

U.S.S. KEARSARGE CVS-33
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA, 96601

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From: Commanding Officer, USS KEARSARGE (CVS-33)
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Subj: Command History; forwarding of

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

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L. M. Nearman
L. M. NEARMAN

1969

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FPO SAN FRANCISCO 96601

1969
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COMMAND HISTORY OF USS KEARSARGE: 1969

1969 was a year of destiny for USS KEARSARGE (CVS-33). When she departed Long Beach and San Diego on 29 March for her twelfth WESTPAC deployment, no one foresaw at the time that little more than five months later KEARSARGE would return home prematurely with orders to begin decommissioning. Deactivation is presently scheduled for completion in January 1970, and then KEARSARGE will join the inactive reserve fleet. However, she does not bow out from the active Navy without a long, proud history. Annex A to this document is a chronological narrative of the carrier's history, as well as that of her two predecessors, from commissioning to the present.

The new year arrived with KEARSARGE in port Long Beach. During the first quarter of calendar 1969, KEARSARGE sandwiched antisubmarine warfare (ASW) exercises and carrier qualifications (carquals) around in port periods at Long Beach. All of these FIRST Fleet operations were conducted along the Southern California and Baja California coasts.

The scope of operations during January and February consisted of carquals for KEARSARGE aviators and pilots of HELICOPTER SQUADRON (HS) SIX, AIR ANTISUBMARINE SQUADRONS (VS) 21 and 29 and AIRBORNE EARLY WARNING SQUADRON (VAW) 111, Detachment 33, and evaluation of ASW tactics in a series of UPTIDE exercises off the Southern California coast. The combined efforts of DESTROYER SQUADRON (DESRON) 23 and CARRIER ANTISUBMARINE AIR GROUP (CVSG) 53 in implementing the tactics proposed were systematically analyzed in the KEARSARGE Antisubmarine Classification Center (ASCAC). Complete reconstruction and thorough evaluation of each exercise was conducted. This

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evaluation was discontinued in March as preparation for the WESTPAC deployment became the primary job at hand.

The presence of KEARSARGE in the first of the 1969 ASW exercises (Operation "BELL CURVE") resulted in the prompt rescue of a downed A-4 pilot in the Pacific some 30 miles southeast of San Diego. The pilot, LT Ronald C. BOCH, attached to ATTACK SQUADRON (VA) 112 at NAS Los Alamitos, Calif., bailed out over the water when his engine blew up. An SH-3A "Sea King" from HS-6, had just completed fueling and off-loading passengers on the USS DALE (DLG-19) when the emergency call crackled over the radio. In 10 minutes, the helicopter, piloted by LT David L. CALHOUN, arrived at the rescue site and plucked LT BOCH from his life raft.

Not so fortunate were five officers attached to VAW-111, who were killed when their craft plowed into a fog-shrouded peak on Santa Catalina Island following an early-morning launch from KEARSARGE 18 February. The five were LT Billy W. RAY, LT Melvin D. BREWER, LTJG Edward A. TARALDSEN, LTJG Francis E. HORAHAN, and LTJG Larry W. GARRISON. They were crewmen of an E1-B "Tracer" en route to NAS North Island, San Diego. Later that same day, KEARSARGE accomplished her 120,000th arrested landing. LT B. H. SHEFFIELD of CARRIER AIRBORNE EARLY WARNING TRAINING SQUADRON 110, homebased at San Diego, made that noteworthy landing.

In port, meanwhile, KEARSARGE had observed some conspicuous occasions during January and February. On 17 January CAPT Leonard M. NEARMAN relieved CAPT Creighton W. COOK as Commanding Officer. The change of command ceremonies were conducted aboard ship at the Long Beach Naval Shipyard. On 12

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February a contingent of fifty El Paso, Texas, Navy League members toured KEARSARGE and visited with several crewmen from that city. During the ensuing weekend KEARSARGE opened her gangways to the public for general visiting. Almost 5,500 turned out over the two-day period.

KEARSARGE steamed from CONUS 29 March, departing from Long Beach in the morning and San Diego late that evening following the fly-on of CVSG-53 aircraft during the transit to San Diego and the onload of air group personnel at NAS North Island.

KEARSARGE arrived at Pearl Harbor 4 April, then got underway three days later for Operational Readiness Evaluation (ORE), which was conducted 7-14 April in the Hawaiian area. This evaluation was unique in that Japanese patrol aircraft (SP-2N) participated in the ASW operations. KEARSARGE returned briefly to Pearl Harbor, then departed for Yokosuka. An otherwise uneventful transit to Yokosuka was made meaningful due to the considerable cross training of ECM and radar technicians conducted between KEARSARGE and the destroyers of DESRON 23. The ASW technicians within the air group were given intensive training by ASCAC personnel throughout the transit.

Following her layover in Yokosuka, KEARSARGE steamed for Yankee Station and the first of three line periods. Upon arrival on station 4 May, KEARSARGE assumed her primary mission, that of Surface, Subsurface, Surveillance Coordination (SSSC) of the area. In addition, she was the flagship for the ASW group of the SEVENTH Fleet (designated Task Group 77.9). Additionally, KEARSARGE acted as Yankee Station mail carrier and host carrier for the Yankee Station logistic/SAR helo detachment (HC-7).

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It was in the performance of these latter duties that KEARSARGE was to deliver 1,468 pieces of mail, a 32,945 pound payload, to ships on station. Beyond that, logistic helo runs and carrier on board delivery (COD) handled a total of over 2,000 personnel and over 97 tons of mail and cargo during the 42 days on Yankee Station in 1969. A further breakdown of personnel and cargo and mail transferred by air can be found in the 1969 Cruise Report, which is included in this report as Annex C.

While KEARSARGE held the SSSC reins, the volume of shipping in and out of Haiphong was reduced from what it had been previously, and radar surveillance of the Gulf of Tonkin was adjusted to meet the slower tempo of operations. Air coverage by S-2E's, El-B's and SM-3A's was augmented by VP aircraft in the southern portion of the area. Close liaison with these patrol forces was initiated to maintain complete coverage of the surface traffic in the Gulf.

The ASW readiness of DESRON 23 and CVSG-53 while on station was sustained through exercises in the ASW training area and an extensive training program of ASW equipment operators by ASCAC personnel. In addition, several transit exercises were conducted as carriers entering or leaving station were opposed by U. S. submarines assigned to Yankee Station forces.

Three significant events occurred in May, during the first line period, all of them within a two-day span. Most importantly, the Navy announced 9 May KEARSARGE had been awarded the Armed Forces Expeditionary Medal (Korea) for her role in Operation "FORMATION STAR" in February-March 1968. KEARSARGE was an integral unit of the task force ordered to the Sea

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of Japan following seizure of the USS PUEBLO by North Korea. That same day CDR Richard A. MILLER assumed command of CVSG-53. He relieved CDR William F. GRIMM. The next day, CDR T. A. STANLEY of VS-29 recorded the carrier's 123,000th arrested landing.

During both her remaining Yankee Station line periods, KEARSARGE reached further milestones in her flight operations. On 24 June, LCDR Paul D. PICHE of VS-29 was at the stick for KEARSARGE's 70,000th consecutive safe catapult launch (records had been kept only as far back as 1962). And, on 5 August, LTJG J. L. JUNTZ of HS-6 touched his helo down safely to log the flattop's 20,000th helicopter recovery.

At the conclusion of her first line period, KEARSARGE proceeded to Subic Bay, R. P., arriving there 17 May. Three days later KEARSARGE moved on to Manila Bay for the workup phase of the massive SEATO maritime exercise "SEA SPIRIT" scheduled to begin 26 May. Naval surface and air units from the U. S., United Kingdom, Australia, New Zealand, Thailand, and Republic of Philippines assembled in Manila Bay for the exercise.

Subsequent to opening ceremonies, hosted jointly by U. S. and Australian dignitaries, the task force, protecting a mock convoy, steamed from the harbor to begin the long oceanic trek to Sattahip, Thailand. During the outset of the transit the allied units conducted underway replenishments, cross-decked personnel, particularly medical representatives, and in the case of KEARSARGE and the Australian aircraft carrier HMAS MELBOURNE, interchangeably recovered and launched aircraft. Because the convoy and protective force were being harrassed by "enemy" submarines, KEARSARGE acted

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as the hub of ASW operations. "SEA SPIRIT" was terminated unexpectedly and harshly when USS FRANK E. EVANS (DD-754), an ASW GROUP ONE member, and HMAS MELBOURNE collided shortly after 0300 3 June. Although some 40 miles removed from the collision site, KEARSARGE had rescue craft in the air immediately. Soon after, HS-6 helicopters were ferrying the injured EVANS crewmen to KEARSARGE. The accident resulted in the mobilization of the KEARSARGE medical department for mass casualties. A flight surgeon and dental officer were flown to MELBOURNE for initial aid. The KEARSARGE walking blood bank and surgical team were activated. Twenty-three KEARSARGE crewmen donated blood and many more were turned away. Of the 199 survivors taken aboard, one seriously injured patient with a compound fracture of the femur was evacuated immediately to Cam Ranh Bay, and another patient with burns and a cervical spine injury was transferred to the same location the next day. Six additional patients with burns were admitted to the ward, and 25 were treated as outpatients until arrival in Subic Bay.

A total of 199 EVANS survivors were transferred from MELBOURNE to KEARSARGE during the morning. Through the efforts of the KEARSARGE Supply Department, EVANS crewmen left the carrier at Subic Bay dressed in working uniforms and with some spending money in their pockets. They were forced to leave behind virtually all clothing and personal effects when they abandoned ship. When they reached KEARSARGE, the survivors were garbed partially in Royal Australian Navy working fatigues and anything else handy. During the transit to Subic Bay, EVANS crewmen were issued clothing and special pay. Berthing accommodations were ready when they arrived aboard

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KEARSARGE returned to Yankee Station 19 June for her second line period. She relinquished her Yankee Station duties 5 July and departed for Sasebo, Japan. Her crew, meanwhile, began celebrating Independence Day, although some 24 hours late. The Supply Department provided food for a lavish flight deck picnic, while in the hangar bays organized basketball and volleyball teams waged tournaments for the ship's championship. The Chaplains' Office sponsored a book swap, and a flight deck band concert by the ASW GROUP ONE band and a fireworks display put the finishing touches on the day's events.

KEARSARGE spent two periods in port Sasebo, broken by a four-day exercise, code name "BEACH KING," 19-22 July. KEARSARGE, along with DESRON 23, joined forces with units of the Japanese Maritime Self Defense Force (JMSDF) to conduct the exercise, the site of which was the southern portion of the Sea of Japan. Together, units of ASW GROUP ONE and JMSDF destroyers and VP aircraft employed barrier operations against one JMSDF and two U. S. submarines.

KEARSARGE resumed patrol in the Gulf of Tonkin 28 July. During the next five days aircraft from KEARSARGE were involved in three Search and Rescue (SAR) operations. On 29 July an HS-6 helo picked up a man overboard from USS KAWISHIWI (AO-140). Two days later aircraft from KEARSARGE, along with USS JAMES E. KYES (DD-787) and USS WALKE (DD-723) carried out a futile search for a USS HALSEY (DLG-23) man lost overboard. Then, on 2 August, VS-21, HC-7 and HS-6 aircraft participated in a search for the pilot of an

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A-7 which crashed during an approach to USS KITTY HAWK (CVA-63).

KEARSARGE outchopped Yankee Station 14 August with Hong Kong the next destination. Because of a possible typhoon hazard, KEARSARGE anchored off Green Island during her five-day visit to the "Pearl of the Orient." Ferry boats paid for from the welfare and recreation fund transported KEARSARGE personnel to and from Fenwick Pier.

KEARSARGE weighed anchor early 21 August. At mid-morning the crew was notified of a course change and that KEARSARGE would not return to Yankee Station. No further details, for security reasons, were made available until 23 August, when the Navy publicly unveiled its plan to decommission over 100 ships, KEARSARGE included.

KEARSARGE followed the Great Circle Route enroute CONUS, reaching San Diego early 4 September. CVSG-53 aircraft had flown off the previous day, but the air group still had hundreds of men and tons of gear to offload at NAS North Island before KEARSARGE could finish the last leg of her journey - the trip up the Southern California coast to Long Beach. KEARSARGE arrived at Long Beach in late afternoon of the fourth with families and friends of ASW GROUP ONE and KEARSARGE personnel lining the pier and a news team from Channel 7 (ABC) in Los Angeles standing by to cover the homecoming.

The last bit of unfinished business, ammunition offload, was accomplished 9-10 September as KEARSARGE stood at anchorage off the Naval Weapons Station at Seal Beach. KEARSARGE reported for operational control to the Naval Inactive Ship Maintenance Facility, San Diego, 16 September, and be-

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gan inactivation in the Long Beach Naval Shipyard. The target date for completion and decommissioning is 13 February 1970.

As noted previously, the Air Department observed three milestones in its operations during the year. Throughout 1969 the Air Department was able to maintain an effective safety program. Only one major flight deck injury occurred. Shortly after departure from CONUS a blueshirt working on deck at night walked into a turning propeller. He sustained serious injuries, but fully recovered. To reinforce observance of safety regulations in aircraft handling procedures, a competition between flight and hangar deck crews, based on number of "crunches" per move, assisted in drastic reduction of incidents.

Air Department operations while deployed were routine until mid-June when contamination in the JP-5 fuel system was discovered. JP-5 filter 2's coalescer elements deteriorated and contaminated the separator elements, along with the outboard distribution piping. The JP-5 system was down for six hours for flushing and sampling. Both coalescer elements and separator elements were repaired at a cost of \$1,645. No serious damage occurred to aircraft.

The brief period of fuel contamination was the only major problem encountered in the fuel systems while handling 753,534 gallons of aviation gas, 1,252,105 gallons of JP-5 and 7,320 gallons of aviation lube oil during deployment.

As KEARSARGE culminated air operations with the air group fly-off 3 September, the final total of arrested landings stood at 4,652 and catapult

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shots, 3,615. Both figures were accumulated during operations prior to and during deployment. It was during a launch that the Air Department's other significant equipment failure of the year occurred. The starboard catapult was CASREPTED 29 June when the nose tow launch shuttle hook broke during the launch of a C-2 aircraft at maximum catapult pressure. Although the aircraft was launched successfully, the catapult track was badly damaged. A number of track covers had to be removed for straightening. Support from Carrier and Field Service Unit (CAFSU) was efficacious and enabled the catapult to be fully operational by mid-July.

After return to CONUS for decommissioning, the Air Department assumed a major role in this evolution. More than 100,000 man hours were utilized by the Air Department toward its inactivation, one-sixth the total man hours required to inactivate the entire ship.

The Aviation Intermediate Maintenance Department (AIMD), organized in July 1968, experienced numerous growing pains during 1969, particularly in the areas of "bit and piece" support and the need to procure numerous items of equipment through open purchase. Close liaison with parent COMMANDER FLEET AIR (COMFAIR) and the local Supply Department proved to be the key to success.

A particularly close working relationship was maintained with the Air Group Maintenance Coordinator and the ship's Aviation Supply Officer. This paid off handsomely during the cruise. Potential problem areas were kept to a minimum by holding a monthly maintenance meeting. Individual needs and desires were discussed openly and freely. This allowed priorities to

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be assigned for the benefit of all concerned and still maintain the highest state of aircraft readiness possible.

During the 1969 deployment, AIMD had three officers and approximately 120 enlisted men permanently assigned. This was supplemented by some 45 enlisted personnel assigned TAD from the air group. These numbers proved optimum for maintaining two 12 hour shifts, seven days a week, while still insuring that the proper specialty ratings would be available.

AIMD exists to effect component repairs. The number of aircraft components inducted for repair and returned to a ready-for-issue status (RFI) ultimately determines the success of the department's assigned mission. From a total of 5,746 components inducted for repair, 4,474 were returned to RFI status - a 78 per cent rate. The percentage returned RFI is noteworthy since of 1,272 components "unable to repair," 980 were in the "Beyond Capability of Repair (BCM) One" category. This means no repair authorized. Of the overall total, only 292 components were not processed RFI, and this failure can be attributed to lack of parts.

During deployment, an average of 15,897 messages monthly was handled by Main Communications in the Communications Department. Although several highly skilled personnel were lost just prior to deployment, a vigorous training program was responsible for maintaining steady quality in the handling of traffic, even during the peak month of August, when 17,391 messages were sent or received. The volume was sufficient even in the slack month of June, when 14,400 messages were handled to keep the department in port and starboard sections.

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Planned maintenance (PMS) further diminished free time, but the results were impressive - over 95 per cent of scheduled PMS was accomplished. The benefits were apparent in the paucity of down time for teletypes and other communications equipment.

The EVANS-MELBOURNE collision had pronounced effects on the Communications Department. The abundance of official interest in the accident resulted in temporary traffic loads greater than ever previously handled during the year. In addition, some 296 Class "E" messages were sent by the crew of EVANS to reassure loved ones at home of their welfare.

The ship's premature return to CONUS necessitated drastic planning changes, both operationally and individually for crew members and their families. Nine-hundred eleven Class "E" messages were sent from KEARSARGE by embarked ASW GROUP ONE personnel and ship's company, advising families and friends of the schedule revision. During the transit to CONUS, the Communications Department processed over 1,000 milstrip cancellations for the Supply Department.

During the Sasebo in port period, the Communications Department made its only major equipment addition of the year - a 50-foot frame receiver wire. The improved reliability of low frequency reception proved the value of this installation.

As the first month of the year elapsed, the Weapons Department had executed the majority of its deployment preparations. The double hose replenishment rigs were installed with probe delivery capability available for destroyers so equipped. Ammunition loadout was 85 per cent complete,

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with the remainder to be obtained after arrival in WESTPAC. Underway periods in EASTPAC were consumed polishing teamwork and proficiency in refueling some 15 destroyers and in providing ordnance for air group aircraft, as well as the ship's own gun mounts.

During in port periods finishing touches were applied to yard overhaul jobs, and all equipment was peaked up for deployment. During both sea and in port periods, personnel returning from schools, and other men just reporting for duty, were quickly integrated into the training and maintenance program, so that a stable, well-drilled crew would be ready for deployment.

Notable from the Weapons Department standpoint during ORE in April was the extensive use of both air and surface launched torpedoes during a large scale ASW exercise in the Barking Sands Tactical Underwater Range.

During the deployment itself, numerous unreps proved to be the major effort of the deck group. The double-hose rigs, with probe or pigtail option for Navy Standard Fuel Oil (NSFO) destroyer customers, and the JP-5 probe capability, proved to be an efficient and operationally flexible unrep system. There were 14 underway replenishments with U. S. NAVY ships, including oilers, in WESTPAC, and an additional 11 unreps with SEATO nation vessels during "SEA SPIRIT."

Five gunnery exercises were conducted in WESTPAC, including three Z-10-AA utilizing high-speed targets towed by jet aircraft. Fire control and gun crew training achieved proved most beneficial in keeping a viable air defense posture and in verifying equipment alignment and performance.

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The ordnance and torpedo crews provided routine but safe and timely support for ASW GROUP ONE requirements. Helicopter lift was utilized for transfer of all torpedoes to destroyers.

The Marine Detachment conducted field training at every opportunity while in port, and utilized the few brief slack periods at sea for refresher and qualification firing for themselves and the ship's landing party.

As work began in earnest for decommissioning, Weapons Department personnel completely removed the recently acquired double hose rig, as well as the ship's launches, life boats and most other topside equipment. The gunmounts and directors were prepared for life inside a dehumidified hut. The exterior of the ship was painstakingly chipped and repainted so that it would withstand several years exposure to environmental elements. Departmental hands administered similar treatment to interior working and berthing spaces, magazines, voids, heads, and passageways.

The Supply Department encountered no major problems during 1969. Advance planning by all Supply divisions prevented any serious difficulties. The usual hard to obtain Consolidated Allowance List (COSAL) items continued to plague the General Stores Division. However, with aggressive follow up action, the troubles in this area were quickly overcome.

During the month of July the Sales Division established an all-time KEARSARGE record in sales by grossing \$115,590.85, of which 15 per cent was plowed back into the ship's welfare and recreation fund. As a result of the early return to CONUS, the crew realized some exceptional bargains

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during hangar bay sales. All items were sold at cost or below.

Data Processing encountered a few parts problems due to the maintenance of sufficient quantities of spare parts for the computer aboard, and as a result, there was a minimum of down time on the computer. Training operators to run the computer continued to be a problem, but with competent programmers in Data Processing, the troubles were easily overcome.

Within the Administrative Department, the Educational Services Office helped further the education of more than 850 crew members during 1969. KEARSARGE was one of the few official examination centers for the United States Armed Forces Institute (USAFI) sponsored General Educational Development (GED) tests, which means the equivalent of a high school degree for those who pass it. Forty-three KEARSARGE personnel did pass the GED exam and were awarded equivalency certificates.

USAFI correspondence courses were in popular demand as 312 men ordered courses, which are worth college credits. The course subjects ranged from police science to tree cultivation and from automobile mechanics to refrigeration.

The most important function of ESO was the preparation and administration of the Navy-wide examinations for advancement in rate. During 1969, 785 such exams were administered to ASW GROUP ONE and KEARSARGE personnel. Two special E-4 exams caused a sharp increase in the number of examinees from the previous year. E-3 exams were administered weekly to a total of 320 apprentices.

The Chaplain's Office, in lieu of the normal religious services, also

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supervised the crew's lounge and library, organized talent shows, arranged tours for the crew in overseas ports, and conducted a vigorous People to People program. The Chaplain's Office innovated the Great Books reading program for the crew. This entailed group discussion about an assigned list of works and authors. The Chaplain's Office also directed two mammoth paperback book swaps during the deployment. Thousands of books were exchanged by crew members.

People to People programs included extensive improvements on facilities at Boys' Town near Olongapo City, R. P., by KEARSARGE volunteer work parties three days in June, painting and repairs to an orphanage near Sasebo in July, and tours aboard KEARSARGE by some 700 Hong Kong school children, sponsored by Servicemen's Guides Associates. In addition, KEARSARGE representatives delivered a consignment of athletic gear to Boys' Town for Project Handclasp.

Several major engineering jobs were completed during the year, particularly the installation of additional vent ducting into the No. 2 fire-room by Ship Repair Facility (SRF) Yokosuka, and the installation of eight 7-15 ton air conditioners, which brought the total number of air conditioners on board to 121. Extensive work was accomplished in the location of minor salt leaks in the main condensers by both ship's force and various shipyard facilities. Numerous tubes were plugged in the Nos. 2 and 3 main condensers.

The expansion of laundry facilities was marked by the acquisition of new and larger washers, extractors and dryers, and four new presses in the

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main laundry.

Although continual concern for boiler economizer elements was prevalent throughout the operational months, 17 elements were replaced from January through August. Air compressor overhauls were executed on a continuing basis, an element of repair that was lacking in parts support for the equipment. The same problems were also experienced in repairing air conditioning units, which were a continual work package.

The Damage Control Department, which was organized in July 1968, functioned smoothly during the year. Beginning in October 1968, the effectiveness of the Damage Control Department was evidenced in training accomplished and material readiness achieved. During the period prior to deployment, the increased tempo in damage control training and crew education produced a definite progressive trend in fire fighting procedures, damage control exercises and material preparedness. This was evident in the favorable grades earned in competitive drills, refresher training and administrative inspection. Damage control equipment reliability was increased through the application of manpower and money resources, which were more effectively programmed and controlled.

Since 16 September hence, work has been progressing on a shipwide basis toward deactivation, under supervision of the Naval Inactive Ship Maintenance Facility, San Diego. During the last three months of 1969, still usable gear was removed from the ship, berthing and messing facilities closed down and the crew relocated elsewhere, and the hundreds of spaces within the interior specially conditioned to withstand rusting during the

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inactivity. Thousands of man-hours have gone into preserving the exterior of KEARSARGE, as well. Completion of deactivation work and decommissioning is programmed for February 1970.

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ANNEX (D)

USS KEARSARGE OPERATING SCHEDULE FOR CALENDAR YEAR 1969

1 Jan - 7 Jan	Inport Long Beach
8 Jan - 17 Jan	ASW Exercises
18 Jan - 26 Jan	Inport Long Beach
27 Jan - 31 Jan	Carquals
1 Feb - 2 Feb	Inport Long Beach
3 Feb - 10 Feb	ASW Exercises
11 Feb - 16 Feb	Inport Long Beach (at anchorage 14th)
17 Feb - 21 Feb	Carquals
22 Feb - 24 Feb	Inport Long Beach
25 Feb - 3 Mar	ASW Exercises
4 Mar - 28 Mar	Inport Long Beach
29 Mar	Depart Long Beach, Depart San Diego
29 Mar - 4 Apr	Enroute Pearl Harbor
4 Apr - 7 Apr	Inport Pearl Harbor
7 Apr - 14 Apr	ORE
14 Apr - 17 Apr	Inport Pearl Harbor
17 Apr - 26 Apr	Enroute Yokosuka, Japan
26 Apr - 30 Apr	Inport Yokosuka
30 Apr - 4 May	Enroute Yankee Station
4 May - 14 May	Yankee Station Operations
14 May - 17 May	Enroute Subic Bay, R. P.
17 May - 21 May	Inport Subic Bay

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ANNEX (D) Continued

21 May	Enroute Manila Bay
22 May - 26 May	Anchorage Manila Bay
26 May - 3 Jun	SEATO Exercise "SEA SPIRIT"
3 Jun	USS FRANK E. EVANS and HMAS MELBOURNE Collision
3 Jun - 4 Jun	Conducting SAR for survivors
4 Jun - 6 Jun	Accompany MELBOURNE to 05° latitude, then enroute Subic Bay
6 Jun - 17 Jun	Inport Subic Bay
17 Jun - 19 Jun	Enroute Yankee Station
19 Jun - 5 Jul	Yankee Station Operations
5 Jul - 9 Jul	Enroute Sasebo, Japan
9 Jul - 19 Jul	Inport Sasebo
19 Jul - 22 Jul	Exercise "BEACH KING"
22 Jul - 24 Jul	Inport Sasebo
24 Jul - 28 Jul	Enroute Yankee Station
28 Jul - 14 Aug	Yankee Station Operations
14 Aug - 15 Aug	Enroute Hong Kong, B. C. C.
15 Aug - 21 Aug	Anchorage Green Island
21 Aug - 4 Sep	Enroute CONUS
4 Sep - 9 Sep	Inport Long Beach
9 Sep - 10 Sep	Anchorage Seal Beach
10 Sep - 31 Dec	Inport Long Beach

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