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1967



U.S.S. CORAL SEA (CVA-43)
FPO SAN FRANCISCO 96601

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From: Commanding Officer, USS CORAL SEA (CVA-43)

To: Chief of Naval Operations (OP 05A5G)

Subj: USS CORAL SEA (CVA-43) Command History for calendar year 1967 (Report Symbol OPNAV Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12

- Encl: (1) Brief Chronology of Outstanding Events
- (2) Basic Narrative
- (3) Lessons Learned, Conclusions and Recommendations
- (4) Documentary Annexes - A through G

1. In accordance with reference (a), enclosures (1) through (4), containing the Command History of USS CORAL SEA (CVA-43) for calendar year 1967, are submitted.

W. H. Shawcross
W. H. SHAWCROSS

Copy to:
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Enclosure (1)

CHRONOLOGY OF OUTSTANDING EVENTS FOR 1967

- 1 January Underway in the Gulf of Tonkin conducting special operations against North Vietnam
- 9 February Arrived Yokosuka, Japan for briefings with the USS BON HOMME RICHARD (CVA-31) before departing for CONUS
- 23 February Arrived U.S. Naval Air Station, Alameda, California
- 28 February Shifted to San Francisco Bay Naval Shipyard at Hunter's Point for a two month restricted yard availability
- 18 March Captain William H. SHAWCROSS relieved Captain Frank W. AULT as commanding officer of USS CORAL SEA (CVA-43)
- 12 May Rear Admiral Thomas T. WALKER relinquished command of Carrier Division THREE to Rear Admiral John P. WEINEL on board CORAL SEA
- 2-10 May Conducted carrier qualifications off California
- 15-26 May Conducted refresher training under the supervision of the Fleet Training Group
- 2-7 June Fourteen guests of the Secretary of the Navy embarked
- 20 June Attack Carrier Air Wing FIFTEEN (CVW-15), commanded by Commander James B. LINDER, embarked
- 20-29 June Naval Sea Cadet Corps training was conducted
- 1 July Dependents' Day Cruise was held in San Francisco Bay
- 7-13 July Participated in Exercise Dynamic Action
- 19 July Inducted into the Great Golden Fleet of San Francisco
- 24 July Official adoption of CORAL SEA as San Francisco's Own ship
- 26 July Embarked 10 guests of the Secretary of the Navy
- 26 July Departed U.S. Naval Air Station, Alameda, California on third combat tour off the coast of Vietnam
- 1-3 August Conducted Operational Readiness Inspection Trials in the Hawaiian area
- 12 August INCHOP SEVENTH Fleet
- 14 August Rear Admiral F. A. BARDSHAR, Commander Carrier Division SEVEN broke his flag on board in Yokosuka, Japan

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26 August Launched the first strikes of the cruise against North Vietnam

2 October Rear Admiral John P. WEINEL, Commander Carrier Division THREE, broke his flag on board in Subic Bay, Republic of the Philippines

18 October South Vietnamese Awards Ceremony was held on board CORAL SEA

18 October Collision with the USS MOUNT KATMAI (AE-16)

25 October Zuni Rocket fire in the forward assembly area

7 November Helicopter rescue of 37 Chinese seamen from the LOYAL FORTUNES

21 December CORAL SEA hosted the Bob Hope USO Show

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Enclosure (2)
USS CORAL SEA HISTORY

At the beginning of 1967, CORAL SEA was conducting air strikes against North Vietnam while on Yankee Station in the Gulf of Tonkin. CORAL SEA's skipper, CAPT Frank W. AULT was officer in tactical command of CTG 77.3 during these operations.

Two CORAL SEA planes were shot down on 4 January by what was presumed to be small arms fire. The first plane, piloted by LTJG J. M. HAYS of Attack Squadron 22 was damaged while conducting an attack against the Thu Dien Highway Bridge. The second plane was conducting a similar attack against the same target. This plane was manned by LT A. M. VAN PELT and ENS R. A. MORRIS, Jr., both of Fighter Squadron 154. All three men from both planes ejected at sea and were rescued safely.

Two other CORAL SEA planes were shot down during the month of January. LTJG M. P. CRONIN of Attack Squadron 23 was shot down over North Vietnam on 13 January and was later reported captured. Two days later, LT D. H. MORAN ejected over the Gulf of Tonkin after his plane had been damaged by enemy fire over North Vietnam. Although the rescue was conducted successfully, LT MORAN was dead on arrival at the search and rescue destroyer.

On 30 January, an awards ceremony was held for members of Air Wing TWO. Seven Distinguished Flying Crosses, one Purple Heart, 12 Navy Commendation Medals and 205 Air Medals were presented by RADM Thomas J. WALKER III, Commander Carrier Division THREE. RADM David E. RICHARDSON, Commander, Carrier Task Force SEVENTY SEVEN was also present to address the award winners and present CTF 77 200 Mission certificates to seven pilots and one flight officer who had completed 200 combat missions over Vietnam. NBC cameramen were on board on 29 January to film LCDR R. W. LEEDS of Fighter Squadron 21 as he departed on his 200th combat mission.

CORAL SEA left the line on 1 February and arrived in Subic Bay, Republic of the Philippines. While in Subic Bay equipment and aircraft were off loaded before departing for Yokosuka, Japan on 5 February. CORAL SEA arrived in Yokosuka on 9 February and conducted briefings with personnel from the USS BON HOMME RICHARD (CVA-31) before departing for the United States on 14 February.

CORAL SEA's enlisted men set a fine record in the February advancement exams. Of the 767 men who took the exam, 477 were advanced in rate for 62 percent of the total. Another seven percent passed the test but were not advanced. Twelve were advanced to Chief Petty Officer, 25 to First Class Petty Officer, 99 to Second Class Petty Officer and 341 to Third Class Petty Officer.

On 23 February, CORAL SEA arrived at NAS Alameda and received a warm welcome from friends and relatives. Two go-go girls were also on hand to

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publicize some of the San Francisco night clubs. The ship remained at Alameda until 28 February at which time she shifted to the Hunter's Point Naval Shipyard.

The ship entered the San Francisco Bay Naval Shipyard at Hunter's Point for a two month restricted yard availability. Major work accomplished included; replacement of both ship's gyros, repair of the 400 cycle type II generators; replacement of two of the 400 cycle type I generators. All eight ship's service generators received a major overhaul. The hydraulic oil was changed in all aircraft elevators. The ship's firemain was cleaned and numerous cut-out valves were overhauled. A satisfactory dock trial was held on 25 April.

While at Hunter's Point on 18 March, CAPT William H. SHAWCROSS relieved CAPT Frank W. AULT as commanding officer. RADM Vincent DE POIX, Commander Carrier Division SEVEN was guest speaker at the change of command ceremony. RADM DE POIX presented the Navy Unit Commendation to the officers and men of the ship and its embarked air wing for exceptionally meritorious service during the period 12 August 1966 to 1 February 1967. Following the presentation RADM DE POIX presented CAPT AULT with the Legion of Merit for exceptionally meritorious conduct as the commanding officer of USS CORAL SEA and Commander Attack Carrier Task Group SEVENTY SEVEN POINT THREE. CAPT SHAWCROSS came to CORAL SEA from the USS BELLATRIX (AF-62) after several deployments to the Gulf of Tonkin and South China Sea.

During the two months following CORAL SEA's return, approximately 1300 people visited the ship. These people included groups of elementary and high school students, boy scouts, explorers, teachers, engineers and businessmen.

The U.S. Naval Sea Cadet units from Alameda and San Mateo held their annual award ceremony and inspection on board on 8 April. Approximately 175 Sea Cadets were aboard for the inspection conducted by RADM R. D. ADAMS, USNR, the representative of the Commandant of the TWELFTH Naval District. RADM ADAMS presented awards to individual Sea Cadets before an audience of over 200 friends and relatives.

On 12 May, RADM Thomas T. WALKER relinquished command of Carrier Division THREE to RADM John P. WEINEL in a ceremony held on the flight deck. RADM WEINEL had previously been attached to the Joint Chiefs of Staff in Washington, D. C.

The month of May began Refresher Training in preparation for the ship's third combat deployment to the Western Pacific. From 2 May to 10 May, the ship conducted carrier qualifications with Replacement Carrier Air Wing TWELVE. After a brief inport period at Alameda, CORAL SEA proceeded to San Diego and embarked the Fleet Training Group. The Fleet Training Group supervised and evaluated Refresher Training from 15 May to 26 May. Approximately 20 reserve officers and 50 reserve enlisted personnel were embarked during this period for their annual two weeks of active duty.

Fourteen guests of the Secretary of the Navy came on board for an orientation

cruise from 2 June to 5 June. The ship remained at sea until 11 June. CORAL SEA then entered the Hunter's Point Division of the San Francisco Naval Shipyard for further work on the catapults.

CDR James B. LINDER, Commander of Carrier Air Wing FIFTEEN (CVW-15) and his staff embarked on CORAL SEA 20 June while the ship was preparing to leave the San Francisco Naval Shipyard. The air wing consists of nine squadrons.

Approximately 1500 relatives of CORAL SEA personnel came on board for a dependents' day cruise on 1 July. Because of poor weather conditions, the ship could not leave San Francisco Bay. Air demonstrations, tours of the ship and static displays highlighted the day.

From 7 July to 13 July, CORAL SEA took part in Exercise Dynamic Action off the coast of California. Thirty-two ships and 17 air units participated in the exercise which covered anti-submarine warfare, air and anti-air warfare, shore bombardment and anti-PT boat operations. This was the fourth major FIRST Fleet operation of 1967.

During Exercise Dynamic Action, RADM J. P. WEINEL, Commander Carrier Division THREE was embarked aboard CORAL SEA as the tactical commander of forces operating at sea. RADM WEINEL arrived on board on 7 July. RADM R. WEYMOUTH, Commander Anti-Submarine Warfare Group ONE was also embarked during the exercise.

The second half of July was a busy period for the crew. In a ceremony held on 24 July, the City formally adopted the ship as "San Francisco's Own".

Two ceremonies consummated the adoption of CORAL SEA. On 19 July, she was introduced into the Great Golden Fleet of San Francisco and on 24 July, Mayor John Shelley officiated at the formal adoption ceremony in the City Hall of San Francisco. The latter event took place in the City Hall Rotunda. The huge hall was decorated with two forty-foot banners carrying the words, "San Francisco's Own" and a symbol of the Golden Fleet. Officers and men representing the ship gathered in formation on the Rotunda steps.

Special guests were introduced and the background of the ceremony was given by the Master of Ceremonies, L. Jack Block of the Armed Forces Committee of the San Francisco Chamber of Commerce. Mayor Shelley of San Francisco, Thomas Mellon, City Administrator, and Peter Tamaras, President of the City Board of Supervisors were introduced to CORAL SEA's commanding officer, CAPT William H. SHAWCROSS.

The high point of the ceremony was CAPT SHAWCROSS' acceptance of a bronze plaque inscribed, "The City of San Francisco on July 24, 1967, adopts the USS CORAL SEA as San Francisco's Own Ship."

The battle flag of the second USS SAN FRANCISCO, a World War II cruiser, was accepted in behalf of the ship by Chief Petty Officer E. A. ARRIOLA, a native of San Francisco. Also, the ceremonial silver of which several

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pieces manufactured in 1889 belonged to the first USS SAN FRANCISCO, was passed on to CORAL SEA.

The silver service set was appraised by the manufacturer to be worth over \$50,000. However, since much of the service could not be replaced, the service is considered priceless.

A week earlier, as part of the adoption, CORAL SEA was inducted into the famed "San Francisco Golden Fleet." This ceremony took place on CORAL SEA's flight deck with officers and men of the crew participating. CORAL SEA's induction became official when Vice Commodore Donald Watson of the Golden Fleet presented the Fleet's pennant to CAPT SHAWCROSS. The Captain, in turn, presented CORAL SEA's plaque on behalf of the ship and crew.

The Golden Fleet is a group of private yachts which represent San Francisco in nautical matters. The 973-foot CORAL SEA is the largest member of the Golden Fleet. The next largest ship is 60-feet long.

CORAL SEA departed San Francisco on an unusually clear morning on 26 July to begin her third journey to the Gulf of Tonkin off the coast of North Vietnam.

During the first leg of the ship's cruise ten Secretary of the Navy (SECNAV) guests were embarked for an orientation cruise to Hawaii. For most of them it was their first opportunity to observe an aircraft carrier under actual operating conditions. The trip to Pearl Harbor took five days and the SECNAV guests departed on 31 July after what many of them termed "an enjoyable and informative cruise."

Liberty in Hawaii was enjoyed for only one day as the crew prepared the ship for her operational readiness inspection (ORI). During the next two days at sea the crew underwent a series of intensive combat readiness drills. CORAL SEA achieved the highest nuclear, biological and chemical damage control grades given to an attack carrier by Commander Fleet Air Hawaii in two years.

According to the inspectors, "CORAL SEA's ORI showed her to be manned by professional sailors. The final ORI grade was above average for all Pacific Fleet Attack Aircraft Carriers".

The ship was evaluated for combat readiness in over 54 different areas. Of the areas inspected, the ship's departments and squadrons received "outstanding" in 14 areas, "excellent" in 25 areas and "good" in 15.

A message from RADM W. A. SUTHERLAND, Jr., Commander of Fleet Air Hawaii stated, "The enthusiastic performance of the ship and air wing personnel observed during the ORI was highly commendable. We shall be watching your progress with great interest. Good Luck and Aloha." Following the inspection, the crew enjoyed two days of liberty in Hawaii.

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The ship left Hawaii on 4 August and chopped to the SEVENTH Fleet on 12 August.

CORAL SEA arrived in Yokosuka, Japan on 13 August and began a series of turn-over briefings with BON HOMME RICHARD (CVA-31). The crew enjoyed four days liberty before continuing on the Western Pacific cruise.

On 14 August, RADM F. A. BARDSHAR, Commander of Carrier Division SEVEN, embarked on CORAL SEA while in Yokosuka. Admiral BARDSHAR and his staff remained with CORAL SEA during the first portion of the combat deployment in the Gulf of Tonkin.

Getting underway from Yokosuka on 17 August, CORAL SEA set a course for Subic Bay, Republic of the Philippines. While enroute the ship lost her first aircraft of the deployment. The plane, an A-1 Skyraider, developed engine trouble during a landing approach and crashed into the water. The pilot, LCDR F. H. GATES, of Attack Squadron 25 went down with the plane.

After six days at sea, the ship pulled into Subic Bay on 23 August for two days and arrived on Yankee Station on 28 August to begin strikes against North Vietnam.

Two days after arriving on the line, CORAL SEA lost her second plane of the deployment. LT M. J. ALLARD of Attack Squadron 153 was listed as killed in action when his A-4E Skyhawk crashed near Vinh.

On 18 September the Air Wing struck Haiphong three times, making a total of six strikes in two days against the city. They left the North Vietnamese city poorer by one highway bridge and a rail and highway bridge damaged beyond use. Flak sites threw a heavy barrage of fire at the aircraft during the early morning, but the sites became quieter as the day progressed. Earlier in the month CORAL SEA pilots blasted North Vietnam's third largest port, Cam Pha. The port is 46 miles east-northeast of Haiphong and is used regularly by ships of several nations. Navy spokesmen said that the port handles about 17-percent of all seaborne supplies for North Vietnam.

CORAL SEA pilots met their first enemy MIG's of the deployment on 21 September near Haiphong. The encounter was brief and inconclusive, with no apparent losses on either side. A phantom pilot of Air Wing 15 said he saw at least four MIG-17's and thought he damaged one with a near miss with an air-to-air missile. At the time of the explosion, however, he already was turning to fire at a second MIG and did not see the first one after that.

LCDR M. H. VESCELIUS of VFP-63 was listed as captured when anti-aircraft artillery downed his F-8G Crusader during a photo mission on 21 September over Haiphong.

September 28 was a big day for CORAL SEA pilots. In afternoon raids they blasted away the southern section of the Haiphong Rail and Highway Bridge, the last of four bridges formerly linking the city with the mainland. The raid by A-4E Skyhawks was a culmination of several assaults on the sturdy bridge located on Haiphong's southwest corner. The Air Wing had previously

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blasted away huge chunks and twisted steel frames but the bridge refused to fall. However, it could stand no more and fell before the onslaught of 500, 1,000, and 2,000 pound bombs. In five days of attacks on three of the Haiphong bridges, CORAL SEA's Air Wing struck a total of nine times, flew through moderate to heavy flak on each strike, dodged numerous surface to air missiles and lost only one aircraft. One pilot expressed the mood of everyone aboard CORAL SEA when he said; "It was pretty satisfying. I really wanted to get those bridges."

CORAL SEA departed Yankee Station 1 October enroute to Subic Bay. While enroute the combat tested world traveler celebrated her 20th birthday party. The celebration began when CAPT SHAWCROSS announced the winner of a 20th Anniversary Medallion design contest. The design by LTJG E. P. GUTMAN was chosen and presented to the crew. During the presentation ceremonies, Chief Air Controlman W. L. JONES presented the Captain an encased piece of white coral from the Philippines. The Captain then presented plaques to T. G. CAS AUS and R. L. JENSEN, both Machinist Mates First Class, who had been aboard CORAL SEA since her recommissioning in 1960. He also congratulated CAPT C. L. CHUTE, attached to the embarked staff, as one of the original plankowners. CAPT CHUTE served on CORAL SEA as an Ensign in 1947. The rest of the day was filled with various games and sporting events. To top off the celebration nine large cakes were prepared by the bakery for the enjoyment of the crew.

While in port Subic Bay, RADM R. A. BARDSHAR, Commander Carrier Division SEVEN was relieved by RADM J. P. WEINEL, Commander Carrier Division THREE. Liberty was enjoyed by the crew from 2 October through 11 October, when the ship got underway for her second line period on Yankee Station.

Operations against North Vietnam began on 13 October. During the strikes on 17 October CORAL SEA lost her third airplane of the deployment. An A-4E piloted by LTJG F. J. FORTNER of VA-155, went down over a group of small islands near Haiphong. LTJG FORTNER was listed as missing in action.

On 18 October CORAL SEA was honored by being selected as host carrier for the South Vietnamese Awards Presentation Ceremony. The awards were presented by South Vietnamese officials headed by GEN Cao Van VIEN, Minister of Defense.

On the evening of 18 October, following the foreign awards ceremony, the collision alarm sounded during underway replenishment with the USS MOUNT KATMAI (AE-16). The ammunition ship brushed against the CORAL SEA causing light damage to both of the carrier's starboard elevators. Both ships remained operational and continued operation in the Gulf of Tonkin.

CORAL SEA gained her first "PT Boat Ace" on 21 October as four North Vietnamese patrol torpedo boats were sunk by pilots from Attack Squadron 155. LCDR W. P. COOK and his wingman, LTJG M. L. WATSON detected six PT boats at first light about one mile east of Thanh Hoa Harbor and sank four of them. "They were moving so slow I thought they were barges", said COOK. "But when we rolled in they got underway with rooster tails as long as the boats themselves. They must have been thirty feet high." COOK had previously sunk one PT boat on 6 August 1966. The four on 21 October made him the war's first "PT Boat Ace."

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The planes rolled in from a low overcast and dropped all their 250 and 500 pound bombs on a string of four boats. COOK and WATSON reported that two boats broke in half with their bows and stern sections drifting apart and sinking. Another boat was disintegrated while the fourth rolled over and sank.

Of the two remaining boats, one fled up the Thanh Hoa River and the other remained in the area. The pilots reported a large oil slick and debris covered the water.

Carrier Air Wing FIFTEEN pilots flew through perhaps the heaviest surface-to-air missile barrage of the war on 24 October to strike North Vietnam's largest MIG airfield.

The strike group led by the Air Wing Commander, CDR J. B. LINDER, pounded the Phuc Yen Airfield 11 miles north of Hanoi in a massive coordinated strike with other Navy and Air Force planes. Phuc Yen was North Vietnam's only major air strip not previously hit, and Hanoi's largest MIG base.

Pilots estimated that at least 30 surface-to-air missiles were fired as they pounded the two mile long field with 500 and 750 pound bombs.

The following day large waves of A-4 Skyhawks and F-4B Phantoms struck Phuc Yen again and encountered only moderate resistance while battering a large revetment area and a taxi-way north of the air strip. Several airborne MIG's were sighted but none closed the strike group.

Two aircraft were lost during the Phuc Yen raids. CDR C. R. GILLISPIE's F-4B Phantom was downed by a surface-to-air missile. Both CDR GILLISPIE and his radar intercept officer, LTJG R. L. CLARK of Fighter Squadron 151 were listed as missing in action.

The second plane was another F-4B which was piloted by LTJG R. F. FRISHMAN. FRISHMAN and his Radar Intercept Officer, LTJG E. G. LEWIS, of VF-151, were listed as missing in action.

Two days later on 26 October an A-4E was downed by a surface-to-air missile near Van Dien. The pilot, CDR V. W. DANIELS was listed as missing in action.

A tragedy struck CORAL SEA on 25 October when a Zuni Rocket ignited during a routine test in the forward assemble area. Nine sailors were burned by the rocket motor. Three were listed in critical condition. All nine of the injured were flown to Clark Air Force Base for intense treatment.

The rocket ignited and tore into a bulkhead approximately 20 feet from the testing area. The flames were promptly extinguished and the men removed to sick bay for emergency treatment.

Damage was light and the ship remained fully operational. Strikes were launched as scheduled the following morning before leaving Yankee Station on 27 October.

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The ship pulled into Subic Bay on the morning of 29 October and the crew prepared to enjoy a week's liberty. On 3 November word was received that Typhoon Emma was threatening Subic Bay and the ship got underway to evade the high winds.

After three days of typhoon evasion CORAL SEA turned north for Hong Kong. On 6 November word was received to proceed to Pratas Reef 170 miles south-east of Hong Kong to assist a grounded Liberian freighter. At about 0730 on 7 November, two helicopters were launched and the rescue effort was underway.

The helicopters made six trips to the stricken freighter, LOYAL FORTUNES, while transferring 37 Chinese crewmembers. All of the sailors were rescued and returned to Hong Kong the following morning.

CORAL SEA enjoyed three days liberty in Hong Kong before getting underway on 11 November enroute to Yankee Station for the third line period of the cruise.

The first strikes of this line period began on 12 November. Two days later CORAL SEA was honored by a visit from VADM William F. BRINGLE, Commander SEVENTH Fleet, on his first official visit after assuming the command.

Air Wing FIFTEEN pilots took advantage of a break in the monsoon weather on 15 and 16 November to bomb a previously untouched shipyard one mile west of Haiphong. Surface-to-air missile activity was high during the day. LCDR P. H. SCHULZ of Fighter Squadron 151 and Radar Intercept Officer, LTJG T. B. SULLIVAN were downed in a F-4B Phantom while enroute to Hai Duong. Two parachutes were sighted and the flyers were reported captured.

The following day, 17 November, another F-4B piloted by CDR W. D. MC GRATH of Fighter Squadron 161, crashed while evading multiple surface-to-air missiles. No parachutes were sighted and both CDR MC GRATH and his RIO, LT EMRICH could not be contacted after the crash.

Pilots from CORAL SEA kept the pressure on the North Vietnamese transportation system throughout the month of November with strikes against the airfields, railroad yards and highways surrounding Haiphong.

On 19 November two more aircraft were lost. An F-4B Phantom flown by LCDR C. D. CLOWER of VF-151, and his RIO, LTJG W. O. ESTES II sighted and engaged an unknown number of MIG-17's. Shortly after the engagement a May Day transmission was received from LCDR CLOWER's aircraft but no ejection or parachutes were sighted. Both flyers were listed as missing in action.

A second F-4B manned by LTJG J. E. TEAGUE of VF-151 and LTJG T. G. STIER (RIO) was also involved in the MIG engagement. Their aircraft was also downed and both TEAGUE and STIER were listed as missing in action.

RADM J. P. WEINEL, Commander of Carrier Division THREE, departed the ship on 26 November for the USS RANGER (CVA-61). As a result CORAL SEA was

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without an embarked staff for the first time during the combat deployment.

CDR W. H. SEARFUS was lost in an accident on 25 November. His aircraft was spotted aft on the starboard side with the port main landing gear approximately eight feet from the fantail. A jet blast from another aircraft taxiing forward caused the Skyhawk to pivot to the port and continue over the stern of the ship with the brakes locked. CDR SEARFUS was lost at sea.

On 8 December, CORAL SEA departed Yankee Station enroute to Subic Bay for six days in port. During the inport period CORAL SEA hosted the Mutual Defense Board (MDB) meeting on 12 December. The meeting gave the Navy the opportunity to introduce senior officers of the Philippine Armed Forces to a major SEVENTH Fleet aircraft carrier.

On 15 December, the ship departed Subic Bay for the next to last line period of the deployment in the Gulf of Tonkin. CORAL SEA returned to the line on 17 December and took advantage of the unusually good weather to start the fourth line period with a bang. Four major efforts were mounted against two important highway ferries, one near Thai Binh and the other south of Nam Dinh.

December 19 was a big day for Air Wing FIFTEEN as pilots flew two major strikes against two cave storage complexes near Ninh Binh and inflicted heavy damage on several associated targets. They scored direct hits in the mouth of the cave and covered the area with smoke and dust.

On the same day, LCDR P. M. MOORE became the first CORAL SEA pilot of the deployment to complete 200 combat missions over North Vietnam. Less than a week later on 22 December LT S. C. MACALEER joined MOORE in the 200 mission bracket.

December 22 was a big day for the crew of CORAL SEA. A mini-version of the Bob Hope Christmas Show hit the decks of the carrier to the roaring applause of 4,000 pleased sailors.

Instead of the accustomed blasts of jet aircraft echoing throughout the ship, the hangar bay below decks was the setting for a crescendo of roaring delight from the ship's crew who had gathered almost two hours in advance to view Mr. U.S.A., Bob Hope and his troupe.

The show, which had been viewed a short time earlier aboard another carrier, came with a line up of entertainment that had CORAL SEA sailors hanging from the ship's fixtures throughout the hangar bay. Accompanying Bob Hope were film actress Raquel Welch in a colorful psychedelic mini-skirt, curvaceous Miss World for 1967 from Peru, Madeleine Hartog Bel, singers Phil Crosby, Barbara McNair and singer-comedienne Elaine Dunne. Also aboard to supply the musical arrangements was Les Brown, long time friend of Bob Hope and four members of his famous band.

In the audience was New York syndicated columnist Earl Wilson who has traveled on numerous occasions with Mr. Hope to entertain troops overseas.

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Dressed in pin-stripped pants, a bright yellow CORAL SEA flight jersey, golf cap and carrying his famous golf club, Mr. Hope got the show swinging with a quip about his son who recently enlisted in the U.S. Navy and is already a seaman apprentice -- "it only shows you what connections can do for you."

As usual, Bob Hope brought the roof down throughout the show with an array of jokes. His selected topics ranged from the hippie movement, to demonstrations, the recent White House wedding and the Queen Mary: "They had to loosen the mooring lines to the Queen Mary because California was going up and down with the tide."

The pace of the show changed as showman Hope introduced Raquel Welch. Her arrival aboard CORAL SEA prompted crewmembers to paint a 50-foot sign over the fantail with the words, "Welcome Raquel". In the show she sang and danced and later was joined on stage by a handful of jerking, twisting sailors who seemed to enjoy the entire ordeal.

After the troupe's presentation of songs and dances, all the officers and crew joined with the entertainers to sing "Silent Night".

Before the show, Bob and his group visited sick bay, had lunch with the crew in the mess decks, signed autographs and made a tour of the ship.

The entire Bob Hope Show was filmed aboard CORAL SEA by a camera crew from the National Broadcasting Company and was shown over an NBC-TV Special in the States on 18 January.

The Bob Hope Christmas Show of 1967 in the Tonkin Gulf will remain a fond memory to the crew of CORAL SEA.

Activity was light for a few days after the Bob Hope Show. However, despite a thick cover of clouds pilots continued to strike the supply routes of North Vietnam. On 15 December CORAL SEA lost the ship's fifteenth aircraft of the deployment. An A-4E piloted by LCDR W. P. COOK of VA-155 was downed by what was believed to be small arms fire. Rescue efforts near Vinh were unsuccessful and LCDR COOK was listed as killed in action.

Later in the week Air Wing FIFTEEN planes streaked into North Vietnam just minutes after a controversial 24-hour truce ended and bombarded streams of trucks headed south with war supplies. They destroyed at least 45 trucks, causing numerous secondary explosions and fires. Over 150 trucks were sighted along a five mile section of Route 1A south of Thanh Hoa.

CDR David J. SPERLING, of Attack Squadron 155 and his wingman, LTJG J. A. GERBER, found a concentration of eight trucks parked at a ferry crossing 26 miles south of Thanh Hoa. Following their attack there were three large secondary explosions and three huge bright fires.

Other flyers found about nine "semi-type" trucks, 24 miles south of the same city and destroyed four.

Describing the scene south of Thanh Hoa, LTJG M. J. FOLEY said, "It looked like the New Jersey Turnpike." FOLEY and his flight leader, LT J. R. BELLIS dropped several flares along the road lighting it for about eight miles. They saw some of the trucks pull off the road and attacked them. The night's activity proved to be the most productive night operations of the deployment.

CORAL SEA and Air Wing FIFTEEN ended the year with an effort typical of the previous twelve months. On 29 December the coordinated teamwork developed during the year paid off for two flyers of Fighter Squadron 161. LT J. F. DOWD and his radar intercept officer, LTJG G. K. FLINT were rescued from the chilly waters off the Gulf of Tonkin after their F-4B Phantom was downed by enemy ground fire about eight miles south of Cam Pha.

They were flying a routine weather reconnaissance mission when they came under fire from a small island east of Haiphong. DOWD immediately pulled above the low overcast and turned toward the south. Soon the cockpit filled with smoke. "The heat was so intense you couldn't touch sections of the panel. "I was afraid the heat might damage the ejection mechanism so I told FLINT to get out and I left the plane", stated DOWD.

About fifteen minutes passed before they were spotted by pilots from Attack Squadron 25, flying the propeller driven A-1H Skyraider. The rescue helicopter guided to the scene by the Skyraider pilots, picked up both flyers and returned them to CORAL SEA. The wet but obviously happy aviators said, "It went like clock work. Except, in that cold water it was an awfully slow clock."

During the year CORAL SEA steamed a total of 74,936 miles in 213 days at sea. The 973 foot carrier celebrated the New Year in the Gulf of Tonkin carrying out special operations with the SEVENTH Fleet against North Vietnam. Her twentieth year, under the command of CAPT William H. SHAWCROSS, was an outstanding chapter in the history of a proud ship.

SPECIAL TOPICS

Engineering Department

The first two months of 1967 were relatively uneventful from an engineering standpoint. A twenty knot economy trial (Z-111-E) was held during return to CONUS on 16-17 February and a grade of "90" was given.

Shortly after return to CONUS, the CORAL SEA moved from NAS ALAMEDA to San Francisco Bay Naval Shipyard, San Francisco, on 1 March for a two month yard overhaul period. Some of the major jobs accomplished were:

- a. All hydraulic winches were inspected, tested and repaired as necessary.
- b. The complete steering system including rudders and associated mach-

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inery were tested and repaired as necessary.

c. Nos. 1, 2 and 3 L.P.; Nos. 1 and 2 H.P.; and Nos. 1 and 3 M.P. air compressors were inspected and overhauled at a total cost of \$96,685.

d. #3 O₂N₂ Plant was overhauled.

e. Renewal of various inner casing panels, side walls, stud tubes in both saturated and superheat furnaces, and burner tile in all boilers.

f. Overhauled safety valves on all boilers.

g. Renewed carbon rings on all forced draft blowers and fuel oil service pumps.

h. Plugged all superheater, generating and economizing tubes that had failed in service.

i. Overhauled Nos. 3, 4 and 5 fuel oil booster and transfer pumps.

j. Renewed tubes in all four distilling condensers and foundation on all evaporator feed pumps.

k. Inspected and repaired boiler stops as necessary. Replaced #3B boiler main steam stop.

l. Tested and reworked all ship's service generators and exciters. Total cost of mechanical and electrical work was \$70,365.

m. Removed and reworked after gyro compass and installed it on board in place of the forward gyro compass. After gyro compass was replaced by a newer one.

n. The two forward ship's service type 1 400 Hertz motor generators were removed and replaced by two reworked motor generator sets and controllers from the USS MIDWAY (CVA-41).

o. All main switch boards, emergency diesel generator switch boards, and I.C. switch boards were cleaned and repaired.

p. Installed new wind shield wipers on both the Navigation and Flag bridges.

q. Overhauled all auxiliary circulating pumps.

r. Fitted new bearings in #2B ship's service turbo-generator and aligned reduction gears.

s. Machined the steam chests in all main condensate and main feed booster pumps.

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t. Removed, overhauled, and re-installed all D.A. tank auxiliary exhaust valves.

u. Overhauled all fire and flushing pump discharge valves.

v. Removed gear covers and replaced both the forward and after high speed gear bearings on the low pressure side of #3 main reduction gear.

w. Removed, overhauled, and re-installed Nos. 3 and 4 ahead throttle valves.

x. Inspected all main spring bearings and rebabbitted and rebored them to specifications as necessary.

y. Removed, repaired and re-installed 4-4 1/2 inch check valves and refaced 48 piping flanges in 600 lb. auxiliary steam piping.

z. Overhauled cooling water system to pumps in #1 pump room.

aa. Overhauled eductor valves and piping.

bb. Overhauled 54 firemain gate valves.

cc. Removed and replaced lagging as necessary to complete work at a cost of \$24,913.

dd. Installed (8) Hale water proportioners to replace Duplex proportioners which were beyond economical repair and were surveyed.

The yard period, although brief, was relatively successful in the amount of work accomplished by both ship's force and yard workers. The total funds expended on Engineering work was \$876,156.

The next event of the year was the refresher training period in San Diego, 14-26 May and the involved preparation. Many hours were spent training the crew and reorganizing the damage control organization. The effort was not repaid immediately as the Engineering Department received an overall grade of Unsatisfactory for the Refresher Training period. This was due mainly to problems in communication, not to poor preparation or exercise of damage control and casualty control procedures.

In June, while enroute from San Diego to Alameda the upper forward high speed gear bearing on the low pressure side reached a temperature of 180°F. The Naval Shipyard at Hunter's Point removed the reduction gear covers and replaced both the forward and after upper high speed gear bearings. In August while enroute from Pearl Harbor to Yokosuka this bearing temperature reached 170°F. and babbitt was found in the strainers. No further repair action was taken.

CORAL SEA commenced her deployment to WESTPAC on 26 July with the first

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stop being Pearl Harbor, Hawaii, for an Operational Readiness Inspection. Here the previous training and preparation became evident. An overall grade of Satisfactory was assigned. The Damage Control organization distinguished itself by achieving the highest grade any CVA has received in recent years.

Our first Yankee Station or "line" period produced two significant items. Early in September number (2) main engine was secured while underway and condenser tubes were plugged. Later, on 22 September, #3 lower stage bomb elevator jumped its guide rails and bent the A-frame and motor mount. A and R Divisions, working together, put the elevator back in service within 30 hours.

On 22 October the USS FRANK KNOX (DD-742) was refueled from the port after sponson (station #8). This was a CORAL SEA "first". as the normal procedure is to conduct all underway replenishments on the starboard side.

While re-arming from the USS MOUNT KATMAI (AE-16) on 18 October she veered left suddenly and a collision resulted damaging #1 and #3 aircraft elevators which were down for the replenishment. The aft lower roller tracks on #1 elevator suffered displacement, accompanied with the shearing of a number of stainless steel support pins. The damage put the elevator out of commission. Number 3 elevator received damage on its forward starboard corner and underside, but was still operable. Both elevators were repaired by Ship Repair Facility Subic Bay in early November.

On 25 October a rocket in the forward mess decks accidentally ignited and its warhead lodged in a power panel. This panel had to be isolated, which secured the ventilation to #2 Engine Room. The Engine Room had to be evacuated due to temperatures in excess of 200°F. After ventilation was restored, the after low pressure turbine bearing was removed and inspected. No damage resulted from the excessive temperatures, and the engine was placed back in operation.

Mechanical failure of the Air Products, Inc. 80 - 30 LOX plant caused a liquid oxygen shortage in November and continued on until the end of the year. Much difficulty was imposed by leaking dryer valves, failure of air compressors and O₂ purity was at times impossible to maintain. Procurement of the consumables for the oxygen purity test was slow. Scarcity of spare parts was a major cause for the slowness of repairs and led to the eventual CASREPTING of the unit.

On 5 November the thrust bearing wiped on #2 ship's service turbo-generator causing extensive damage to the turbine rotor and diaphragm blading. The turbine rotor was removed to SRF Subic Bay for repair. Parts were not readily available in the Naval Supply System. A work request was submitted to SFBNSY to repair the turbine and replace the gears.

On 18 November #2 aircraft elevator suffered a broken cable. This cable had been installed for only approximately three years, well short of its predicted lifespan. The interior of the cable showed extensive corrosion even though the maintenance procedures specified in NAVSHIPS INST 9830.8

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had been carried out.

The thrust bearing in #1B Ship's Service turbo generator was wiped on 15 December due to an undetermined cause. The thrust bearing was replaced by ship's force and the generator was placed back in service. On 20 December the bearing wiped again. Ship's force replaced the bearing along with additional bearings in the reduction gear and the generator was placed on the line for a test which proved unsatisfactory due to excessive noise. The gear cases were removed and an unsuccessful attempt was made to align the gears. New gears were placed on order and the generator was placed back in operation late in January 1968.

Late in December #1 and #2 High Pressure Air compressors were CASREPTED for lack of repair parts. All air compressors were used constantly, making orderly and timely maintenance almost impossible. Breakdown in coolers, rings, and valves occurred frequently especially toward the end of the year.

The Engineering Department held numerous Damage and Casualty Control competitive exercises throughout the year with excellent results. They were as follows:

<u>Date</u>	<u>Event</u>	<u>Grade</u>
DAMAGE CONTROL		
10 Feb	Fire	91
16 Jun	Fire	92
9 Aug	Set Material Condition	71.66 (Unsat)
9 Aug	Underwater hull damage	86.7
9 Aug	Fire	92
9 Aug	Desmoking	98
9 Aug	Casualty power	81
11 Aug	Nuclear (shallow)	76
25 Aug	Emergency nuclear incident	87
25 Aug	Topside damage	91
25 Aug	Machinery space hit	87
11 Oct	Fire	72 (Unsat)
11 Oct	BW/CW	92.8
11 Oct	Nuclear (surface)	87
12 Nov	Fire	91
16 Dec	Emergency nuclear incident	76

CASUALTY CONTROL

16-17 Feb	Economy trial (Z-111-E)	90
28 Aug	Hot bearing (Z-27-E)	90
28 Aug	Locking and unlocking shaft (Z-25-E)	95
29 Aug	Loss of steam pressure (Z-24-E)	95
30 Aug	Low water in boiler (Z-5-E)	100
6 Sep	Cutting out generator in emergency (Z-82-E)	85
24 Oct	Hot bearing (Z-27-E)	95
24 Oct	Loss of feed water pressure (Z-1-E)	90

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29 Dec Hot bearing (Z-27-E) 90
 29 Dec Loss of feed water pressure (Z-1-E) 96

CORAL SEA was refueled 51 times by oilers with 16,046,482 gallons of NSFO received along with 4,465 gallons of lube oil type 2190 TEP. On the other hand, CORAL SEA refueled 37 destroyers, transferring a total of 2,531,992 gallons of NSFO.

A noteworthy accomplishment, which reflects not only on the excellence of CORAL SEA's engineers, but the cooperation of the crew, was the ship's complete freedom from "water hours"; a feat few other YANKEE TEAM ships can claim.

CORAL SEA steamed 72,753 nautical miles and burned 25,671,885 gallons of fuel during the year 1967. She used 352.8 gallons of fuel per mile.

Operations Department

New Year's Day 1967 found CORAL SEA conducting Special Operations at YANKEE STATION in the Gulf of Tonkin. A total of 2315 combat sorties were flown prior to departing the line on 31 January.

Major strikes were conducted against the Qui Vinh Railroad Yard on 7 and 15 January, the Dong Phong Thuong Railroad complex on 19 and 20 Jan, the Ninh Binh Railroad Yards on 21 Jan, and the Thanh Hoa Railroad Yard on 28 and 29 Jan. The meteorological section prepared a booklet describing the best utilization of special weather studies, codes and special weather presentations which received broad distribution and is considered a significant contribution to Navy meteorology.

The month of February was mostly devoted to transiting from the South China Sea prior to our home-port via Subic Bay and Yokosuka for off-loading Yankee Team assets and a restricted availability. The transit was without noteworthy incident with arrival Alameda on 23 February.

While undergoing a restricted availability at the SFBNSY, Hunter's Point from 1 March through 27 April a variety of major and minor items of equipment were installed, overhauled or repaired. CORAL SEA received the Navy's first UGT-2 Data Processing Card Reader, which allows direct transmission and receipt of supply data from computer cards over multiplexing communications equipment. The Tacan, SPN-10 CCA Radar, SPS-30, URD-4 UHF Direction Finder and all the ship's antennas received major attention in their entirety or sub-systems. The ship's force completed long term preventative maintenance on all electronic equipment, along with general upkeep and rearrangement of spaces to provide for the optimum configuration as determined by the two past deployments into the Southeast Asian waters.

On 3 May CORAL SEA began a week of carrier qualifications and refresher training. During this week A-6A Intruders were operated from the ship for



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the first time, and LTJG DWYER from VAH-123 recorded the 166,000 landing since the original commissioning. The San Diego based Fleet Training Group assisted in extensive training and exhaustive drills to prepare the ship for deployment. A lengthy General Quarters while tied up at NAS North Island, being unable to get underway because of fog and reduced visibility produced an unusual and slightly unorthodox training session the first day, the remainder of the FTG's stay on board was spent at sea.

On 4 June LT GERSTEL of VA-122 landed aboard in an A7A Corsair for the first carrier qualification landings to be made in this new aircraft by fleet pilots, and the first operation of the A7A in the Pacific Fleet. These CarQuals were highly successful and presented no unexpected problems.

In mid-June an emergency overhaul of the ECM direction finder antennas was completed in one-third the normally expected time by SFBNSY Hunter's Point and the ship's force personnel. The COMPUTEX (Composite Training Unit Exercises) was conducted during the last ten days of June and it provided for a successful integration of the ship/air wing team with CVW-15 embarked in its entirety for the first time.

The second week in July was spent at sea conducting the FIRST Fleet Exercise "DYNAMIC ACTION". This exercise provided an evaluation of the ship and air wing as an operational unit and rounded out the training cycle. Great emphasis was placed upon anti-submarine warfare capabilities of the ship with CIC, Air Intelligence and Meteorology each tasked with special ASW related assignments. An Operational Suitability Test was conducted as a part of the FLEETEX.

A UPR-2 (XN-1) Ionospheric Sounder, a device to aid in the selection of the best radio frequencies for communications, was installed by ship's force personnel prior to deployment.

On 26 July CORAL SEA departed Alameda for her third combat tour to Southeast Asia with Air Wing FIFTEEN embarked. A highly successful and valuable Operational Readiness Inspection was conducted by COMFAIRHAWAII during the first three days of August, which demonstrated the operational capabilities of the CORAL SEA/Air Wing FIFTEEN fighting team. Six KY-404/UPA-50 IFF Decoder Indicators were installed while in transit, adding greatly to the identification capabilities of the ship's Air Controllers.

On 1 Aug, 7 1/2 years after recommissioning the 84,845th arrested landing was recorded, equalling the number compiled during the 10 years of service prior to decommissioning. After a brief stop at Subic Bay, CORAL SEA joined CTF-77 at Yankee Station and commenced launching strikes against North Vietnam on 28 August. A total of 370 combat sorties were flown during the remainder of the month.

The entire month of September was devoted to Special Operations with spectacular results from a number of strikes against important highly defended targets in North Vietnam. The first air strike on Cam Pha port facilities

was made by Air Wing FIFTEEN on 10 September. Particularly noteworthy strikes were mounted against the Haiphong area, including the railroad yard, warehouse area, extensive bridge complex at Haiphong and Kien An on 11, 17, 18, 21, 26, 28, and 29 September. Photographic bomb damage assessment and reconnaissance were obtained by VFP-63 and by hand held coverage of Fighter Squadrons VF-151 and VF-161. The total number of combat sorties flown in September was 1604.

After a stay in Subic CORAL SEA again commenced combat operations on 13 Oct for a short but eventful 15-day line period. The highlight of this line period was the strikes against the Phuc Yen airfield near Hanoi on 24 and 25 October. Two F-4B Phantoms from VF-151 and an A-4E from VA-155 were lost on these strikes and a total of more than 50 surface to air missiles were fired at the strike groups.

Other significant strike efforts were against the Hai Duong Railroad and Highway Bridge and Railroad Siding on 23 and 24 October, the Haiphong Army Barracks and Railroad Yard on 16, 22, and 23 October, the Naval Dispersal area at Noi Ong Bang on 22 Oct, Van Dien Supply Depot and Petroleum Products Storage area on the 22nd, and the Hanoi Railroad and Ferry Complex on 27 Oct.

A collision with the USS MOUNT KATMAI while replenishing underway on the 18th during heavy weather disabled two of the three aircraft elevators. The elevator damage caused an extensive modification of operational techniques but through experimentation and innovation a good capability to perform our assigned mission was retained. Close cooperation between the Air Wing, the Operations and Air Departments achieved the maximum capability with the limitations imposed by this restriction to the movement of aircraft.

CORAL SEA participated in the implementation of the MIG CAP plan for positive control of Combat Air Patrol in direct support of strike groups. This plan was originated by COMCARDIVSEVEN while embarked aboard CORAL SEA.

After a brief visit to Hong Kong CORAL SEA resumed Special Operations and strikes were conducted against the Haiphong Shipyard, Ordnance Depot and bridge complex on 16, 18 and 20 November, the Hanoi Ferry Complex, Ke Sat Highway Bridge and the Kien An Vehicle Depot on the 17th, the Hai Duong Railroad Bridge on the 16th, Kien An's Motor Maintenance area and Transshipment Point on the 18th. On 19 November the Ninh Binh Railroad Siding was hit and also the infamous Thanh Hoa Railroad and Highway Bridge. The Cat Bai Airfield was successfully attacked on the 20th. A total of 1191 combat sorties were flown during the month of November.

The first week in December completed the ship's third line period and was followed by another visit to Subic Bay. This third line period which ran through the end of the year began on the 17th of

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the month. Major strikes were conducted against the Ninh Giang Highway Bridge, the An Ninh Noi Highway Ferry on the 18th and the Quang Soui Cave Storage complex on the 19th.

The SMQ-6 Receiver installed by a combined effort of manufacture's representatives, SRF Subic personnel and ship's force resulted in a greatly improved weather forecasting capability through direct readout from orbiting weather satellites. The installation, check-out, and usage of this equipment while deployed was indeed a noteworthy achievement. A total of 1503 combat sorties were flown.

Throughout the period of combat employment an imaginative and sound interdiction program was instituted and aggressively prosecuted. The year 1967 began and ended with CORAL SEA on Yankee Station in the Gulf of Tonkin conducting air strikes against the communist forces in North Vietnam. It was an action-packed, highly successful year in which 8001 combat and 1663 combat support sorties were flown; 15,357 arrested landings recorded for a total of 178,124 since original commissioning; and 121 days spent conducting Special Operations from Yankee Station. Thousandth landings were as follows:

<u>Date</u>	<u>1,000th Landings</u>	<u>Pilots</u>	<u>Squadron</u>
4 Jan	163,000	LCDR SPELLMAN	VA-22
16 Jan	164,000	LCDR NEWCOMBE	VA-61
28 Jan	165,000	LT JACOBSON	VA-22
7 May	166,000	LTJG DWYER	VAH-123
25 May	167,000	CDR REPOGLE	VF-161
7 Jun	168,000	CDR BIRDWELL	VA-122
28 Jun	169,000	CDR GILLESPIE	VF-151
20 Aug	170,000	ENS RAMSEY	VA-25
5 Sep	171,000	LT BEYERS	VA-153
17 Sep	172,000	LTJG NICHOLS	VA-25
11 Oct	173,000	LCDR ROLLINS	VAP-61
23 Oct	174,000	LCDR MC BRIEN	VF-151
17 Nov	175,000	CDR WOOLCOCK	VA-153
28 Nov	176,000	LTJG MESSER	VF-151
19 Dec	177,000	LCDR MC BRIEN	VF-151
29 Dec	178,000	LCDR RAUSA	VA-25

Communications Department

From the beginning of the cruise until the end of the year, the Communications Department handled over 150,000 messages. By the time the ship returns to CONUS, this total should have reached 200,000. Of this total, only two messages were proven to be non-deliveries and the average of missing numbers from the fleet broadcasts was .5 per day.

During the cruise, the Communications Department not only handled the ship's message traffic, but also handled message traffic for the two

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carrier division staffs which were embarked. Upon the departure of RADM F. A. BARDSHAR, Commander Carrier Division SEVEN, letters of commendation on behalf of the Admiral and his staff were entered in the service records of each member of the department for their fine service.

In order to deal with the mountainous volume of traffic more efficiently, CORAL SEA's message processing system was overhauled. Internal routing is now done by the "Case" system wherein Case 1 included all customers, Case 2 includes the "operational" customers and Case 3 is discreet routing. This system allowed the CWO's to act as overall manager of the communications complex rather than as a router and produced greater uniformity in routing by the use of a case routing cardex.

Another innovation was the use of 6 ply carbonless teletype paper. This carbonless paper eliminated the waste and the necessity of burning the carbon paper from the old 6 or 9 ply type. It also produced 5 copies for immediate distribution upon receipt of a message.

During the period in the San Francisco Naval Shipyard, an Automatic Data Processing (ADP) system was installed in S-7 Division spaces and in radio central. This installation included the addition of new and unique data processing equipment which included the Codex TD6000, the Telepunch Receiver T8045, the Card Reader Transmitter T9082, the IBM 026 Key punch and an additional UCC-1(V) Multiplexer.

The ADP system was installed as a "planned ship-shore logistic data circuit", and operated by S-7 Division personnel. When fully operational the system will provide a capability of receiving and transmitting logistic data in IBM card format utilizing the alphanumeric code. A companion system was installed at NAVCOMMCEN SUBIC, with NAVCOMMSTAPHIL providing the required linkage to the ship. A series of tests was conducted from September through December with NAVCOMMCEN SUBIC.

Initial results were unsatisfactory due to various malfunctions of the installed equipment and due to certain limitations in the equipment. However, these limitations were removed or corrected by the factory representatives and further testing has been conducted. As of this date, the results of the tests have been very encouraging.

A new version of the covered voice high frequency system "Steamvalve" was installed while the ship was in the San Francisco Naval Shipyard. This new version was designed to allow "push to talk" or netted operation. The SSC controller which was vital to netted operation was not installed prior to deployment. There was considerable difficulty in obtaining an SSC controller which was modified to be compatible with our system. Finally, a round-robin conference of ship-board techs from ORISKANY, INTREPID and CORAL SEA was held on board CORAL SEA to seek ways of resolving SSC controller problems. As a result of this conference a workable modification was made and similar locally designed modifications were made on other Yankee Team carriers.

Other items installed in the San Francisco Naval Shipyard included; an R1297C VHF, a WRR-3 low frequency receiver and an additional AN/UGC-6 teletype. A new five ton air conditioner with its associated ducting was installed in secure teletype during the yard period.

During the cruise, the Clarinet Racer System was used operationally and proved successful.

The An/UPR-2 Ionospheric Sounder was another new piece of equipment used this cruise. This unit was designed to provide the command with capability of second-guessing the probable propagation path for reliable communications to certain shore communications stations. Ionospheric data transmitters were in operation at NAVCOMSTA Washington, D. C. and at NAVCOMMSTA Honolulu. Initially an evaluation was conducted utilizing the data as transmitted from Honolulu. Results achieved were very satisfactory and proved invaluable. We were able to receive both a scope presentation and a graphic picture of the usable propagation path to NAVCOMMSTA Honolulu. Some additional testing was done shortly after NAVCOMMSTA Philippines installed a Granger Transmitter. While this testing was successful, it involved a limited time frame.

Weapons Department

During the month of January and the first few days of February the Weapons Department prepared and delivered 2,003 tons of aviation ordnance for targets in North Vietnam. During this period 31 underway replenishments were conducted; replenishment station 9B was inoperative throughout these replenishments because of a casualty to the winch. This winch was in CASREP status until June while awaiting parts.

CORAL SEA returned to CONUS in February and entered the San Francisco Naval Shipyard in March. Significant work accomplished in the Weapons Department during this yard period was the undertaking and partial completion of the ordnance handling and magazine "quick fix" program. This program consisted of:

- a. Installation of retractable air hose reels for pneumatic tools in second deck bomb assembly areas.
- b. Replacement of bomb elevator electrical switches.
- c. Increased low pressure air capacity.
- d. Improved stowage for AERO 33 bomb trucks.
- e. Improved Bullpup stowage.
- f. Improved CAD stowage.

- g. Improved photoflash cartridge and bomb fuze stowage.
- h. Installation of monorail and bin stowage for MK 83 bombs in C-418-1/2M.
- i. Increase ventilation in B-498-1/2M, B-466-M and B-425-M.
- j. Provision of sprinkling and dunnage system in A-511-A.
- k. Strengthened missile decanning booms.

Upon departure from the shipyard in April, the ship anchored in San Francisco Bay and loaded the service ammunition allowance and selected items of the Air Wing training ammunition allowance. Underway refresher training commenced in May.

Later in June CORAL SEA was visited by a Weapons Systems Review Team. This Team's membership consisted of military and civilian technical experts in many fields of ordnance. The review and evaluation of CORAL SEA's weapons handling system was the first of its kind for a COMNAVAIRPAC CVA and was a beneficial pre-deployment service in that it pin-pointed specific strong and weak areas in the ship's weapons handling system.

A partial pre-deployment weapons load out was completed in mid-July. Some required ordnance items were unavailable in CONUS. Significant among these items were: AIM-9D missiles, LAU-10 rocket pods, shrike missiles and bombs in sufficient quantity. The final pre-combat weapons on-load was conducted in Subic Bay in the latter part of August. Shortages of AIM-9D and AGM-45 missiles continued to be significant.

During 1967 the ship conducted 142 underway replenishments. These were:

- | | |
|------------|------------|
| a. AE - 45 | e. AF - 8 |
| b. AKS - 6 | f. AO - 50 |
| c. AFS - 2 | g. DD - 28 |
| d. AOE - 1 | |

In the course of these replenishments 7,609 tons of ordnance, 16,046,482 gallons of NSFO, 15,601,619 gallons of JP-5, 792,530 gallons of AVGAS, and 1,605 tons of general stores and food were transferred to CORAL SEA.

Air Department

Upon entering the San Francisco Naval Shipyard in March, the Aviation Fuels System was shut down for repairs. The Aviation Gasoline System was gas-freed throughout. The associated tanks and cofferdam were opened, cleaned, inspected and touched up by the ship's force. The filter coalescer elements were changed and 24 defective, permanent type, separator elements were replaced. The AvGas system was sealed, tested and ready to go in late April. All JP-5 filter coalescer elements were changed and 57 defective, permanent type, separator elements were replaced. Ship's electricians

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overhauled 22 defuel pump motors, replaced ten JP-5 tank flame arrestors and calibrated the pressure gauges.

Shipyards personnel manufactured 50 sets of Cla-Val actuating tubes for the ship to install and repaired a cracked JP-5 filling connection spool. The shipyard also commenced work on the JP-5 purifier sump alarms. Work was not completed on the after pumproom alarm. The JP-5 system was pronounced operable in late April prior to leaving the yard.

Throughout the yard availability and until late June cracks were found in the bulkheads between JP-5 tanks. A total of eight cracks were repaired by SFBNSY on an "as found" basis. All cracks were in the forward group of tanks, and the cause is believed related to TransPac steaming with these tanks empty.

Upon leaving the yard, only minor problems appeared throughout the system. All fueling hoses were taken to NAS Alameda fuel farm for pickling prior to reinstallation on the hose reels, consequently flushing and cleaning the system was much easier. Hose reel swing joints were a recurring problem all year.

The recurring loss of selections of the Av/Gas outboard distribution piping protective covering remained a problem. In October, a redesigned securing attachment was used by SRF Subic to install a replacement section of protective covering which appears to be holding up very well. Both October and December availability periods saw different sections of protective covering replaced. A burned out bearing caused the loss of #1 JP-5 centrifugal purifier in September. Three new Carter pressure fueling nozzles were purchased in October. These new nozzles appear superior to the old Parker and Buckeye types, but spare parts were not available on board.

Ninety percent of the flight deck was sand-blasted and a new coating of non-skid was re-applied. A new safety factor in the form of a coaming around the perimeter of the flight deck was installed during RAV. Non-skid was re-applied as needed and the flight deck was scrubbed during all inport periods.

The month of October saw the new Twin Agent firefighting unit installed in CORAL SEA. This component of purple "K" powder and light water greatly enhanced the efficiency and effect of the ship's fire fighting capability.

A major modification of the arresting gear by SFBNSY was the installation of radical thrust ball bearings in the high speed sheave. Other work accomplished during the March-April RAV included several service changes by the yard and a complete inspection of equipment by the V-2 Division force.

A total of 14,851 aircraft launches were made during 1967.

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Totals for each catapult were:

Catapult #1 - 6,336
 Catapult #2 - 5,786
 Catapult #3 - 2,729

There were 15,357 arrested landings during 1967. Each arresting gear engine had the following arrestments:

Engine #1 - 4,545
 Engine #2 - 4,074
 Engine #3 - 3,838
 Engine #4 - 2,907

Total arrestments also included four actual barricade engagements:

7 September	A-4	Battle damage
24 October	A-4	Battle damage
17 November	A-4	Battle damage
26 December	RA-3B	Low fuel state

Supply Department

The first two months of 1967 were busy but routine months for the Supply Department.

In May the Supply Department won the COMNAVAIRPAC outstanding CVA class ship Supply Department award and the best Large General Mess Afloat (NEY Memorial Award) for 1967. This was the first time a CVA has simultaneously won both awards during the same year.

During the year a total of 1,120 tons of provisions and 485 tons of aeronautical and General Stores material were received from AF, AFS, and AKS underway replenishment ships.

Gross sales from CORAL SEA's five major ship's stores during 1967 were \$901,400; of this amount, \$68,000 profit was returned to the crew of CORAL SEA via the Recreation Fund.

During the calendar year 1967, \$9,875,912.76 was disbursed for regular and special payrolls. The average monthly payroll was \$498,619.40 while in CONUS and \$1,105,365.80 during WestPac deployment.

Medical Department

While in the San Francisco Naval Shipyard a limited number of repairs and improvements were completed. An air conditioner was installed in the starboard ward and a new type of terrazzo static conductive deck was

placed in the operating and treatment room. An Ear, Nose and Throat Examining Room was installed in the port head consisting of a new chair and operating unit. A whirlpool unit was removed from the starboard ward area and relocated in the port head area.

During the cruise, CORAL SEA's Medical Department became the first combat type vessel to employ the Floutec Vaporizer and anesthetic halothane. Two medical officers and a dental officer were trained in the use of the equipment.

As a result of the zuni rocket fire (for detailed report see Annex D) a "Burn Locker" was installed in Sick Bay with emergency supplies for mass casualties. The Burn Locker prevents unnecessary loss of time by medical personnel who previously had to breakout supplies from the medical store which is in the forward part of the ship.

The following major injuries and deaths occurred during 1967:

a. AMS3 [REDACTED] (2 Jan). While this AMS3 was running across the flight deck in a crouch position due to the wind and rain he ran into arc of an A-1 propellor causing avulsion of skull with laceration of brain with hem-paralysis.

b. AN [REDACTED] (5 May). While acting as aircraft director this AN was waiting for plane to land, another plane was being made ready for launch and the blast deflector fell and jet blast knocked man down causing contusion and laceration 2 inch right forehead, abrasion of right cheek, abrasions of both hands and abrasions of left knee.

c. LT [REDACTED] (2 Jun). Pilot ejected after cold cat shot above water and chute did not open causing a compression fracture, Body T-12 vertebra when hitting the water.

d. AA R. E. RIDEOUT (10 Jul). This AA had chocked wheel of an A-1 aircraft and was backing out from under plane to faster tie down and backed into arc of rotating propellor [REDACTED]

[REDACTED] Died of injuries.

e. LT H. D. GIBSON (7 Aug). This LT was found dead beside his bed at approximately 0950 7 Aug 1967. Cause of death: Myocardial Infarction.

f. AN [REDACTED] (11 Sep). While this AN was under an F-4B changing a bomb the aircraft began moving and ran over his left foot causing avulsion of left lower leg with destruction of anterior tibialis muscle, extensor digitorum longus muscle, peroneus longus muscle, anterior tibial artery and vein, dilocation of 2nd, 3rd and 4th proximal phalanges and laceration of dorsal venous arch.

f. ABE3 [REDACTED] (11 Oct). While this ABE3 was going up ladder to V-2 Division Berthing, he slipped and fell down ladder causing fracture of distal tibia fracture of proximal fibula of left leg.

h. AN L. L. GARDNER (25 Oct). This AN was operating an M313 tractor while engaged in flight deck operations. An eye witness related that he backed the tractor over the "round down" on the fantail of the flight deck. Results of extensive ASR efforts were negative.

i. SA [REDACTED] (25 Oct). While working in the forward sass area on Zuni rockets this SA was involved in accidental explosion of the rocket causing 1st and 2nd degree burns over 20 percent of body surface, face, forearms, hands, and thighs.

j. AOAN [REDACTED] (25 Oct). While working in the forward sass area on Zuni rockets this AOAN was involved in accidental explosion of the rocket causing 1st and 2nd degree burns of 20 percent of body surface, back, arms and head.

k. SN R. A. HESSMAN (25 Oct). While working in the forward sass area on Zuni rockets, this SN was involved in accidental explosion of the rocket [REDACTED] Died of injuries.

l. SA C. POMEROY (25 Oct). While working in the forward sass area on Zuni rockets this SA was involved in accidental explosion of the rocket [REDACTED] Died of injuries.

m. SN [REDACTED] (25 Oct). While working in the forward sass area on Zuni rockets this SN was involved in accidental explosion of the rocket causing 1st and 2nd degree burns of 35 percent body, head, neck, arms and legs, 3rd degree burn of left lateral ankle, two small superficial lacerations on bridge of nose.

n. AN V. R. WOODEN (25 Oct). While working in the forward sass area on Zuni rockets, this SN was involved in accidental explosion of the rocket [REDACTED] Died from injuries.

o. AOAN [REDACTED] (25 Oct). While working in the forward sass area on Zuni rockets this AOAN was involved in accidental explosion of rocket causing 2nd and 3rd degree burns to 15 percent of body, right upper extremity, left hand, face, neck, and right ankle.

p. A03 [REDACTED] (25 Oct). While working in the forward sass area on Zuni rockets this A03 was involved in accidental explosion of rockets causing 1st and 2nd degree burns of 80 percent of body, face, arms, legs, abdomen and back.

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q. SN G. A. WATSON (3 Nov). This SN was admitted to sick bay with a diagnosis of acute appendicitis with probable perforation of the appendix. He was taken to the operating room and an appendectomy was performed. Further examination during the operation revealed two small perforations in the ileum twelve inches proximal to the ileocecal valve. A section of the ileum including the two perforations was resected and surgically repaired. During the closure of the patient's abdomen, he went into cardiac arrest. External cardiac massage was quickly initiated and two ampules of NaCHO₃ was administered intravenously. When these measures failed to initiate cardiac response, intracardiac adrenalin was administered and open heart massage was performed. This was likewise futile and the patient was pronounced dead at 2315, 3 November 1967.

The following information is a summary of medical activities which took place during 1967:

Outpatient visits	16,252
Referral for admission	120
Flight physicals	194
Other physical exams	1,105
Inoculations	37,506
Prescriptions filled	42,656
Laboratory visits	13,676
X-ray film exposed	5,652
Refractions	318
Electrocardiograms	116
Admissions to sick bay ward	327

The following illness were contracted in 1967:

Bronchitis, acute	75
Diarrhea, acute	245
Hepatitis, infectious	7
Monucleosis, infectious	7
Pneumonia	26
Heat exhaustion	30
Heat cramps	105
Upper respiratory infection	1,452
Streptococcal sore throats	1,194
Gonorrhoea, acute	454
Urethritis, non-specific	325
Syphilis, early	5
Influenza	36
Chancroid	2
Lymphogranuloma venereum	2

List of surgical procedures performed in the operating room:

Bowel resection	1
Umbilical hernia	1

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Closed reduction, shoulder	1
Excision, urachal cyst	1
Excision, perineal lymph nodes	1
Excision, mucocele	1
Excision, biopsy	1
Excision, imbedded fingernail	1
Excision, nevus	1
Excision, gynecomastia	1
Excision, osteochondroma	1
Tendon repairs	3
Proctoscopies	2
Excision, varicocele	1
Vein stripping	3
Debridement & closure	3
I & D perineal abscess	3
Excision, cysts	9
Excision, ganglion	7
Marsupilization, pilonidal	15
Hemorrhoidectomy	13
Appendectomy	15
Hernias, inguinal	23
Circumcisions	55
Tracheotomy	2
Repair amputation 5th digit	1
Excision, verneal warts	1
Debridement, skull and brain	1

Dental Department

During early 1967 the Dental Department conducted normal treatment activities as CORAL SEA completed the last phase of her WestPac deployment.

Major activity within the department was two-fold. Primary endeavors were directed to providing restorative, prosthetic, endodontic, periodontic, and surgical treatment for ship's company and attached air wing personnel. The secondary effort was the preventive dentistry program. The three agent stannous flouride treatment was administered to personnel on a divisional basis throughout the year. During the year the listed procedures were accomplished:

Operative	9,733
Prosthetic	294
Endodontic	91
Periodontic	5,301
Surgical treatments	587
Stannous flouride	2,500

28

Enclosure (2)

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Enclosure (3)

LESSONS LEARNED - CONCLUSIONS AND RECOMMENDATIONS

All recommendations for changes in equipment, policy, procedures and organization originated or endorsed by CORAL SEA were forwarded on an "as occurring" basis during the calendar year.

Other recommendations, conclusions and comments relative to the major portion of the CORAL SEA's operating year will be forwarded at the completion of the carrier's WestPac Deployment as Annex H to this historical report.

Enclosure (3)