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08 MAR 1974

[REDACTED] (Unclassified upon removal of enclosure)

From: Commanding Officer, USS MIDWAY (CVA 41)

To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS MIDWAY Command History for Calendar Year 1973

1. In accordance with reference (a) enclosure (1) is submitted.

R. J. SCHULTE

Copy to:

Director of Naval History (OP-09B9) ←

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A. (U) Command Organization

1. Captain S. R. FOLEY, JR., USN, [REDACTED]/1310;
Commanding from 1 January 1973 to 7 September 1973.

2. Captain R. J. SCHULTE, USN, [REDACTED]/1310;
Commanding from 7 September 1973 through 31 December 1973.

3. The USS MIDWAY (CVA 41) was homeported at Naval Air Station Alameda, California from 1 January 1973 until 30 June 1973 at which time the homeport was officially changed to Fleet Activities Yokosuka, Japan from 30 June 1973 through 31 December 1973. The command consists of the USS MIDWAY (CVA 41). Attack Carrier Air Wing Five was embarked but will not be addressed in this history report as it submits a separate command history. The mission and function of the ship have not changed during 1973.

B. (S) Summary of Operations

January 1, 1973 found USS MIDWAY enroute from Singapore to Subic Bay R.P.. The ship arrived in Subic Bay on 2 January and departed on 3 January enroute to Yankee Station for its eighth line period of a cruise which began on 10 April 1972. On the 5th of January VADM COOPER, Commander Attack Carrier Striking Force Seventh Fleet visited USS MIDWAY. From 4 January through 23 January USS MIDWAY was at Yankee Station and conducted combat sorties against communist forces in North Vietnam, South Vietnam and Cambodia. On 6 January LT JOHN C. LINDAHL, VA-56 was lost at sea. On 10 January LT MICHAEL T. MCCORMICK and LTJG ROBERT A. CLARK, VA-115 were declared missing in action. Total bomb damage assessment during line period 4-23 January included the following:

- 116 Secondary Explosions
- 37 Sustained Fires
- 7 Water Borne Logistics Crafts Destroyed and 1 Damaged
- 1 Pier Damaged
- 2 Railroads Cut
- 9 Road Cuts
- 5 Bridges Destroyed
- 1 Bridge Approach Cratered
- 7 Trucks Destroyed and 12 Damaged
- 2 Tanks Damaged
- 2 River Fords Cut
- 1 Hangar Destroyed
- 3 Bamboo Rocket Launchers Destroyed
- 44 Buildings Destroyed and 16 Damaged
- 112 Bunkers Destroyed and 4 Damaged
- 9 Trenchlines Cut
- 96 Foxholes Destroyed
- 1 Supply Area Destroyed

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USS MIDWAY departed Yankee Station enroute Cubi Point on 24 January and arrived on 25 January. On 2 February the ship again departed Cubi Point enroute Yankee Station. On 3 February ADR3 WILLIAM S. STRINGHAM, VAW-115 was lost at sea. On 4 February USS MIDWAY commenced its ninth and final line period which lasted through 9 February. Since the peace agreement applying to Vietnam had been signed, the only targets authorized for strikes were in Laos. Bomb damage assessment for this line period included the following:

- 23 Secondary Explosions
- 16 Sustained Fires
- 5 Trucks Destroyed and 9 Damaged
- 1 Bulldozer Destroyed and 1 Damaged
- 2 Roads Cut
- 16 Bunkers Destroyed
- 4 Gun Positions Destroyed and 2 Silenced
- 1 Building Damaged
- 1 Tank Destroyed and 1 Damaged
- 1 Stack of Supplies Destroyed

On the 9th of February USS MIDWAY departed Yankee Station for the ninth and final time during the cruise after 205 days on Yankee Station. The ship arrived at Cubi Point on 10 February and departed on 15 February enroute to Alameda. On 26 February USS MIDWAY anchored at Pearl Harbor to off-load ammo and take on fuel. Commander Western Sea Frontier visited the ship prior to its departure later on 26 February. The ship arrived at Alameda, California on 3 March, completing a cruise of one week short of eleven months (10 April 1972 - 3 March 1973).

USS MIDWAY remained in cold iron at Alameda until 30 March when she moved across San Francisco Bay to Hunter's Point Naval Shipyard. During the yard period, Chief of Staff Naval Air Force Pacific Fleet visited on 20 April. On 1 June Material Officer Na Naval Air Force Pacific Fleet and Commander Carrier Division One visited the ship. USS MIDWAY held a "fast cruise" on 15-16 June and departed Hunters Point on 18 June to begin sea trials, returning to Hunter's Point on 19 June. On 25 June MIDWAY departed Hunter's Point to perform independent steaming exercises off Northern California, returning to Hunter's Point on 29 June. On 30 June MIDWAY became the first CVA homeported overseas when her homeport was officially changed to Yokosuka, Japan. MIDWAY again departed Hunter's Point on 5 July, arriving at NAS North Island, San Diego on 6 July. On 9 July the ship departed San Diego and commenced refresher training off the coast of Southern California. After completing refresher training USS MIDWAY returned to San Diego on 20 July. The ship departed San Diego on 23 July to commence carrier qualifications.

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At the completion, MIDWAY arrived at NAS Alameda on 1 August for a three day stay. At 0830, 4 August MIDWAY got underway for a "Family Day Cruise", returning to NAS Alameda at 1730 the same day. On 6 August MIDWAY again put to sea for its weapons training exercise which was successfully completed prior to the ship returning to Alameda on 15 August. On 16 August Captain R. J. SCHULTE, prospective Commanding Officer USS MIDWAY, reported on board. USS MIDWAY departed Alameda on 20 August for its operational readiness exercise. Commander Carrier Group One, RADM DAVIS, ORE Chief Observer was aboard MIDWAY on 21, 24 and 25 August. On 27 August the ship returned to Alameda and commenced preparations for overseas movement. Commander Carrier Group Three visited MIDWAY on 29 August and 4 September. On 7 September the Master Chief Petty Officer of the Navy and Commander Naval Air Force Pacific Fleet arrived for the USS MIDWAY change of command. The MCPON presented the Presidential Unit Citation to USS MIDWAY for combat operations in Southeast Asia from 30 April 1972 through 9 February 1973. Following the presentation, Captain R. J. SCHULTE relieved Captain S. R. FOLEY, JR., as Commanding Officer USS MIDWAY.

On 11 September USS MIDWAY departed Alameda enroute to its new homeport of Yokosuka, Japan. The ship entered Pearl Harbor on 17 September where the Deputy Commander in Chief and Chief of Staff Pacific Fleet visited MIDWAY. On 18 September the ship departed Pearl Harbor to perform Mid-Pacific Air Operations, returning to Ford Island on 24 September and moving to Pearl Harbor on 25 September. On 26 September the ship departed Pearl Harbor enroute to Japan. USS MIDWAY was overflown on 4 October by two TU-95 Soviet reconnaissance aircraft while conducting an air wing fly off. The Soviet aircraft were intercepted by MIDWAY fighters at approximately ninety miles and escorted over the ship. USS MIDWAY arrived at its new homeport of Yokosuka, Japan on 5 October, and was visited by Commander Naval Forces Japan. Commander Task Force Seven Seven, RADM MCLENDON, and his staff embarked prior to MIDWAY entering port. USS MIDWAY departed Yokosuka on 17 October and performed air operations in the vicinity of Okinawa. On 20 October Commander Task Force Seven Seven and his Staff embarked. On 21 October Commander Task Force Seven Seven and his Staff disembarked via helo. During air operations on 21 October, 6 members of Carrier Air Wing Five were killed in multiple aircraft accidents. Memorial services were held aboard on 25 October. Fatalities were LTJG EVERETT E. GOODROW, USNR, VA-56, 1ST LT JOT EVE, USMC, and 1ST LT DAVID L. MOODY, USMC, VCMJ-1, DET 101; LT GEORGE A. WILDRIDGE, USN, LTJG WILLIAM J. BATES, USNR and ADJ1 RICHARD H. HALL, USN, HC-1, DET 2. Commander Carrier Group Seven and his Staff departed MIDWAY on 26 October. At the completion of air operations near Okinawa, USS MIDWAY returned to Yokosuka,

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Japan on 29 October. The Commander in Chief Pacific Fleet and Commander Seventh Fleet visited MIDWAY on 9 November, RADM CHARLES F. RAUCH, Assistant Chief of Naval Personnel for Human Goals on 16 November, and RADM ISHINA, Japanese Maritime Self Defense Force accompanied by, RADM H. B. ROGERS, Commander Naval Forces Japan on 24 November. On 26 November, Commander Carrier Group Three embarked and USS MIDWAY departed Yokosuka enroute to Subic Bay and South China Sea operations. On 30 November COMSEVENTHFLT paid a brief visit to MIDWAY by helo from the USS OKLAHOMA CITY. On 1 December a burial at sea ceremony was held for LT RICHARD L. PIERSON, USN, VA-56, who was killed on a routine training flight on 12 November while the ship was inport Yokosuka. After training operations near the Philippines, USS MIDWAY performed at Yankee Station in the Gulf of Tonkin 4 December through 8 December. The ship entered Cubi Point, Philippines on 10 December. USS MIDWAY departed Cubi Point on 12 December and arrived at Yokosuka on 22 December where the ship remained through 31 December 1973. While in transit, CDR C. W. ROE, USN relieved CDR F. L. BOTTENBERG, USN as Executive Officer on 15 December.

C. (S) Special Topics

1. Operations Department

A new AN/WPN-5 Navigational Receiver with data link capabilities for Sin's computer which provides Loran "C" was installed. An AN/SRN-12 Omega navigational phase locked low frequency receiver replaced the AN/SRN-14. AN/SMQ-6V, a weather satellite receiver and tracker were installed. A recorder (RO-402) was added with infra red and APT (Automatic Picture Transmission) capabilities. The unit tracks three satellites; the ESSA-8, WEFAX and NOAA 11. AN/WLR-11 a new instantaneous frequency measuring two-band receiver extends the ship's frequency coverage to 18 GHZ and chances of intercept were increased to approximately 100% within its frequency range. LN-66 a short range (36 mile) navigational radar was added. This provides for more efficient and reliable coastal and harbor navigation. Also added was a quality monitoring set (AN/SSO-65) which furnishes facility controllers (RM's) with a means of analyzing multi-channel broadcast, teletype and audio distortion. This system effectively amplifies trouble-shooting and signal monitoring capabilities. AN-UPR-2(XN-1(V), a radio receiving set which supplies communicators with present ionospheric propagation conditions between our ship and designated shore based transmitting installations was installed. It heightens the ship's ability to properly select frequencies for most successful transmission in the 2-32 MHZ Range. AN/SPN-44 doppler radar replaced the AN/SPN-12. This unit provides air

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speed indication of landing aircraft which aids the landing signal officers (LSO).

2. Engineering Department

MIDWAY's boiler fuel system was converted from residual to distillate fuel in June 1973. The bilge pumping system was also modified so that contaminated waste water can be discharged into a holding tank inport instead of into the water. The ship installed twin agent fire fighting systems in all firerooms and commenced installation in the remainder of the main engineering spaces and installed Survival Support Devices (SSD) in all berthing and main engineering spaces. Conversion of the aqueous film forming foam (AFFF) system to improved third-generation equipment was completed and 2MC general announcing systems were installed throughout engineering spaces. Electronic fuel oil tank level indicating systems were installed in all tanks that overflow directly overboard. Installation of flourescent lighting in all main engineering spaces was commenced. MIDWAY steaming staticstics for 1973 were as follows:

Fuel Oil Consumed - 20 Million Gallons

Feed and Fresh Water Made - 33 Million Gallons

Distance Traveled - 33,750 Shaft Miles

Liquid Oxygen Made - 41,360 Gallons

Air DEPARTMENT

Number of Catapult/Free Deck Launches:

JAN - MAR	1,867
APR - JUN	0
JUL - SEP	2,349
OCT - DEC	1,864
TOTAL	6,080

Number of Arrested Landings:

JAN - MAR	2,259
APR - JUN	0
JUL - SEP	2,401
OCT - DEC	1,883
TOTAL	6,543

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JP-5 Issued in Gallons:

JAN - 3,219,639	JUL - 471,393
FEB - 1,334,017	AUG - 1,771,519
MAR - 145,203	SEP - 1,024,542
APR - 0	OCT - 1,195,145
MAY - 0	NOV - 305,435
JUN - 2,382	DEC - 9,889,588
	TOTAL -11,358,863

4. Aircraft Intermediate Maintenance Department (AIMD)

During 1973, 15,592 aircraft components were processed for repair, 11,709 were returned to supply for issue (RFI) and 3863 were rejected as beyond capability of maintenance (BMC). The ship's assigned C-1A logged 683.6 flight hours and 453 landings of which 73 were arrested carrier landings. Project "Charger Blue" required AN/APR-25 and AN/APR-27 support to be replaced with avionic support equipment for new AN/ALR-45 and AN/ALR-50 in all CVW-5 aircraft, less SH-3G. Project "BeelLine" required the F-4B Aero 1A Avionics Test Benches to be removed and replaced with F-4N Avionics Test Benches. VTAS/SEAMS (Visual Target Acquisition System/Sidewinder Expanded Acquisition Mode) Benches were also added for F-4N support. EKA-3B aircraft avionics and peculiar support equipment were replaced with EA-6A support equipment including AN/APR-25, AN/ASN-66, AN/AP1-103, CP-847A and MF-1 Compass Support. AIMD assumed full support of Attack Carrier Airwing Five by adding a complete inventory of "L" coded ground support equipment previously supplied by the squadron/detachment parent AIMD ashore. Updated Individual Material Readiness List (IMRL) received reported the value of AIMD assigned IMRL Ground Support Equipment (GSE) as \$19,385,372.

5. Communications Department

Message Traffic Volume:

<u>Month</u>	<u>Incoming</u>	<u>Outgoing</u>	<u>Total</u>
JAN	21,545	5,669	27,214
FEB	12,010	3,173	17,183
MAR	4,500 (EST)	1,050 (EST)	5,550 (EST)
APR	TOTALS MAR THRU JUN ESTIMATED 4,500 IN,		
MAY	1,050 OUT. COMM GUARD HELD BY NAS ALAMEDA		
JUN	AND HPNSY DURING STAND-DOWN AND RAV.		
JUL	5,942	1,932	7,874
AUG	8,215	2,671	10,886
SEP	6,946	2,310	9,256
OCT	13,190	3,589	16,779
NOV	9,693	1,999	11,692
DEC	16,844	4,221	21,065

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Traffic totals increased sharply in October right after inchoption SEVENTHFLT and again during December line period. New equipment installed during 1973: AN/WSC-5 Tactical Satellite Comm System, improves communications reliability; AN/UPR-2 (XN-1(V) Ionospheric Sounder, enables more scientific selection of high frequencies (see Operations Dept entry); AN/SSQ-85 quality control console which enables facilities control operator to monitor quality circuits.

6. Weapons Department

The Following Ordnance was Expended During 1973:

<u>Name</u>	<u>Quantity</u>
7162 Small Arms Ammo	4,500
38 Caliber Ball Ammo	14,650
20mm Live Cartridges	11,160
20mm Target practice	6,170
CBU Cluster Bombs	226
MK82 500 LB Bombs	7,484
MK83 1000 LB Bombs	185
Decoy Flares	323
Signal Illumination Flares	3 39
MK45 Parachute Flares	200
DST Mine Kit	108
Sparrow III Missile	6
Shrike Missile	3
Sidewinder Missile	5
Walleye Guided Bomb	4
MK76 Practice Bomb	3,392
22 Caliber Small Arms Bullet	30,000
45 Ball (Small Arms)	20,400
7162mm Ball (Small Arms)	780
5"/54 High Capacity Projectile	12
5"/54 Target Projectiles	12
Marine Marker, MK58	34
White Smoke Grenade	8
Yellow Smoke Grenade	13
Red Smoke Grenade	12
Distress Signals	24
MK106 Practice Bomb	70
MK82 Inert 500 LB Bomb	140
MK84 Inert 2000 LB Bomb	6
MK45 Paraflare	130
MK83 Inert 1000 LB Bomb	11
MK83 Live Bombs	28

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7. Deck Department

MIDWAY accomplished 16 receiving unrepes and 7 deliveries during 1973:

<u>MIDWAY Rec</u>		<u>MIDWAY Del</u>
AOE - 5		DE-3
AF-2		DD-3
AOR-5		DDG-1
AE-1	TOTAL	- 7
AO-2		
TAO-1		
TOTAL - 16		

8. Navigation Department

Equipment Changes: During the Hunter's Point Yard period (MAR - APR 73) the Pathfinder Radar on the Bridge was replaced with the New LN-66 Radar and a new Omega (AN/SRN-12) was installed. Prior to departing Conus a Loran C Set was received from the Ticonderoga (CVA-14) and was installed in December 1973. (See Operations Dept entry also).

9. Supply Department

On the 28th of November 1973, S-6 (Aviation Stores) and S-1 (General Stores) Shipping and Receiving were combined into a single operation. On 21 December, the new Walk-in Store opened for business. In September, the policy of placing all laundered Khaki Shirts on clothes hangers was inaugurated. The Hobby Shop was opened in August, and the Clothing and Small Stores was expanded to include foul weather jackets (cold weather type). Also the Sales Division was given a monopoly on coke sales with the proceeds going to the Welfare and Recreation Fund. The Enlisted JUMPS Leave Conversion was put into effect during November. The Wardroom was renovated and improved.. A false overhead, False bulkheads, bulletin board/partition combination, and a new speaker system were added. The Wardroom Lounge underwent changes in which chairs and couches were upholstered, overhead replaced and a brass bar that separates the game area was installed. The concept of a mess treasurer/mess caterer was instituted with a Supply Officer as mess treasurer and a line officer as mess caterer. Prior to this change a Supply Officer held both duties. On 9 September S-7 Division replaced its complement of IBM Key punches (7) with UNIVAC Key punches (U-1710, U-1701). S-2 Division made extensive plans toward renovation of Forward and After Gallies.

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10. Medical Department

Outpatient Visits	20,992
Inpatient Visits	1,230
Laboratory Tests	13,114
Pulmonary Function Studies	7,639
Audiograms	7,630
ECG'S	230
Pharmacy Units	19,435
X-Ray Film Exposures	6,377
Refractions	689
Spectacles Ordered	1,169
Total Physical Examinations	1,744
Surgical Procedures	75
Total V.D. Cases	796

11. Dental Department

During 1973, a total of 7,475 patients were treated. A total of 22,741 Dental procedures were completed on these patients which included restorative treatment, surgery and preventive denistry.

12. Executive Department

There were no major changes in the structure or equipage of the Executive Department in 1973. Between 15 April and the end of refresher training on 26 July the ship had 584 personnel gains and 489 losses, for a turnover percentage of 23.4% (based on a population of 2290) from 27 July until 15 December there were 851 gains and 992 losses, for a turnover percentage of 42.1%. Educational programs aboard MIDWAY were greatly expanded during 1973. Approximately 480 GED (General Educational Development) Tests were given. CLEP (College Level Examination Program) Tests, used by civilian institutions to grant college credits to entering students were also widely administered. Approximately 300 CLEP Tests were given during 1973. A High School Diploma Program, Pre-discharge Education Program (PREP) had 60 students enrolled during 1973. 190 students successfully completed college courses given aboard MIDWAY through the Program Afloat College Education (PACE) Program.

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PART II



By virtue of the authority vested in me as President of the United States and as Commander-in-Chief of the Armed Forces of the United States, I have today awarded

THE PRESIDENTIAL UNIT CITATION (NAVY)

FOR EXTRAORDINARY HEROISM TO

USS MIDWAY (CVA-41)

and

ATTACK CARRIER AIR WING FIVE (CVW-5)

For extraordinary heroism and outstanding performance of duty in action against enemy forces in Southeast Asia from 30 April 1972 to 9 February 1973. During this crucial period of the Vietnam conflict, USS MIDWAY and embarked Attack Carrier Air Wing FIVE carried out devastating aerial attacks against enemy installations, transportation, and lines of communications in the face of extremely heavy opposition including multi-calibre antiaircraft artillery fire and surface-to-air missiles. Displaying superb airmanship and unwavering courage, MIDWAY/CVW-5 pilots played a significant role in lifting the prolonged sieges at An Loc, Kontum, and Quang Tri and in carrying out the concentrated aerial strikes against the enemy's industrial heartland which eventually resulted in a cease-fire. By their excellent teamwork, dedication, and sustained superior performance, the officers and men of MIDWAY and Attack Carrier Air Wing FIVE reflected great credit upon themselves and upheld the highest traditions of the United States Naval Service.

Richard Nixon