as a multi-purpose aircraft carrier. The result was a simulated kill on a challenging submarine. During these exercises, KITTY HAWK was visited by the Honorable James E. Johnson, Assistant Secretary of the Navy.

The HAWK participated in the RIMPAC '73 exercise off the coast of Hawaii from 11 to 21 September. This was the third in the series of multi-nation allied RIMPAC exercises which began in 1971 as a four-nation limited anti-submarine warfare evolution. It was much expanded for this

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open ocean scenario. RIMPAC '73 included ASW, anti-air defense, amphibious operations and tactical air strikes. This first multi-nation exercise in the Pacific since the Vietnam cease fire served as the inaugural for bringing the U.S. Navy Strike Forces back to the reality of classic naval operations for which the CV is best suited. It involved 23 ships, 200 aircraft and 14,000 men, including more than 3,000 allied service personnel from Australia, Canada and New Zealand. RIMPAC '73 was a highly successful exercise and convincingly proved the HAWK's capability as a CV.

During the RIMPAC '73 exercise, two KITTY HAWK pilots from WF-213 scored the first "hit" on an "Enemy" Orange Force Aircraft. Also during the exercise, two helicopter crewmen from HS-4, ASW3 [REDACTED] and AWAN [REDACTED], saved the life of their co-pilot by cutting loose his accidentally inflated life preserver while their helo was hovering alongside the ship. KITTY HAWK returned from RIMPAC on 1 October 1973.

From 9-17 October, KITTY HAWK conducted a Weapons Training Exercise (WEPTRAEX) in the Southern California Operating Area and from 29 October to 3 November she underwent an intensive Operational Readiness Exercise (ORE), also in the Southern California Operating Area. From 4 - 22 November, the crew of KITTY HAWK prepared for overseas movement (POM) in San Diego.

On 15 November, Captain Marland W. TOWNSEND, the KITTY HAWK's eleventh Skipper, was relieved by Captain Robert E. KIRKSEY as Commanding Officer.

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On 23 November, the HAWK got underway for her ninth WESTPAC deployment amidst the emotions of another farewell.

The USS KITTY HAWK (CV-63), the Pacific Fleet's first CV, was underway for WESTPAC and now capable of both attack and ASW operations carrying the largest, most sophisticated array of naval aircraft in aviation history. After a two day stop in Hawaii on 29 November - 1 December, the HAWK continued its transit and on 6 December entered "Bear Country" in the vicinity of Wake Island. Four F-4 Phantoms from VF-213 and VF-114 intercepted two Soviet TU-95 BEAR bombers at an escorted distance of more than 100 NM from the ship. The closest approach of the intruders was 44 NM.

On 11 December, while enroute to Subic Bay, disaster struck in Number One Main Machinery Space. A Class Bravo fire was caused by a fuel leak spraying into the Machinery Space from a strainer in the fuel line between the storage tanks and fuel tanks. The fire resulted in the death of six of the twenty men in the space at that time. All equipment was properly secured by the last two men to leave the space. Through the heroic efforts of personnel in Number One and Four Main Machinery Rooms and Number Two Auxiliary Machinery Room, no major machinery casualties occurred and the ship remained capable of performing her mission. She continued on to Subic Bay arriving on 14 December 1973.

Those personnel killed in the fire were: FA Samuel J. CARDENA, 20, of Pueblo, Colorado; FA Alan J. CHAMPINE, 18, of Mount Clemens, Michigan; FR Kevin W. JOHNSON, 17, of Yakima, Washington; FR Limm C. SCHAMBERS, 19,

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of Van Nuys, California; and FA Joseph P. TULIPANA, 19, of Dover, Missouri.

Christmas 1973 was spent in Subic Bay undergoing repairs. Once again the ship's work force, in cooperation with SRF Subic, completed the job ahead of schedule and the HAWK was ready for sea on 29 December 1973. She was ready to perform her new mission and to carry out her first CV deployment.

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MAJOR ADDITIONS AND ALTERATIONS 1973

1. The Conversion of the Engineering plant to Navy Distillate Fuel.
2. Installation of the ITT Barton Boiler Water Level Control System.
3. Installation of the Wager Electronic Smoke Indicating System.
4. Installation of the Woodward Electro-Hydraulic Governor System on the Ship's Service Turbo Generators.
5. Installation of two 300 KW 400 cycle motor generators.
6. Installation of three EA-6B Avionics Support Vans.
7. Installation of an Intermediate Level Anti-Submarine Warfare Equipment Shop.
8. Installation of VQ-1 Sea Wing Van.
9. Installation of the Bell and Howell Semi-automatic Message Processing-Distribution System.
10. Modification of Weapons Handling Facility for CV concept.
11. Stowage for Phoenix missile.
12. Stowage for Walleye II missile.
13. Modifications to guided missile launching system.
14. Installation of ten (10) helicopter calibrating stations.
15. Installation of the Anti-Submarine Classification and Analysis Center (ASCAC).
16. Enlargement of Jet Blast Deflectors (JBD's).
17. Installation of more powerful catapults.
18. Installation of the Versatile Avionics Systems Test (VAST) Office.
19. Installation of the AN/SPN 44 Dopplar Radar.
20. Installation of the AN/SRN 12 Navigation System.
21. Installation of a new sundries store.

22. Modification of Number One Elevator Track to a six degree angle.
23. Installation of ADP High-Speed Printer (RO-280) in IOIC.



UNDERWAY REPLENISHMENTS 1973

26 July 1973	USS MISPELLION (AO-105)
26 July 1973	USS MISPELLION (AO-105)
30 July 1973	USS MOUNT HOOD (AE-29)
7 August 1973	USS MISPELLION (AO-105)
7 August 1973	USS MISPELLION (AO-105)
16 August 1973	USS ASHTABULA (AO-51)
23 August 1973	USS ASHTABULA (AO-51)
8 September 1973	USS NAVASOTA (AO-106)
12 September 1973	USS PONCHATOULA (AO-148)
17 September 1973	USS PONCHATOULA (AO-148)
10 October 1973	USS SHASTA (AE-33)
11 October 1973	USS SHASTA (AE-33)
11 October 1973	USS SOUTHERLAND (DD-743)
12 October 1973	USS SOUTHERLAND (DD-743)
16 October 1973	USS TOLOVANA (AO-64)
1 November 1973	USS SHASTA (AE-33)
2 November 1973	USS TOLOVANA (AO-64)
24 November 1973	USS BRONSTEIN (DE-1037)
25 November 1973	USS BRONSTEIN (DE-1037)
27 November 1973	USS SCHOFIELD (DEG-3)
14 December 1973	USS CAMDEN (AOE-2)

ARRESTING GEAR AND CATAPULT STATISTICS 1973

1. TOTAL LAUNCHES PER CATAPULT

CATAPULT I	1,395
CATAPULT II	1,242
CATAPULT III	529
CATAPULT IV	469

2. DECK RUNS 71

3. TOTAL ARRESTMENTS

NUMBER 1 ARRESTING GEAR ENGINE	558
NUMBER 2 ARRESTING GEAR ENGINE	1,128
NUMBER 3 ARRESTING GEAR ENGINE	1,219
NUMBER 4 ARRESTING GEAR ENGINE	741

4. LISTING OF THOUSANDTHS CARRIER LANDINGS ONBOARD KITTY HAWK

<u>ARREST NUMBER</u>	<u>AIRCRAFT</u>	<u>PILOT</u>	<u>ACFT TYPE</u>	<u>SQUADRON</u>
144,000	300	LT [REDACTED]	A-7	VA-192
145,000	204	LT [REDACTED]	F-4	VF-114
146,000	505	CAPT MCCRIMMON, CAG	A-6	VA-52
147,000	715	LT [REDACTED]	S-2	VS-38

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SAMEX AND ORDNANCE EXPENDITURES 1973

1. On 20 September 1973 the KITTY HAWK fired three (3) HT-3A (TLM) missiles at two air targets and one surface target. This was the first test of the missile system's performance since the yard period. Ships involved were presented the latest target drones, on tactical trajectories in a real-world threat environment. The expenditure of three (3) homing Terriers resulted in one success and two failures. The first firing against an air target was unsuccessful because of lack of Carrier Wave Illumination (CWI). The firing against a KOMAR configured Surface Target (SEPTAR) was scored as a failure because a five (5) foot miss distance was recorded vice contact with some part of the target boat. It should be noted that this was the most challenging environment and most sophisticated target yet encountered by this vessel. The operation of the fire control equipment was satisfactory in most instances.

2. The Terrier Weapons System was tested in the BTN mode of operation on 31 October for the first time since 27 May 1971. Guided Missile Fire Control System (GMFCS) Number Four provided the first successful BT type missile firing from this vessel since 4 August 1970. In addition, GMFCS Number One fired an HT-3A missile that same day. The firing was a failure as the missile did not acquire the target. More important, the Fleet Missile Systems Analysis and Evaluation Group (FMSAEG) flight analysts discovered improper modulation of the CWI beam. Investigation by ship's force and technical assistance revealed that the reference signal comparator (CM-122) used to check for proper CWI parameters was faulty.

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Realignment of the CM-122 and correction of CWI modulation have been accomplished.

3. Ordnance Expenditure. The following ordnance expenditure was recorded during the pre-deployment buildup and exercise period:

<u>Item</u>	<u>Type</u>	<u>Quantity</u>
Bombs	MK82	198
	Inert	960
Paraflare	MK 45	284
Marker Marine	MK 25/58	407
Photoflash	M 112	52
A/L Missiles	Sparrow Exercise	1
	Shrike	2
	Walleye I	2
	Sidewinder Exercise	4
Torpedoes	MK 44 Exercise	17
Mines	MK 52 Exercise	12
	MK 55 Exercise	8
	MK 56 Exercise	8

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CARRIER AIRWING ELEVEN COMPOSITION 1973

<u>SQUADRON</u>	<u>TYPE ACFT</u>	<u>NUMBER</u>
VF-114	F4J	10
VF-213	F4J	10
VA-52	A6A/KA6 & STANDARD ARM ACFT	14
VA-192	A7E	14
VA-195	A7E	10
VAQ-136	EA6B	4
VAW-114	E2B	5
RVAH-7	RA5C	3
*VS-33	S2G	8
VS-37	S2G	8
VS-38	S2G	8
HS-4	SH3D	10
*HS-8	SH3D	10
VQ-1	EA3B	2

TOTAL ACFT ASSIGNED: 116

\*Based in San Diego.

VIP VISITS 1973

21-23 August 1973                   Honorable James E. JOHNSON, Assistant Secretary  
of the Navy (Manpower and Reserve Affairs)

4 September 1973                   VADM Robert BALDWIN, Commander Naval Air Forces  
Pacific

14 September 1973                  VADM William T. RAPP, Commander, Third Fleet.  
Onboard during RIMPAC '73.

17 September 1973                  RADM Anthony M. SYNNOT, Commander Australian Fleet.  
Onboard during RIMPAC '73.

15 October 1973                   RADM George E.R. KINNEAR, II, Asst Chief of Naval  
Personnel for Financial Management/Management  
Information  
Congressman Samuel STRATTON (D-N.Y.)  
  
Congressman Les ASPIN (D-Wisc)  
  
Congressman Donald MITCHELL (D-N.Y.)  
  
(Congressional delegation to survey the opinions  
of Naval Aviators relative to the restructuring  
of flight pay.)

2 - 3 November 1973               VADM Robert BALDWIN, Commander Naval Air Forces  
Pacific

9 November 1973                   Honorable Bill NAPION, Mayor of Cheyenne, Wyoming.

20 - 21 December 1973             VADM George P. STEELE, II, Commander, Seventh Fleet

27 December 1973                  RADM W. D. TOOLE, Commander Task Force 72  
(Patrol and Reconnaissance Forces, Seventh Fleet)

AWARDS APPROVED FOR SHIPS COMPANY PERSONNEL 1973

MERITORIOUS SERVICE MEDAL	2
NAVY COMMENDATION MEDAL	43
NAVY ACHIEVEMENT MEDAL	98
COMSEVENTHFLT Letter Of Commendation	143

On 4 June 1973, Marine Corporal [REDACTED] was awarded a Certificate of Appreciation from the Oakland, California Police Department. Corporal [REDACTED] came to the aid of Mrs. Jeanette HUMBIDE by discouraging a would-be purse thief. The assailant fled in a car whose license number was noted by [REDACTED], and the criminal was later arrested and convicted.

REENLISTMENT INFORMATION 1973

<u>MONTH</u>	<u>FIRST TERM</u>		<u>SECOND TERM</u>	
	<u>ELIGIBLE</u>	<u>REENLISTED</u>	<u>ELIGIBLE</u>	<u>REENLISTED</u>
JAN	67	04	04	03
FEB	31	08	04	04
MAR	26	03	05	05
APR	14	05	05	04
MAY	15	03	09	09
JUN	79	05	08	07
JUL	38	10	09	09
AUG	25	06	06	06
SEP	13	03	12	11
OCT	19	03	02	01
NOV	50	04	UNK	UNK
DEC	<u>12</u>	<u>04</u>	<u>08</u>	<u>07</u>
TOTAL	389	58	72	66