

U.S.S. KEARSARGE CVS-33
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

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From: Commanding Officer, USS KEARSARGE (CVS-33)

To: Chief of Naval Operations (OP-09B9)

Subj: Command History; report of (OPNAV Report 5720-1)

Ref: (a) OPNAVINST 5720.12

Encl: (1) Command History of USS KEARSARGE (CVS-33), 1966

1. In accordance with reference (a), enclosure (1) is forwarded.

W. L. Nyburg
W. L. NYBURG

Copy to: (with encl)

OP-05A5G

CINCPACFLT

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COMMAND HISTORY OF USS KEARSARGE, 1966

The USS KEARSARGE (CV) is an antisubmarine warfare aircraft carrier homeported in Long Beach, Calif. The "Mighty Kay," as she has been nicknamed, was commissioned Mar. 2, 1946, and today serves as flagship for Rear Admiral Eli T. Reich, Commander Antisubmarine Warfare Group FIVE (COMASWGRU FIVE). Presently commanded by Capt. W. L. Nyburg, KEARSARGE is the center of this hunter-killer group, consisting of the carrier itself, at least four destroyers and usually two submarines whose task is to detect, track, find and destroy enemy submarines.

During the year under review, three major changes of command occurred aboard this 41,000-ton warship. On April 22, Capt. W. L. Nyburg relieved Capt. Merle M. Hershey as Commanding Officer.

While moored at Pearl Harbor, Hawaii prior to deployment to the West Pacific Fleet, KEARSARGE's Air Group Commander and two of his Antisubmarine Squadron commanders were relieved of their duties July 1. Cdr. Julian Hattersley, of Carrier Antisubmarine Air Group FIFTY-THREE (CVSG-53), was relieved by Cdr. James M. Gammon; Cdr. Arthur R. Kreutz, of Air Antisubmarine Squadron TWENTY-NINE, was relieved by Cdr. Francis P. Koval; Cdr. William T. Mitchell, of Air Antisubmarine Squadron TWENTY-ONE, was relieved by Cdr. Robert D. Colvin.

On August 15, Cdr. Willis L. Spann relieved Capt. L. W. S. Laubach as KEARSARGE's Executive Officer.

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Embarked on KEARSARGE at sea is Carrier Antisubmarine Air Group FIFTY-THREE which is comprised of three squadrons and Detachment Romeo of Airborne Early Warning Squadron ELEVEN (VAW-11), flying the E-1B or "Willy Fudd"; Air Antisubmarine Squadron HS-6, flying the SH-3A helicopter, commanded by Cdr. W. H. Lockwood; Air Antisubmarine Squadron VS-20, flying the S-2E; and Air Antisubmarine Squadron VS-21, flying the S-2E.

Out of a total of 675 Air Group personnel on board the ship, there are 127 officers and 548 enlisted men who man and maintain 21 helos, 20 S-2E's (Stoofs) and 5 E-1B's.

During 1966, CVSG-53 boarded KEARSARGE for seven cruises, the first one entailing a six and one-half month deployment to the Seventh Fleet and ensuing duty in the Gulf of Tonkin off the coast of Vietnam. A list of these cruises and a comprehensive Operating Schedule for Calendar Year 1966 can be found in this history's Document Annex (a).

It should be mentioned at this point that, inasmuch as KEARSARGE's WESTPAC cruise was the most complex at-sea operation during 1966, a complete and comprehensive analysis of that deployment is included along with the Command History, but bound separately under the title of USS KEARSARGE CVS-33: 1966 WESTPAC CRUISE REPORT.

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KEARSARGE's first at-sea operations for 1966 took place while it was enroute to San Francisco, Calif. for a weekend of Rest and Recreation. During this transit, personnel participated in Carrier Refresher Landings and a Hunter-Killer Antisubmarine Warfare Exercise (HUKASWEX). The carrier also hosted 14 Secretary of the Navy guests who observed various underway activities, such as a gunnery exercise and a battle problem simulating a nuclear attack against the ship. The SECNAV guests embarked on that cruise were nominated by commandants of the Eighth, Ninth, Eleventh, Twelfth and Thirteenth Naval Districts.

On Mar. 11, eleven high-ranking foreign naval officers, including two rear admirals, completed a five-day training cruise aboard KEARSARGE. Their sea period was part of the Senior Officer Antisubmarine Warfare Tactical Course which is offered by the U.S. Fleet Antisubmarine Warfare School in San Diego, Calif. While aboard, the distinguished officers observed hunter-killer exercises off the Southern California coastline.

Also during March, more than one-third of the men of Boise Naval Reserve Unit 13-1M, Boise, Ida., trained on board the carrier. Those two weeks found the 21 Reservists working in their special ratings and participating in training drills. The at-sea period also provided an opportunity for the completion of practical factors.

Hailed by the First Fleet as its largest training exercise in five years, OPERATION GREY GHOST, conducted during May, was plotted

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with Vietnam in mind. KEARSARGE's men cruised with 47 other ships off the southern coast of California with a growing awareness of what it means to be "on the line," Yankee Station, South China Sea. The forces involved in Grey Ghost were Orange Country, the "enemy," and Blue Country, the "allies" including KEARSARGE. They participated in many aspects of naval warfare such as air strike and reconnaissance missions; anti-air warfare; antisubmarine warfare; shore bombardment; a simulated amphibious landing; anti-PT boat operations; underway replenishment operations; and simulated search-and-rescue (SAR) operations. (For a comprehensive review of KEARSARGE's SAR efforts in the Gulf of Tonkin, please see Documentary Annex (b).)

At one point during Grey Ghost, an SH-3A helicopter had to ditch into the water just off Pt. Loma. Four crewmen were immediately rescued, but the helicopter capsized and subsequently was towed back to San Diego Naval Shipyard. Rescued were LCdr. William E. Zidbeck Lt (jg) Raymond M. Carlton, and Aviation Antisubmarine Warfare Technicians John R. Kitts and Gary W. Smith.

Moving into the category of Operational Statistics for the calendar year 1966, it is discovered that KEARSARGE conducted 219 underway replenishments, 161 of which involved Destroyers; AO's, 39; AK's, 5; AF's, 7; AE's, 6; and Vertical, 1.

While no troops were transported by CVS-33, many personnel

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boarded the flattop on Yankee Station to await transfer to other Seventh Fleet ships. According to ship's Operations Department, KEARSARGE transported cargo in 1966 that totalled approximately 50 tons.

The carrier's C-1A, BU.NR. 146023, flew 1261.2 hours in 486 flights, or an average of 40½ flights per month. Also, during the year, KEARSARGE's flight deck saw a total of 5,410 catapult launches and 5,676 carrier landings.

Furthermore, throughout the 12-month period, the ship steamed 68,470.4 engine miles, or 65,618 nautical miles. During WESTPAC deployment, KEARSARGE completed 55,962.0 engine miles, or 53,440 nautical miles. Such relatively high statistics from the deployment were due, to some extent, to the distance covered by KEARSARGE during her Presidential support assignment in the Strait of Malacca in late October and early November. Upon termination of that mission, the carrier made her way south across the equator, an event marked by the initiation of 2,400 Pollywogs into King Neptune's Order of Trusty Shellbacks.

The ship's Operations Department also reports that all technical reports for the year were promulgated through ASWGRU FIVE. The only OpOrder promulgated by KEARSARGE was the LOI, ser 094, of May 1 for HUKASWEX 4-66, Operational Readiness Inspection.

In the area of Ordnance and Gunnery statistics, KEARSARGE's

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Weapons Department reports that the following ammunition had been expended in training exercises throughout the year: 388 rounds of 5"/38, Variable Time Fuze Non Fragmenting; 43 rounds of 5"/38, Variable Time Fuze Fragmenting; and 90 rounds of 5"/38, Anti Aircraft Common. In addition, the Aviation Ordnance expenditures were limited primarily to MK24 paraflares for night identification of unidentified vessels in the South China Sea. Some 2.75 and 5.00-inch rockets were expended for training, in addition to the normal amounts of sonobouys and practice depth charges used in ASW exercises.

The only combat expenditures of ordnance was a relatively small amount of 7.62mm cartridges fired from the MK60 machine guns which are located on the SH-3A helicopters. "W" Division expenditures were 100 exercise torpedo shots and five armed war shots in addition to those on the Cruise Report.

The Weapons Department also reports that a modified depth charge track was installed on the fantail of the KEARSARGE in February 1966. These tracks will hold five MK9 depth charges. Exercise depth charge drops were conducted as a test of the tracks and to familiarize sonar personnel with the effects of underwater explosions on sonar capability.

In the words of KEARSARGE's Engineering Department, the ship "did not experience any abnormal problems in maintenance of

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equipment," and "the general performance of engineering equipment was good throughout the year."

According to Engineering, the months of January, February and May 1966 were basically devoted to yard repairs and installation of Automatic Data Processing (ADP), Command and Control Center, Intermediate Maintenance Aviation (IMA) ships, and additional communication facilities. Receipt of spare parts "was of consideration in correcting some repairs."

But the 300 KW 400 cycle M.G. set performance was considered unsatisfactory, Engineering continues, and the "difficulties experienced with this unit were listed in CO USS KEARSARGE letter ser 2382, dated 18 October 1966." Also, the UNIVAC Computer and associated equipment of the ADP installation was unsatisfactory.

Engineering finds that, "Throughout the WESTPAC deployment, all operational commitments were met from an engineering standpoint. Casualties to engineering equipment were corrected promptly, with exception of Number One 7½ Cubic Foot O2N2 compressor and No. 4A Lube Oil Pump -- due to lack of time at a repair activity.

"Maintenance time while deployed was inadequate in many cases to allow efficient repairs to be effective. Both ship's force personnel and repair activities personnel had to work 'around' each other."

(For a detailed list of Engineering Department's logistics resume, see: "Logistic Report for December 1966" -- Documentary Annex (c).)

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In preparation for the WESTPAC deployment, KEARSARGE underwent major alterations for multichannel fleet broadcast and ship-to-shore operation (ShipAlt CVS-450), according to the Communications Department. This ShipAlt also added transmitter and circuit capacity to the Communications Plant.

During Operational Readiness Exercise (ORE), a time of five minutes from message draft to actual delivery was achieved on Immediate and Flash precedence traffic. This speed of secure communication, the department reports, "permitted the Task Group Commander to receive operational replies to questions or commands within 10 to 12 minutes. Telautograph systems were used between flag spaces and the CWO."

Communications continues, "After arrival in WESTPAC, KEARSARGE message volume grew with its job as Flagship for the Surface Subsurface Surveillance Commander. During the August to December portion of the cruise, when in the Vietnam combat zone, KEARSARGE Communications processed 352,000 messages. The new multiplex equipment performed in an outstanding manner, and due to a high level of personnel training, a better than 90 per cent ship-to-shore reliability was maintained (NAVCOMMSTA PHIL, 190812Z Dec. 66)."

Furthermore, Communications continues, "The Task Group circuits maintained their excellent capacity and speed only through adherence to strict operating procedures and circuit discipline."

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This department also listed problems as well as a significant "first" regarding ship-to-shore termination. For example, the Ultra-High Frequency (UHF) transmitter-receiver installation aboard KEARSARGE was nearing the end of its service life and was plagued by frequent failures. The problem was partially overcome by aggressive maintenance and installation of an air conditioner in the UHF equipment room.

During the return transit to EASTPAC, KEARSARGE Communications maintained a continuous ship-to-shore termination with NCS Kodiak. "This termination," the report says, "was initiated just north of Guam and continued until arrival in Long Beach. This termination established a new reliability record for ships terminated with Kodiak (NAVCOMMSTA KODIAK, 240134Z Dec. 66)."

Pre-deployment training within this department stressed Task Group Communications. KEARSARGE, the report says, "was the first CVS to employ a Task Group-covered broadcast to her destroyers in company." Significantly, this broadcast carried both outgoing and relay task group traffic and a continuous delayed rebroadcast of the fleet broadcast over circuits FRIT/GRTT.

A report from the Supply Department calls 1966 a significant year, particularly in view of the manner in which it met challenges. During the first part of the year, Supply personnel were quite busy with Restricted Availability (RAV). Later, during the underway

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periods, the department hosted numerous distinguished visitors -- such as the 14 SECNAV guests mentioned previously in this history.

Supply reports, "In February we were the first aircraft carrier on the West Coast to receive the UNIVAC 1500 computer system in connection with the Maintenance and Material Management Program (3M). Between tasks, deployment preparation was made, and many social activities on board required our services. Also, a grade of 'Excellent' was received from the Annual Supply Inspection which was held from 5-8 April."

The department states that one significant aspect of its operations involved the deployment to WESTPAC from June to December, "when most of our supplies were received from mobile support ships," details of which may be found in the Supply section of the Cruise Report.

Supply further reports that during the early part of the year when the ship carried Navy Reserve and SECNAV guests, "officer berthing space was a problem. Often, berthing commensurate with status was not available."

The department adds, "While deployed, 'load list items' were readily available from the underway replenishment ships. Items not on the load were very difficult to receive -- either from CONUS (Continental United States) or otherwise." Two other problems included some items of clothing, received from "unrep" ships, which "deteriorated after the first washing," and the necessity of granting leave to the Stewards. But, "It is believed that the

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Supply Department performed in a commendable manner. Support was excellent. The department excelled in the Aviation Supply and General Stores Support."

In reporting lessons learned, the department had this to say: "Supply, being a service organization, must be ready to serve attitude and be ready for any task no matter how large or small. This was done. The acceptance of the fact that the Philipino Stewards would require leave while in WESTPAC, and the scheduling of their leave during deployment preparations, paid off well. Although short-handed, it was well organized. COMNAVAIRPAC also provided an excellent check-off list for pre-deployment preparations."

Supply concludes with this one recommendation: "Since only 'load list' items are available, it is necessary that essential non-perishable items be stocked to the maximum extent possible prior to deployment."

Medical activities during the first six months of 1966 consisted mainly of preparation for the WESTPAC deployment. Preparations included training of Hospital Corpsmen, instruction in first aid to all personnel, hygiene and sanitation instruction, and requisitioning of necessary supplies to last through the deployment. Throughout the Far East cruise, the Medical Department recorded a number of operations and casualties to personnel. For a

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comprehensive medical report for the year, turn to Documentary Annex
(d).

In concluding, Medical says, "Personnel casualty handling by non-medical personnel is an area which requires more attention. A lack of sense of responsibility in the care of personnel casualties has been a problem. On the scene, leadership is a necessity in personnel casualty situations. Recent directives from higher authorities indicate that this has been a problem on other large ships, and action to institute remedial action has begun."

The Dental Department has had as its principal responsibility, the oral health of the officers and men in the ship's company of KEARSARGE and the members of CVSG-53 when embarked. In addition, emergency dental service was provided for the crew members of escort and auxiliary ships deployed in the operating areas of KEARSARGE.

Included in the oral care provided, were the services normally found in general practice: operative dentistry, prosthodontics, exodontics, periodontics and prophylaxis. On infrequent occasions, consultations were sought for cases when the opinions of a specialist ashore were desired. When medical consultation was sought, the Dental Department enjoyed complete cooperation with the Medical Department.

While on deployment to WESTPAC, the Dental Department administered a three-agent topical stannous fluoride treatment to all personnel embarked as an implementation of a preventive

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dentistry program recommended by the Dental Division of the Bureau of Medicine and Surgery.

This particular treatment, reports Dental, "consisted of a type three examination (mouth mirror and explorer) by a Dental Officer; polishing of the teeth by a dental technician with a stannous flouride pumice; topical application of a stannous flouride solution; and subsequent use, by the patient, of a flouride toothpaste found acceptable by the Council on Dental Therapeutics."

The report adds, "Few problems arose either in CONUS or while on deployment. Nearly all supply needs were anticipated before deployment, and the few shortages that were encountered were eliminated by placing replenishment orders in advance. Most mechanical, electrical or plumbing problems were corrected by shipboard personnel."

This department also reports that repair of casualties to more specialized equipment was often delayed until the arrival of KEARSARGE at a base having a dental repair technician aboard. In one instance, a dental repairman was flown aboard via COD aircraft to accomplish repair of X-ray equipment.

In conclusion, Dental says, "Excepting unforeseen mechanical failures and demands upon stores aboard, routine maintenance in accordance with BUMEDINST 6750.3 and the projection of material needs for the expected duration of deployment will minimize delays

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or inconveniences in departmental routine. It would be advisable to have on board spare hand-pieces, contra-angles or other items of equipment subject to mechanical failure."

From KEARSARGE's Education Office come figures pertaining to enlisted retention rates for the calendar year 1966. Of the number of Non-Career personnel (443) eligible for reenlistment, 31 reenlisted, or 5.9 per cent. Of the number of Career personnel (49) eligible for reenlistment, 38 reenlisted, or 77.7 per cent. For a comprehensive table of statistics showing the month-by-month break-down on enlisted retention during WESTPAC, please refer to Documentary Annex (e).

In reporting on its training program, the Education Office lists those classes which were held during the overseas deployment. On Dec. 18, two students completed their courses in USAFI Chemistry I (E285). On this same date, eight students completed their courses in USAFI History of the United States (E455).

KEARSARGE, in cooperation with Long Beach City College, held several classes aboard ship. On Sept. 20, 17 students completed courses in the following classes: History 707 (American History); Political Science 705 (American Government); and Sociology 713 (Modern Social Problems). On Dec. 18, 18 students completed courses in these classes.

During 1966, KEARSARGE's Legal Office processed 188 Captain's

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Masts, five Summary Courts-Martial and 14 Special Courts-Martial.

Various members of this command received an approximate total of 850 letters of indebtedness.

Legal reports, "That the number of disciplinary cases disposed of at Mast and by Courts-Martial decreased this year by about a third can be attributed to the ship's six-month Western Pacific deployment, which kept men on board and out of trouble."

As for indebtedness, the burden of Legal's traffic is produced by individuals who have been in debt to companies over long periods of time. But the year 1966 registered no significant fluctuation in the indebtedness situation which from year to year seems to remain at a fairly constant level.

From the standpoint of community relations and civic action, KEARSARGE experienced a year of notable contacts with the general public. While deployed overseas, the Chaplain's Office initiated activities which in many instances involved local orphanages and schools. As much as possible, KEARSARGE's Public Affairs Office complemented the Chaplain's efforts by writing news releases for general dissemination as well as for the ship's internal publication, Kearsaga.

During the first half of 1966, KEARSARGE hosted a number of dances for schools located in communities surrounding Long Beach. The popularity and subsequent publicity arising from those dances

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were such that, when South Torrance High School lost its Junior and Senior Prom ballroom accommodations in a last-minute reservation mix-up, CVS-33 emerged as the only "dance hall" possibility. That prom held on board Saturday, May 21, made newspaper headlines from coast to coast to London.

KEARSARGE held its first onboard dance Jan. 29. In behalf of the crew, Capt. Hershey invited over 300 students from Santa Monica City College and Palos Verdes' Mary Mount College.

The following month found 53 officers, Marines and sailors of KEARSARGE paying an exchange visit to Santa Monica City College. That "thank-you dance" prompted the presentation of a special ship's plaque commemorating the January 29th dance at Pier Echo, as well as a booklet of photographs taken during the shipboard affair.

On Mar. 26, the ship again sponsored a dance, this time for Torrance's El Camino City College and Harbor City College. The second such affair in what by then was being called KEARSARGE's "Sister City Program," saw 450 coeds and their 50 male escorts boarding the Quarterdeck and Afterbrow. That dance was emceed by actor-comedian Frank Sutton who appeared in the television series, "Gomer Pyle, USMC."

The third shipboard dance saluted KEARSARGE's home port city of Long Beach. More than 800 students from Long Beach City and California State Colleges attended on May 17.

Almost 1,000 Junior and Senior high school students boarded what they called their rescue ship May 21 for the historic prom-

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by-the-sea. In recognition of the carrier's goodwill gesture, Torrance South High students presented KEARSARGE with a plaque of appreciation. Then, when the ship returned to Pier Echo from WESTPAC on Dec. 20, "Welcome Home KEARSARGE" banners were raised over hundreds of Torrance students' heads as their school's band played marching music and Christmas carols for bell-bottomed heroes.

On the eve of Armed Forces Day, May 21, KEARSARGE men became foster "sea sons" of the Las Vegas Council of the Navy League of the United States, when members of that civilian organization adopted the carrier at the Fireside Inn of Las Vegas. In appreciation of the adoption, the ship invited a number of the League's members on board for a dinner, Saturday night, May 28.

Closing out the season's Stateside social activities was "Honolulu Night," June 16, when KEARSARGE invited some 400 students aboard from the University of Hawaii while the ship was moored at Pearl Harbor.

On Jan. 22, 13 KEARSARGE crew members participated in a Hollywood salute to the men in Vietnam. The variety show tribute was taped at television station KTLA as the first program for the then newly formed Armed Forces Television Network in Vietnam. Included in the studio audience with KEARSARGE sailors and Marines were approximately 50 members from all branches of the Armed Forces.

Hollywood came to KEARSARGE on Armed Forces Day, May 22, when

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Johnny Grant, a noted comedian and producer from KTLA, brought aboard a troupe of entertainers for a special show, "Operation Starlift." An estimated 1,000 crewmen and guests enjoyed two hours of entertainment donated by such personalities as Grant, songstress Carol Wells, singer-dancer Joy Wilkerson, musical comedy star Peter Palmer and five Bunnies from the Los Angeles Playboy Club. Instrumental in bringing the show to the ship were Capt. L. W. S. Laubach, Executive Officer, and Ens. Paul C. Gard, Public Affairs Officer.

While overseas in 1966, KEARSARGE personnel participated in a number of People-to-People programs. Following, is a brief history of those projects.

On July 18, the carrier hosted 75 boys and girls from Kamakura Hiokkuen Orphanage, Kamakura, Japan. Entertainment consisted of a band concert, refreshments and a tour of the ship.

KEARSARGE held an Open House in Sasebo, Japan, Aug. 7. Thirty-eight hundred visitors attended. Departmental displays were presented on the hangar deck.

On Nov. 26, the ship provided a guided tour for 16 members of the Airplane Club of Queen College, Hong Kong, B.C.C.

Finally, KEARSARGE provided a guided tour for 100 children from Maryknoll School, Hong Kong, Nov. 29.

During a period from Aug. 3-5, some 65 KEARSARGE sailors and Marines donated approximately 200 volunteer man-hours at the World

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Mission to Children Orphanage in Sasebo, Japan. The volunteer working party painted, made general repairs and levelled the playground at the Orphanage. KEARSARGE also presented a gift of 63,000 yen to the children.

Another volunteer working party from the flattop visited Bario Santa Rita School, Olongapo, P.I., Sept. 9, and assisted in painting the school. The Flag Band also presented a concert.

In Hong Kong on Nov. 26, a volunteer working party from KEARSARGE painted the interior of the Canosa Home for the Blind.

On Nov. 28, another party from the ship painted and performed repairs at St. Christopher's Orphanage, Hong Kong.

Her tenth Far East cruise also found the carrier delivering material overseas for Operation Handclasp. Four hundred pounds were delivered to NSD, Yokosuka, Japan, July 14, for the Settlement House, Tokyo, and St. Joseph's College, Yokohama.

On Sept. 7, 4,500 pounds were delivered to NSD, Subic Bay, P.I., for the Asia Foundation.

KEARSARGE delivered a set of encyclopedias to International High School and St. Charles High School, Olongapo, Oct. 16.

On Nov. 29, the ship delivered 1,700 pounds of medical supplies to the Vocational Training Center, Kowloon.

Finally, on Dec. 7, the ship delivered a set of encyclopedias to Yokohama Ferris Women's College and Kanto Gakuin University and

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Seminary, Yokohama, Japan.

With respect to special training given foreign officers, CVS-33 made impressive contributions while ASWGRU FIVE steamed through the Sea of Japan from July 20 - August 1. Generally speaking, the Sea of Japan Transit was the first major event of the cruise, as the Task Group proceeded in company with the USS BONEFISH through the Tsugaru Strait into the Sea of Japan. The Task Group operated with air and surface units of the Japanese Maritime Self Defense Force (JMSDF). As the group moved south toward Sasebo, Japan, the JMSDF units were teached, and were replaced by units of the Republic of Korea Navy (ROKN), July 28. The ROK forces were detached Aug. 1.

According to COMASWGRU FIVE in its Cruise Report, "Integrated operations with both the Japanese and Korean units were highly successful throughout the transit, with BONEFISH providing submarine services for the entire period. Anti-Air Warfare (AAW) operations were notable for a major 'first' -- the participation of fighter units of the U.S. FIFTH Air Force, JASDF, and the ROKAF for air intercept practice and training. Although no actual intercepts of Soviet aircraft were consummated by the Air Force CAP under Navy Air Intercept controllers, much valuable cross-training and experience was gained. A total of 99 radar contacts evaluated as Soviet air reconnaissance flights were tracked and

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reported.

"Another major highlight of the operation was the wide scope and great flexibility of the observer exchange program. Observers were exchanged and rotated between units at all levels on a frequent and continuing basis throughout the exercise. This program contributed greatly to a mutual understanding and appreciation of respective problems, capabilities and limitations which could not have been attained in any other manner."

Training of a different type paid off well for members of embarked squadron HS-6 late in October, as they sped to the scene of a ship disaster 10 miles west of Manila to furnish medical aid for the survivors.

At the time, KEARSARGE was engaged in transporting a special Army Presidential helicopter from Manila to a flyoff point east of Malaysia. The ship and her important cargo were to take up a position where, in a contingency, it would be practical to provide medical support for President Lyndon B. Johnson, should it be required. During this period, helos from HS-6 were temporarily deployed to Sangley Point, P.I., providing transportation for the Presidential party at the Seven Nation Summit Conference.

On Oct. 23, the inter-island passenger M.V. PIONEER LEYTE collided with the American freighter S.S. GOLDEN STATE, and water poured into the Philippine vessel, trapping some of the sleeping passengers below deck. The LEYTE eventually sank. KEARSARGE

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helicopters ferried medical teams and a chaplain to the freighter, where survivors were treated for shock, cuts, bruises and eye irritations. Two officers aboard one of the flying hospitals were Lt. John Holsteine, of Iowa City, Iowa, and Lt. George Spore, of Evanston, Ill.

KEARSARGE veterans of the Vietnam war collected more than 200 Air Medals and other decorations in an award ceremony Dec. 16, as the carrier steamed homeward to Long Beach. A total of 223 medals were presented at the ceremony, which was presided over by RADM Reich and Capt. Nyburg. In addition to the 203 Air Medals, several other decorations were awarded. They included: two Silver Stars, three Distinguished Flying Crosses and 12 Navy Commendation Medals.

Each Air Medal represented 20 combat patrol missions flown by a KEARSARGE pilot while on the line off the coast of Vietnam. The carrier itself, while on Yankee Station, maintained an around-the-clock, surface and sub-surface watch over the Gulf of Tonkin. Pilots from HS-6 rescued 16 downed American pilots in SAR missions.

Another 129 medals for KEARSARGE men were pending upon the ship's return to Long Beach. They included: two Navy Crosses, five Purple Hearts, five Silver Stars, six Distinguished Flying Crosses, 98 Air Medals and six Navy Commendation Medals.

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DOCUMENTARY ANNEX (a)

USS KEARSARGE OPERATING SCHEDULE
FOR CALENDAR YEAR 1966

1 Jan-13 Feb	Inport Long Beach, Calif.
13 Feb-17 Feb	Enroute to San Francisco, Calif. Carrier Refresher Landings and HUKASWEX enroute.
17 Feb-20 Feb	Inport, San Francisco, Calif.
21 Feb-23 Feb	Enroute to Long Beach, Calif. Carrier Refresher Landings enroute. Run FORACS (Fleet Operational Readiness Accuracy) range off San Clemente; HUKASWEX
24 Feb-25 Feb	Anchored anchorage #2, Long Beach outer harbor for transfer of ammunition.
25 Feb-1 Mar	Inport Long Beach, Calif.
2 Mar-10 Mar	Southern California Op area. Firing exercise, refresher landings and HUKASWEX 2-66.
11 Mar-6 Apr	Inport Long Beach, Calif.
12 Apr-20 Apr	Southern California Op area. Carrier Quals and OPERATION GREY GHOST.
21 Apr-25 Apr	Inport Long Beach, Calif.
26 Apr-3 May	Op area JJ. Southern California Op area. Underway training and HUKASWEX 3-66.
4 May	Inport San Diego, Calif.
5 May	Fleet Training Group portion of Operational Readiness Inspection.
5 May-8 May	Inport Long Beach, Calif.
9 May-12 May	Southern California Op area. (ORI, HUKASWEX 4-66). Reconstruction of exercise GREY GHOST conducted from 21 Apr through 12 May.
13 May-7 June	Inport Long Beach, Calif.
8 June	Explosive anchorage in Long Beach outer harbor
8 June	Pier "E," Long Beach, Calif.

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9 June	Departed Long Beach, arrived and departed San Diego
9 June-15 June	Enroute Hawaii
15 June-17 June	ORE Warmup and Initial Reconstruction
17 June-19 June	Inport Pearl Harbor, Hawaii
20 June-25 June	ORE
25 June-4 July	Inport Pearl Harbor, Hawaii - ORE Reconstruction
5 July-14 July	Enroute Yokosuka, Japan
15 July-19 July	Inport Yokosuka, Japan - Sea of Japan Planning
20 July-1 Aug	Transit Sea of Japan
2 Aug-7 Aug	Inport Sasebo, Japan
8 Aug-11 Aug	Enroute Yankee Station
12 Aug-2 Sep	Yankee Team Operations
3 Sep-4 Sep	Enroute Subic Bay, P.I.
5 Sep-9 Sep	Inport Subic Bay, P.I.
10 Sep-11 Sep	Enroute Yankee Station
12 Sep-21 Sep	Yankee Team Operations
22 Sep	Enroute Exercise Silverskate
23 Sep-27 Sep	Exercise Silverskate
28 Sep	Enroute Yankee Station, Commence Silverskate Reconstruction
29 Sep-6 Oct	Yankee Team Operations and Completed Silverskate Reconstruction
7 Oct-9 Oct	Enroute Subic Bay, P.I.
10 Oct-16 Oct	Inport Subic Bay, P.I.
17 Oct-18 Oct	Enroute Yankee Station

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19 Oct-24 Oct	Yankee Team Operations
25 Oct-29 Oct	Enroute <u>Kuala Lumpur</u> area
30 Oct	Anchored Strait of Malacca
31 Oct-3 Nov	Enroute Subic Bay, P.I.
4 Nov	Arrived and Departed Subic Bay, P.I.
5 Nov	Enroute Yankee Station
6 Nov-23 Nov	Yankee Team Operations
24 Nov	Enroute Hong Kong, B.C.C.
25 Nov-30 Nov	Inport Hong Kong, B.C.C.
1 Dec-5 Dec	Enroute Yokosuka, Japan
6 Dec-8 Dec	Inport Yokosuka, Japan - Turnover with USS BENNINGTON (CVS-20)
9 Dec-19 Dec	Enroute CONUS
20 Dec	Arrive and Depart San Diego, Calif; arrive Long Beach, Calif.
21-Dec-31 Dec	Inport Long Beach, Calif. (21-22 Dec - Seal Beach, Calif. to Offload Weapons

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