# 1970

USS RANGER (CVA-61) FPO San Francisco 96601



From: Commanding Officer, USS RANGER (CVA-61) To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) USS RANGER (CVA-61) Command History for 1970

1. In accordance with reference (a), the Command Historical Report for 1970 is submitted as enclosure (1).

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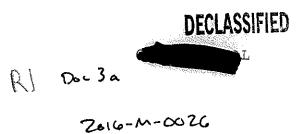
Copy to: CNO (OP-09B9) CINCPACFLT (02H) COMSEVENTHFLT COMCARDIV NINE PACFLT PAO Det WestPac

Department of the Navy SU. SU \$552 DON/AA DRMD Date: <u>7/20-76</u> Authority: EO 13526 Declassify: <u>×</u> Deny in Full: Declassify in Part:
Reason:



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CVA61/30 5750

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## USS RANGER HISTORICAL REPORT - 1970

## PART I

# 

## <u>January</u>

1	Special Operations (SPECOPS) Yankee Station.	
2	SPECOPS. A6A lost in combat. Crewmembers declar in action.	ed missing
3	SPECOPS. VA-56 crewmember sucked into the intake Died at a Danang hospital 6 January 1970.	of an A7,
4	SPECOPS,	
5	Departed Yankee Station enroute Sea of Japan (SOJ	)
69	Enroute SOJ at reduced speed of advance due to he	avy seas.
9	Carrier qualifications for VRC-50, VC-5 and VQ-2.	
10	SOJ Operations.	
11	SOJ Operations, F4J over-rotated off catapult an Radar Intercept Officer ejected and recovered; pi sea.	
12-13	SOJ Operations.	1.111 1.111
14	1315, moored Sasebo, Japan.	
15-23	In-port Sasebo for upkeep.	
24	0922, underway, enroute Okinawa Operating Area.	
25-26	Flight operations Okinawa Area.	
27-29	Enroute Yankee Station.	SSIFIED IN FULL
30-31	SPECOPS Yankee Station. Authority Date:	y: EO 13526 d by DON/AA DRMD
February		
1-4	Special Operations (SPECOPS) Yankee Station	
5	SPECOPS, A7B crashed ahead of ship; pilot lost a	t sea.
	2	na stadio produktiva stali s



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CHRONOLOGY (cont'd)

#### February

6 SPECOPS. AGA lost to enemy fire over Loas. Both crewmembers rescued by Jolly Green SAR helicopter.

uper internation

- 7-12 SPECOPS,
- 13 SPECOPS. Completed underway replenishment with USS HASSAYAMPA (A0-145), USS HARS (AFS-1) and USS CHARA (AE-31).
- 14-17 SPECOPS.
- 18 Enroute Subic Bay, Republic of the Philippines.
- 19 0612, moored Subic Bay. 2200, underway, enroute Hong Kong, BCC.
- 20 Enroute Hong Kong, BCC.
- 21 Delayed entering Hong Kong Harbor due to heavy fog. Anchored at 1615.
- 22-26 Anchored Hong Kong, BCC Harbor.
- 27 0800, underway, enroute Yankee Station.
- 28 Type Training enroute Yankee Station. A6A caught fire; crewmembers ejected and were safely recovered.

#### March

25-31

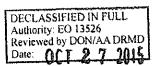
- 1-8 Special Operations (SPECOPS) Yankee Station.
- 9 SPECOPS. Contact lost with F4J shortly after passing overhead; aircraft and crewmembers presumed lost at sea.

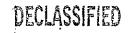
10-19 SPECOPS.

- 20 SPECOPS. Enroute Sasebo, Japan.
- 21-23 Enroute Sasebo.
- 24 1024, moored Sasebo.
- . . . .
  - In-port Sasebo.

and a construction of the second of the second s

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# CHRONOLOGY (cont'd)

18-22	Enroute Alameda,
17	1004, underway, enroute Alameda, California.
15-16	In-port Subic Bay.
14	0734, moored Subic Bay.
13	Enroute Subic Bay, State Contraction of the Subic Bay
<u>12</u>	SPECOPS. Enroute Subic Bay, Republic of the Philippines.
10-11	SPECOPS.
9	SPECOPS. A7B lost at sea after arresting cable dropped from tail hook; pilot recovered by helo, uninjured.
1-8	Special Operations (SPECOPS) Vankee Station,
May	
18-30	SPECOPS.
17	Special Operations (SPECOPS) Yankee Station,
15 <b>…1</b> 6	Enroute Yankee Station.
14	Participated in Exercise BLUE SKY (Taiwan Area).
13	Flight operations enroute Okinawa Operating Area.
12	1029, underway, enroute Okinawa Operating Area.
7-11	In-port Sasebo, Japan effecting repairs to boilers.
6	Unable to get underway as scheduled due to casualty to boilers 3A and 3B.
1-5	In-port Sasebo, Japan.
April	



# CHRONOLOGY (cont'd)(...)

May			
26-30	Enroute Alameda.		
31	CVW-2 Fly-off. Street to the measured text of a fifther of the set		
June			
1	1030, moored U. S. Naval Air Station, Alameda, California.		
2	COMNAVAIRPAC debrief.		
3-7	In-port Alameda.		
8	0802, underway, enroute to anchorage for ammunition offload. Moored Hunters Point Naval Shipyard at 1709.		
9-12	Restricted Availability (RAV).		
13	Moved to drydock.		
14-19	RAV.		
20	Captain Joseph L. COLEMAN, USN relieved Captain Joe P. MOORER, USN as Commanding Officer, USS RANGER (CVA-61).		
21-30	RAV.		
July			
1	Restricted Availability (RAV) Hunters Point Naval Shipyard. Administrative control of USS RANGER shifted from COMCARDIV THREE to COMCARDIV NINE.		
2-13	RAV.		
14	Flooded drydock.		
15	Underway from drydock to Berths 3 and 4, Hunters Point Naval Shipyard.		
16-29	RAV.		
30-31	Fast Cruise.		
	5		
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# CHRONOLOGY (cont'd)

August			
1-3 Restricted Availability (RAV) Hunters Point Naval Shipard.			
4	Sea Trials delayed due to boiler and forced draft blower problems.		
5	Dock Trials.		
	RAV. Characteristic constant of the second of the second of 1756		
10	0846, underway for Sea Trials. Returned to NAS Alameda at 1756.		
11	1003, underway for Type Training in Southern California (SOCAL).		
12-13	Enroute SOCAL.		
14 <b>14</b>	1644, moored U. S. Naval Air Station, North Island (NORIS), California.		
15-16	In-port San Diego,		
17	In-port San Diego; commenced Interin Refresher Training (INTRFT).		
18	Fast Cruise.		
19	In-port San Diego.		
20	1458, underway for OPAREA.		
21	INTRFT. Practice battle problem; returned to NORIS at 1503.		
22-23	In-port San Diego. 1989 - 1999 - 19		
24	1211, underway for practice battle problem with COMFLETRAGRU SDIEGO observers embarked.		
°⊗ <sup>reversed</sup> 25 <b>27</b>	INTRFT SOCAL.		
28	INTRFT. Returned to NORIS at 1832. Case 18 200000000000000000000000000000000000		
29 <b>–3</b> 0	In-port San Diego.		
31	0925, underway for INTRFT. Enroute Alameda, California after final battle problem, Conducted search and rescue operations for four men blown overboard from USS CHOMANOC (ATF-100). Two		
	6		

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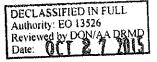


August

#### CHRONOLOGY (cont'd)

#### heloed to RANGER, one died on arrival. Remaining two men lost at sea. Nuclear Technical Proficiency Inspection (NTPI). September Enroute Alameda. NTPI. 7 1422, moored NAS Alameda. Assigned Restricted Availability 2 (RAV) status to effect boiler downcomer repairs and simultaneous replacement of two MK 19 Gyros. MTPI. RAV. Weapons Safety Inspection. NTPI. 3-4 RAV. RADM D. W. COOPER, USN relieved RADM W. R. Mc CLENDON, 5 USN as COMCARDIV NINE on-board USS KITTY HAWK at NAS North Island. 6-7 RAV. RAV. Pre-deployment boiler inspection. 8-11 RAV Technical Standards Inspection. 11-13 RAV. Supply Inspection. 14-15 COMNAVAIRPAC Pre-deployment Conference. 16 RAV. 1022, underway for air operations in Southern California 17 (SOCAL). CVW-2 fly-on. Air operations enroute SOCAL. 18 19-22 Air operations/carrier qualifications SOCAL. Commenced Readiness and Operational Evaluation (ROPEVAL 4-70); 23 COMCARDIV THREE embarked. ROPEVAL 4-70. 24-26 ROPEVAL 4-70. RA5C tail hook broke while landing. Crew-27 members and aircraft lost at sea. obs algorith 187 (Madally, Addedd - Stania) (181 (Argebra, 189) 28 ROPEVAL 4-70. (1997–1818) CONTRACTOR of Academics shall not able the

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CHRONOLOGY (cont'd)

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September	
<b>29</b> - 19900 - 19900 - 19900 - 19900 - 1990 - 1990 - 1990 - 1990 - 1990	ROPEVAL 4-70. Electronic Warfare Technical Proficiency In- spection (EWTPI).
30	Commenced Operational Readiness Inspection. EWTPI.
$\underline{\text{October}}$	a success and the success of a success of a star success of a success of a success of the success of a
1∞4.	Operational Readiness Inspection (ORI). Electronic Warfare Technical Proficiency Inspection (EWIPI).
5	Enroute Alameda. ORI Critique, EWIPI. CVW-2 flj-off. A- rrived NAS Alameda 1515.
6	Preparation for Overseas Movement (POM).
7-9	POM. Administrative Inspection conducted by COMCARDIV THREE.
10-12	
13-15	POM. Attack Aviation Conference.
16-26	POM。 Constant of Spectrum and American and American States (SOSA) And American American States and American American American American American American American American America
27	1000, underway, enroute Pearl Harbor, with COMCARDIV NINE and CVW-2 embarked. Commenced RANGER's sixth WESTPAC combat cruise.
28 <b>29</b>	Enroute Pearl Harbor.
30	Enroute Pearl Harbor. Completed transition to the "Uniform Carrier Supply System."
31	Enroute Pearl Harbor.
	ini (geogel Cypersterov (SéBCOS) (select of ettal)
<u>November</u>	
1	Air operations mid-Pacific (MIDPAC).
2	Air operations MIDPAC. A7E hit ramp, slid to midship and caught fire. Immediately extinguished and pilot rescued.
3	Operational Readiness Evaluation.
4	Air operations MIDPAC. Moored Pearl Harbor, Hawaii at 1403.
	8

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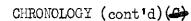


# CHRONOLOGY (cont'd)

<u>November</u>	
<b>5</b>	In-port Pearl Harbor. WESTPAC Pre-deployment Conferences.
6	0808, underway, enroute Subic Bay, Republic of the Philippines.
7	Enroute Subic Bay.
8	No. 1 shaft turned one million trouble-free revolutions.
9	Lost due to transit of International Date Line.
10	Enroute Subic Bay.
11	CHOP COMSEVENTHFLT.
12-14	Enroute Subic Bay.
15	Relieved USS AMERICA (CVA-66).
16	0733, moored Subic Bay. WESTPAC Pre-SPECOPS Briefings. COMCARDIV NINE embarked.
17	0804, underway for type training. Typhoon PATSY forced post- ponement of type training. Enroute Yankee Station. Enroute Yankee Station.
. –	
19	Special Operations (SPECOPS) Yankee Station, First day of the first line period.
20-30	SPECOPS. The second state of the second state
December	
1-2	Special Operations (SPECOPS) Yankee Station.
3	SPECOPS. Pilot ejected from A7E at fuel exhaustion and re- covered by SAR helo. articles and re-
<b>4–10</b> ed	SPECOPS.
11	SPECOPS. Participated in Exercise Beacon Tower Six. Hosted USO Show (Wendy and the Arizona Home Grown).
12-13	SPECOPS. Exercise Beacon Tower Six.

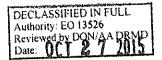
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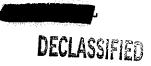
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#### December

- 14 SPECOPS.
- 15 SPECOPS. C2A crashed ten seconds after catapult launch. Crew of four and six passengers dead.
- 16 SPECOPS. EKA-3B crashed into port catwalk upon arrestment. No crewmember injuries.
- 17 SPECOPS. Enroute Subic Bay.
- 18 Enroute Subic Bay. Mass casualty drill.
- 19 0859, moored Alava Wharf, Subic Bay.
- 20-25 Upkeep Subic Bay.
- 26 1207, underway for Yankee Station.
- 27 Type training enroute Yankee Station.
- 28 SPECOPS. Pilot of A7E ejected following loss of oil pressure during combat mission and was rescued by Jolly Green SAR helo.
- 29-31 SPECOPS.







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#### COMMAND ORGANIZATION AND RELATIONS

- (U) During the period of this report USS RANGER was commanded by Captain Joe P. MOORER, USN from 28 June 1969 to 20 June 1970; by Captain Joseph L, COLEMAN, USN from 20 June 1970 to present.
- (U) U. S. Naval Air Station, Alameda, California is the homeport of the USS RANGER (CVA-61),
- ( RANGER's primary mission during 1970 was to provide carrier air support in Vietnam. One exception was the period 12-13 April when aircraft from RANGER were used in support of the Republic of Korea.
- (U) Rear Admiral J. C. DONALDSON, JR., USN, Commander Carrier Division THREE, was embarked as Commander Attack Carrier Striking Group from 1 January - 14 May. RANGER chopped to COMFIRSTFLT on 23 May.
- (U) During the Restricted Availability (RAV) period (9 June 9 August) RANGER was under the operational control of COMNAVAIRPAC.
- (U) While undergoing Refresher Training (17 August 1 September) RANGER was under the operational control of COLFLETRAGRUSDIEGO. Upon completion of training, operational control shifted to COMFIRSTFLT.
- (U) Rear Admiral L. B. MCCUDDIN, USN, COMCARDIV THREE was embarked as Commander Attack Carrier Strike Forces from 23 September - 29 September while RANGER was participating in Readiness and Operational Evaluation 4-70.
- (U) RANGER chopped to COMSEVENTHFLT on 11 November. On 16 November Rear Admiral D. W. COOPER, USN, COMCARDIV NINE embarked and assumed Commander Attack Carrier Strike Group.
- During the period 1 January 31 May Attack Carrier Air Wing TWO, Commanded by Captain Allen E. HILL, USN (1 January - 16 May) and Commander Jesse E. McKNIGHT, USN (16-31 May) was embarked in RANGER. During this period CVW-2 was comprised of the following squadrons:

SQUADRON AIRCRAFT Fighter Squadron 21 and the mergel endoged the state 13 off. Fighter Squadron 154 was depaided to the Maddall associated 13 F4J and and the second bus setting is the - 1999 (1996) (1997) (1999) • 2005 **14 ≤A7B** 

Attack Squadron 56

Attack Squadron 196

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# reclassified COMMAND ORGANIZATION AND RELATIONS (cont'd)

A MOTIVERS SQUADRON DOTTO MOST DE DE DE CARDER COLADERS	AIRCRAFT
Attack Squadron 93 Edited and the second state of the second state	
Carrier Air Early Warning Squadron 115	
Tactical Electronics Squadron 134 Helicopter Combat Support Squadron 1 DET 8	an all a station
Fleet Composit Squadron 3 DET B substant of a state	SPRA
When RANGER deployed on 27 October Attack Carrier again embarked. During the period 27 October - 3 was commanded by Captain Jessie E. McKNIGHT, USN a of the following squadrons:	1 December CVW-2 and was comprised
SQUADRON Fighter Squadron 21	in en seinstêge in en e
Fighter Squadron 154 Casado adam candedatada a	13 F4J
Attack Squadron 25	13 A7E
Attack Squadron 113	13 A7E
Attack Squadron 145	8 A6A 8 A6C
Reconnaissance Attack Squadron 1	
Carrier Air Early Warning Squadron 111 DET 34	
Tactical Electronics Squadron 134	3 <b>EKA3</b> B

2 KA3B Helicopter Combat Support Squadron 1 DET 1 3

(U) As of 31 December RANGER had a complement of 134 Officers, 2483 Enlisted and 14 civilians. CVW-2 had a complement of 237 Officers, 1774 Enlisted and 10 civilians.(1)

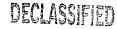
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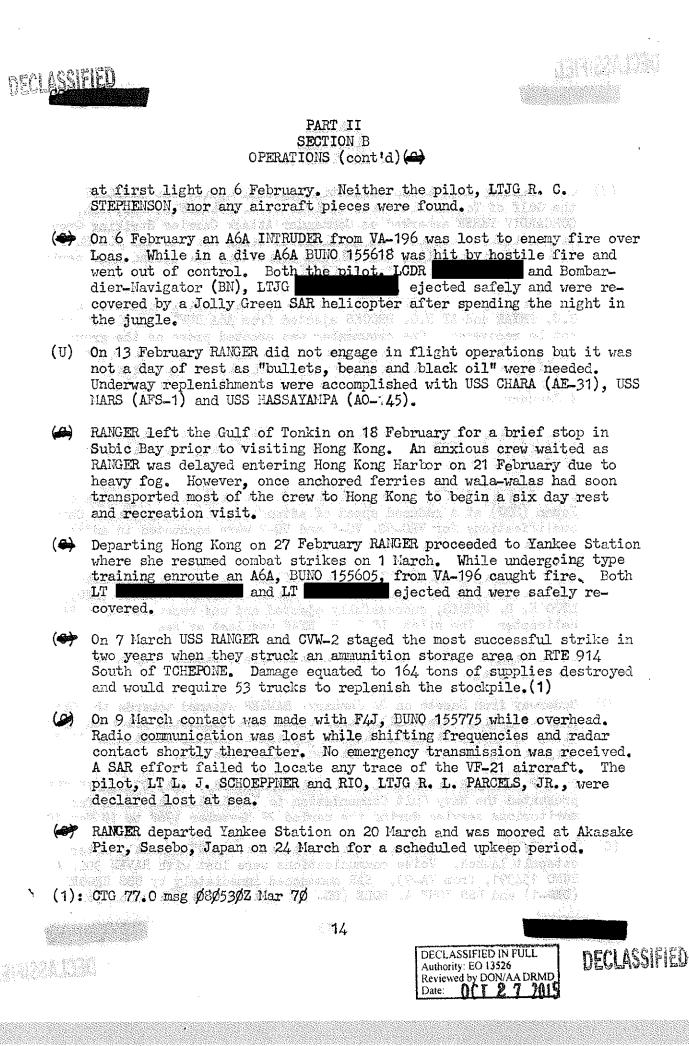


- (U) On 1 January RANGER was conducting Special Operations (SPECOPS) in the Gulf of Tonkin with Rear Admiral J. C. DONALDSON, JR., USN, COMCARDIV THREE embarked as Commander Attack Carrier Striking Group. It was back to business as usual after being host to the BOB HOPE SHOW on Christmas Eve. RANGER was completing the second line period of her fifth combat cruise to WESTPAC.
- ( ) On 2 January an A6A INTRUDER from VA-196 was lost in combat. LT B.C. FRYAR and LT N.G. BROOKS ejected from A6A BUNO 152937 but could not be recovered. One crewmember was spotted prone on the ground but the intensity of fire prevented pick-up. Search and rescue operations (SAR) were discontinued due to darkness and resumed on 3 January. Both crewmembers were declared missing in action on 4 January.
- (U) On 3 January AO3 J. F. BRENNAN, JR. of VA-56 was sucked into the intake of an A7 CORSAIR. He was flown to a Danang hospital where he died on 6 January.
- ( On 5 January RANGER departed Yankee Station enroute to the Sea of Japan (SOJ) at a reduced speed of advance due to heavy seas. Carrier qualifications for VRC-50, VC-5 and VQ-2 were conducted in addition to normal CVW-2 flight operations.
- ( On 11 January a F4J PHANTON, BUNO 155750, from VF-154 over-rotated off the catapult and crashed. The Radar Intercept Officer (RIO), LTJG , successfully ejected and was recovered by a RANGER helicopter. The pilot, LT T. P. RYAN was lost at sea.
- (U) On 14 January RANGER moored at Akasake Pier, Sasebo, Japan for nine days of upkeep.
- ( Underway from Sasebo on 24 January, RANGER steamed towards the Okinawa Operating Area where flight operations were conducted prior to transiting to Yankee Station. RANGER arrived on Yankee Station on 30 January and combat operations were once again resumed.
- (U) On 4 February Rear Admiral J. C. DONALDSON, JR., USN, COMCARDIV THREE presented the Navy Unit Commendation to USS RANGER and CVW-2 for meritorious service during the period 29 November 1968 to 10 May 1969.
- On 5 February a flash was observed ahead of RANGER shortly after a catapult launch. Voice communications were lost with RAVEN 302, A7B, BUNO 154391, from VA-93. SAR commenced immediately by USS BROOKE (DEG-1) and USS JOHN A. BOLE (DD-755) with two RANGER helos joining

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#### PART II SECTION B

# OPERATIONS (cont'd)

ators and associated governors, overhaul of the special frequency turbo generators, repair of the port rudder, replacement of No. 4 propeller, repair of forced draft blowers, repair of catapults, repair of arresting gear, refurbishment of all air search radar antennas, repair of RAS winches and weapons handling elevators. In addition, many auxiliary machinery units were overhauled by ship's force.

The major ship alterations accomplished during the two month availability were:

a. Installation of U-1500 ADP equipment (S/A 2823) to replace the IBM 407 accounting system.

b. Addition of digital SINS Mods to SNAIAS System (S/A 3531 PART).

c. Provide additional aircraft electrical servicing stations (S/A 3617).

d. Provide A6C TRIM Support Facilities (S/A 3551).

e. Provide A7E Support Facilities (S/A 3395).

f. Install improved fire fighting systems for machinery rooms (S/A 3364).

- (U) On 10 August RANGER was underway for Sea Trials and returned to NAS Alameda upon completion. Pre-deployment training commenced the following day as RANGER was underway for type training in the Southern California (SOCAL) OPAREA.
- (\* RANGER was in-port NAS North Island, California from 14 to 20 August prior to getting underway for the at-sea portion of Interim Refresher Training (INTRFT). A total of 792 exercises were conducted during the training period of which 663 were graded satisfactory or better.(1) Almost a year of man-days of observation and instruction were provided to the ship by CONFLETRAGRUSDIEGO observers. RANGER received the following grades on the Final Battle Problem conducted 31 August:(2)

Ship Control	90.00	Weapons/Missiles	78,00
Navigation	91.00	Engineering	55,00

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- (1): Exhibit 7

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#### PART II SECTION B OPERATIONS (cont'd)(

- (\*) RANGUR was unable to get underway as scheduled on 6 April due to a casualty to boilers 3A and 3E. The next five days were spent in port effecting boiler repairs.
- (\*) Underway for the Okinawa Operating Area (OPAREA) on 12 April, RANGER participated in Exercise BLUE SKY on 14 April. Departing the Okinawa OPAREA on 15 April, RANGER returned to Yankee Station where she resumed combat strikes for the last line period of the 1969-1970 deployment.
- (c) On 9 May A7B, BUNO 154555 was lost at sea after the arresting cable dropped from the CORSAIR's tail hook. The VA-93 pilot, LCDR
- (\*) RANGER completed the combat operations of her fifth Vietnam deployment 12 May. After off-loading the transferable Yankee Team assets in Subic Bay, she proceeded to her homeport in Alameda, California on 17 May. On 31 May the Air Wing aircraft were flown off to their respective home bases. The following day, RANGER arrived in Alameda, completing her ninth cruise to the Western Pacific. (1/2)
- (U) RANGER was underway again on 8 June to Hunters Point Naval Shipyard and commenced a two month Restricted Availability (RAV) on 9 June.(3)
- (U) On 20 June Captain Joseph L. COLEMAN, USN relieved Captain Joe P. HOORER, USN as Commanding Officer, USS RANGER (CVA-61).(4) Ceremonies were conducted onboard RANGER. Distinguished guests were VADM W. F. BRINGLE, USN, COMMAVAIRPAC; RADM L. B. McCUDDIN, USN, COMCARDIV THREE; and RADM J. FERRIS, USN, COMFAIRALAMEDA.(5)
- (U) On 1 July administrative control of RANGER was shifted from COMCARDIV THREE to COMCARDIV NINE.
- (U) RANGER'S RAV was completed on 9 August. The total cost of repairs accomplished by the shipyard was approximately \$4,000,000. Major repair work accomplished during this period included extensive boiler re-work which accounted for nearly one quarter of the overhaul funds expended. Other major work items were the replacement of No. 1 Main Engine Low Pressure Turbine, overhaul of ship's service turbo gener-

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(3): Exhibit 4 (4): Exhibit 5 (5): Exhibit 6	ng stand and an an the stand	· (13) · · · · · (13) · · (14) · · · · · · · · · · · · · · · · · · ·		
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#### PART SECTION B OPERATIONS (cont'd) (

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While enroute Alameda on 31 August, RANGER received notification from the USS CHOWANOC (ATF-100) that four men were blown overboard during IX304 (ATLANTA) experiment in the vicinity of Pyramid Point, San Clemente Island. USS CHOWANOC was conducting launch and underwater high explosive tests. Upon detonation of charge, the winch of LCM-6 (from which the charge was streamed) broke loose and carried the following men overboard, (1/2)

YN1 B. J. WHITE	USS ATLANTA CONSISTENCE AND A CONSISTENCE
PH2 R. HERRICK	Combat Camera Crew, NAS SDIEGO
G. R. JACKSON	Shop 38, Hunters Point Naval Shipyard
J. MALLORY	Shop 72, Hunters Point Naval Shipyard
and the second	

RANGER assumed on-scene command and coordinated the SAR. YN1 WHITE and G. R. JACKSON were recovered and heloed to RANGER. XN1 WHITE was dead on arrival and Mr. JACKSON was treated for a broken leg. USS BRADLEY (DE-1041), with CONDESRON 21 embarked, relieved RANGER as on-scene command and RANGER proceeded enroute Alameda. (3) After a 200% DATUM coverage had been affected, the SAR was terminated at 011000T and PH2 HERRICK and Mr. J. MALLORY were declared lost at sea. Units participating in the SAR were:

USS RANGER (CVA-61) USS CHOWANOC (ATF-100) USS KITTY HAWK (CVA-63) USS BRADLEY (DE-1041) a set could be an adamagila be appeared allowed optimized

USS TRIPOLI (LPH-10) HC-5 where have a showing CGAS SDIEGO

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Date:

(U) RANGER returned to Alameda on 2 September and was assigned a RAV status to repair downcomer tube defects (Boilers 3B & 4B) and effect the simultaneous replacement of two Mark 19 Gyros.

There is the subscription of the subscription

On 16 September the COMMAVAIRPAC Pre-deployment Conference was held (บ) at COHNAVAIRPAC Headquarters, San Diego. RANGER's Type Commander and COMCARDIV NINE were provided with a resume of carrier/air wing readiness for extended deployment with particular attention directed on matters that had an adverse impact on readiness.

(1): USS CHOWANOC (2): USS CHOWANOC	Ø1Ø255Z Sep <b>7Ø</b> Ø1Ø8Ø5Z Sep 7Ø Ю Ø1Ø646Z Sep 7Ø		
(3): FACSFAC SDIE	0 Ø1Ø646Z Sep 7Ø		
	80 <b>17</b>		
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#### PART II SECTION B OPERATIONS (cont'd) (?

- (e) RANGER was underway again on 17 September enroute SOCAL to participate in Readiness and Operational Evaluation (ROPEVAL 4-70). COM-CARDIV THREE and CVW-2 were embarked in RANGER to participate in the exercise which commenced on 23 September.(1) ROPEVAL 4-70, one of the largest naval operations in recent years, involved 41 U. S. ships, 3 Canadian ships and more than 30,000 navymen. The exercise was designed to train participating units in a sustained hostile multi-threat environment with maximum emphasis on all aspects of electronic warfare; to train for deployment and to evaluate fleet capabilities and limitations.
- (O) On 27 September the tail hook broke off of a RA5C VIGILANTE (BUNO 156629) aircraft from RVAH-1 and the plane went off the angle. The pilot, LCDR R. R. RENNER and Navigator, LT N. E. JOSEPH, were lost at sea.
- (U) RANGER terminated participation in ROPEVAL 4-70 on 29 September and commenced her Operational Readiness Inspection (ORI) on 30 September. While undergoing ORI the USS BENICIA (PG-96) was utilized to plane guard. On 4 October "Little Brother" was brought alongside to replenish her jet engines with JP-5 aviation fuel.(2)
- (U) Following the ORI Critique on 5 October RANGER was enroute Alameda where she began her Preparation for Overseas Movement (POM) on 6 October.
- (U) COMCARDIV THREE was the Chief Inspector for RANGER's Command Inspection 7-9 October.
- (U) RANGER departed Alameda on 27 October for her sixth WESTPAC combat cruise. ADMIN COMCARDIV NINE and CVW-2 were embarked as all eight boilers were available for powering RANGER for the first time in three years.(3)
- (C) RANGER conducted air operations in the mid-Pacific Operational Area from 1 to 4 November and received her Operational Readiness Evaluation (ORE) on 3 November.
  - (1): CTG 170.7 and COMCRUDESFLOT SEVEN ltr ser 069 of 31 Aug 70, Subj: LOI for ROPEVAL 4-70 (U)
    (2): Exhibit 8

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(3): Exhibit 9

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#### PART II SECTION B OPERATIONS (cont'd)(~)

- (C) On 2 November A7E (BUNO 157502) hit the ramp, slid to midships and caught on fire. The fire was immediately extinguished and the VA-25 pilot, LT **extended**, received no injuries.
- (**T**) While in-port Pearl Harbor on 5 November, RANGER personnel attended WESTPAC Pre-deployment Conferences at CINCPACELT and on-board RANGER. The purpose of the briefings was to update RANGER on current WESTPAC operations including intelligence, weather, communications, logistics support, etc.
- (A) RANGER was underway for Subic Bay, Republic of the Philippines on 6 November in company with USS JOHN R. CRAIG (DD-885). After attending WESTPAC Pre-SPECOPS briefings on 16 November RANGER was ready to begin combat operations once again.
- (\*) RANGER departed Subic Bay on 17 November, just in time to avert Typhoon PATSY, and began her first day of the first line period on 19 November.
- (T) On the night of 20-21 November a small force of U.S. soldiers landed 20 miles West of Hanoi in an attempt to rescue American Prisoners of War (POW) while U.S. fighter planes bombed enemy gun and missile sites in North Vietnam. The task force landed in a helicopter at a POW camp which was found to be abandoned. RANGER and CVW-2 conducted diversionary operations over NVN in company with USS HANCOCK (CVA-19) and USS ORISKANY (CVA-34). The level of night operations was the highest ever seen in the Gulf of Tonkin with approximately sixty carrierbased aircraft airborne, all of which were recovered without incident.
- (C) On 3 December A7E (BUNO 157483) of VA-25 was diverted from overhead to Danang. The CORSAIR lost its navigational aids and was unable to find Danang. The pilot, LT \_\_\_\_\_\_\_ ejected at fuel exhaustion and was recovered by a SAR helo.
- (c) RANGER participated in Exercise Beacon Tower Six from 11-13 December.(1) The objective of the exercise was to exercise TF SEVENTY-SEVEN readiness, test specific Task Force responses and to test/develop tactics and supporting communications.
- (\*) On 15 December a C2A GREYHOUND (BUNO 155120) stalled approximately ten seconds after launch and climb from a waist catapult shot and crashed. The twin engine propeller driven aircraft from FLETAC-SUPPRON FIVE ZERO, normally utilized for the delivery of mail and

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#### PART II SECTION B OPERATIONS (cont'd)(5)

personnel from ship to shore, commenced a rapid rate of climb and a high angle of attack before crashing and killing the crew of four and six passengers. Personnel killed:(1)

TTT 110 00 1100010 0100	VRC-50 Pilot	sat sing (e)
LTJG A. J. PIERSANT, JR.	VRC-50 Co-pile	st later to the
ADJ3 J. SZALPA	VRC-50	eerthoug, eetl
ADJ3 C. C. OWENS	VRC-50	2. 网络拉姆拉马
BTCM C. J. DEUSO	MSU DET ERAVO	
AQF2 W. S. STEWART	VA-113	
R. G. DEPERIO (Civ)		ang Shakki séka
A. G. FLORES (Civ)	SRF SUBIC	
P. G. SARMIENTC (Civ)	SRF SUBIC	
P. Q. LOFAMIA (Civ)	SRF SUBIC	•

SAR forces, consisting of USS JOHN R. CRAIG (DD-885), USS GOLDSBOROUGH (DDG-20) and RANGER SH3G, recovered the bodies of AQF2 STEWART and ADJ3 SZALPA.

- (**T** All C2 aircraft were immediately grounded pending determination of the cause of the accident. Interim Yankee Station logistic support was effected by three C1A aircraft operating from Danang.
- (5) Subsequent investigation determined the cause of the accident to be a cargo shift of two 1525 lb generators creating an excess aft center of gravity. All C2 crews were directed to be re-indoctrinated in C2 cargo loading and certification.(2) Upon completion of the re-in-doctrination C2 aircraft were released for unrestricted carrier operations.(3)
- ( On 16 December an EKA-3B SKYWARRIOR (BUNO 147667) from VAQ-134 crashed into the port catwalk upon arrestment. No injuries were received by eny of the crew. RANGER was turning slightly starboard while the A-3 was in its approach and the LSO was unaware of the turn.
- ( RANGER's first Yankee Station Flare Exercise (FLAREX) was conducted on 16 December. Two A-7E CORSAIRS, loaded with flare dispensers, were vectored to the USS JOHN R. CRAIG (DD-885) by an E-1E. The aircraft acquired the JOHN R. CRAIG and her wake on radar 20 MM out and dropped their flares from 4,000 feet. The USS JOHN R. CRAIG termed the FLAREX an "enlightening experience".
  - (1): USS RANGER 150442Z Dec 70
    - (2): COMVAVAIRPAC 171926Z Dec 70
    - (3): CTF SEVEN SEVEN 240406Z Dec 70

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#### PART II SECTION B OPERATIONS (cont'd)(

- RANGER departed Yankee Station on 17 December enroute Subic. As RANGER entered Subic Bay she had been away from Alameda for 53 days with 2<sup>1</sup>/<sub>2</sub> days in-port, including a high speed transit and minimum work-up followed by 23 days of combat operations. Upon arrival in Subic on 19 December RANGER moored at Alava Wharf vice the usual mooring spot at Leyte Wharf in order to be close to the Ship Repair Facility during the short duration of the upkeep period. Poor material condition on deployment, a long at-sea period and a series of casualties combined to overload RANGER's engineering department. Many engineering personnel were standing watch and watch, leaving few manhours available for PMS and causing some concern for the future of the plant. It was essential that the general condition of the engineering plant be improved to the point where a normal level of effort by ship's force could maintain a satisfactory condition of readiness.
- (T) RANGER departed Subic Bay on 26 December enroute Yankee Station to begin her second line period of the deployment.
- (**c**) On the first day of SPECOPS, 28 December, a VA-25 pilot ejected from A7E (BUNO 157509) following loss of oil pressure during a combat mission. LCDR **c**, was recovered uninjured by a Jolly Green SAR helicopter.
- (U) The year 1970 ended the way it began, with RANGER conducting SPECOPS on Yankee Station.

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PART III

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- STATISTICS (😁
- (U) For the year 1970, RANGER was in port 165.9 days and at sea 199.1 days. A further breakdown of in-port and at-sea periods is as follows:

IN PORT	. •	DAYS
Home Port Not in assigned Home RAV - not in Home Po In SEVENTH Fleet		44.3 12.9 62.7 <u>46.0</u>
	Total:	165.9
<u>AT SEA</u>		DAYS
Special Operations Major Fleet Exercise Minor Fleet Exercise Transit		105.1 7.6 35.2 51.2
11011010	n de la Arriga en Novembre	
	Total:	199.1
OPCON CONFIRSTFLT OPCON CONSEVENTHFLT	1749	172 <b>.</b> 3 192 <b>.</b> 7

(U) During the year thirteen pilots made one-thousand landinga as indicated:

LANDING	PILOT	DATE	TYPE A/C	SQDN	DAY/NITE
LANDING 129,000th 130,000th 131,000th 132,000th 132,000th 133,000th 134,000th 136,000th 136,000th 137,000th 138,000th 139,000th	PILOT LT Construction LTJG LTJG CDR LTJG LTJG LTJG LTC LCDR LT LT	04 Jan 02 Feb 11 Feb 03 Mar 14 Mar 18 Apr 27 Apr 06 May 23 Sep 01 Oct 22 Nov	<u>TYPE A/C</u> A6 A7 F4 F4 A5 F4 A7 F4 F4 F4 F4 F4	SQDN VA-196 VA-56 VF-154 VF-154 VF-154 VA-93 VF-154 VF-154 VF-154 VF-21 VF-21	DAY/NITE NIGHT DAY DAY DAY DAY DAY NIGHT DAY DAY DAY DAY DAY
140,000th 141,000th	LT LT	06 Dec 17 Dec	A7 A7	VA-113 VA-25	DAY DAY



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PART III STATISTICS (cont'd)

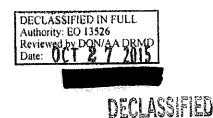
(\*) Nonthly day and night traps, hours flown and sorties were as follows:

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		and the second second	$\sim 10^{-1}$	RAPS
MONTH	FLT HOURS	SORTIES	DAY	NIGHT
Jan	2091,5	963	772	302
Feb	3803.0	1817	1097	834
Mar	4072.7	1813	1117	814
Apr	3805.3	1684	1032	777
May	2144.2	954	615	408
Jun	N/A	N/A	N/A	N/A
Jul	N/A	N/A	n/A	N/A
Aug	II/A	N/A	N/A	N/A
Sep	1757.5	882	955	391
Oct	679.2	315	181	98
Nov	2976.2	1362	1107	308
Dec	4192.5	1830	1153	659
Jun Jul Aug Sep Oct Nov	N/A N/A 1757.5 679.2 2976.2	N/A N/A 882 315 1362	N/A N/A 955 181 1107	N/ N/ 39 30

 (U) The following is a monthly breakdown of all Mode IA, Mode II and Mode III instrument approaches made during the year using the SPN-10 system. (Note that the last column is for the SPN-35)

MONTH	MODE IA	MODE II	MODE III	SPI	<u>1-35</u>
Jan	26	203	125		120
Feb	40	422	326		-
Mar	101	595	408		205
Apr	90	543	374		26
May	28	257	157		387
Jun	-	-	-		
Jul	-		-		. : <b></b>
Aug	0	0	0		64
Sep	4	41	656	÷ .	-
Oct	3	8	224		
Nov	27	356	451		29
Dec	70	324	<u> </u>		
Tota	ls: 389	2749	3397		831
•					12022
Overa	all: 4228				사람이 것

(U) The 1970 total of catapult launches was 12,409 (8,249 day/4,160 night).





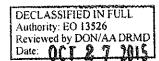
#### PART III STATISTICS (cont'd)

(C) During the year 1970 the Weapons Department received, stowed and issued to the Air Wing, 14,689 short tons of aviation ordnance consisting of MK 80 series bombs, cluster munitions (ROCKEYE II and CBU 24), 20MM, Flares, Air-to-Ground and Air-to-Air Missiles.

<u>TYPE</u> ((	Combat Expedition	s)	QUANTITY
Mk 82			47,959 41,790 6,169 426
Mk 83 Mk 84 Mk 84	Fins Bombs		426 426 4 4
M 904 M 907 346	Fuzes		43,705 1,141 3,328
	Boosters Boosters Delays		1,284 43,721 3,321 6,854
.025 Mk 5 Mk 2	Delays Arm Assy Ctgs		480 3,281 64,287
20MM Nose P			371 129 <b>,</b> 770 3,137
Sup Cup M 990 CBU 24 ROCKEY	E4		3,137 315 1,409 1,427
7E SPAI 9D <b>SI</b> I			4 5 4 2 2
7D SPAL WALLEY	RROW		2

#### (Training Expenditures)

Mk	82	Bombs	1,059
Nk	82	Fins	1,059
Μk	83	Bombs	50
ŀik	83	Fins	50
Mk	84	Bombs	. 4
Νk	84	Fins	4







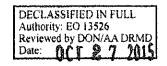


#### PART III STATISTICS (cont'd)(C)

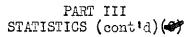
M 904 Fuzes	i sera el es <b>t,113</b> .	entre for a state
T 45 Boosters		
Mk 2 Ctgs		in 1997 de la sécurit de la s
Mk 76's	2,025	
Mk 106's	120	
Mk 4 Ctgs	2,145	
Mk 15 Para Flares	160	

(C) During the year RANGER participated in 102 underway replenishments (UNREPS) out of 199 underway days. Specific statistics are as follows:

	AF/AFS	AOE	AOR	AE	<u>A0</u>	DD
No. of UNREPS	7	16	3	24	34	18
Tons of ordnance brought aboard		6098.2	881.9	10 <b>,</b> 209		
Tons of stores brought aboard	979.0		30			
Tons of fleet freight	10.0	116		20	<b>1</b> 48	
Lifts	1186	4533	745	7,567		
Tons of retrograde		200	125	491		
Lifts of retrograde	82					
Tons of ordnance re- ceived by VERTREP		297				
Gallons of NSFO received		7,236,400	1,519,70	0 19	,043,000	
Gallons of JP-5 received		6,867,600	1,570,90	0 13	,633,100	
Gallons of AVGAS received					56,500	
Gallons of JP-5 backloade	đ				558 <b>,</b> 100	
Gallons of NSFO delivered					1,2	266,300



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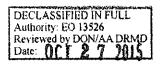
## TOTALS

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NSFO Received	27,799,300 gallons
JP-5 Received	22,071,600 gallons
AVGAS Received	56,500 gallons
Ordnance Received	34,972,200 pounds (17,486.1 tons)
Flect Freight Received	292,000 pounds (146 tons)
Stores Received	2,314,000 pounds (1,157 tons)
Retrograde Returned	1,796,000 pounds (898 tons)
Total Lifts	15,443
JP-5 Backloaded	558,100 gellons
NSFO Delivered to DD's	1,266,300 gallons

(U) Reenlistment rates by month for the year were as follows:

	F	IRST TH	RM		CAREER		
MONTH	ELIG	REEN	PERCENT	ELIG	REEN	PERCENT	
Jan	10	3	30.0	2	2	100.0	
Feb	12	4	33.0	8	7	87.5	
Mar	21	0	0	12	6	50.0	
$\operatorname{Apr}$	38	3	7.89	12	10	83.3	
May	28	8	28.5	13	10	76.9	
Jun	176	4	2.2	17	0	0	
Jul	4	3	75.0	5	4	80.0	
Aug	4 3	3	100.0	7	7	100.0	
Sep	129	3	2.3	6	1	16.6	
Oct	81	1	1.2	1	0	0	
Nov	12	4	33.0	11	10	90.9	
Dec		4	10.0	2	8	<u>0,88</u>	
Totals	554	40	7.22	103	65	63.1	
0veral	l Total	: Elig	ible: 657	Reenlis	sted: 10	5 Percent:	15.9



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	VI MAN <b>PART IV</b> (U) (E-SHER) SIGNOT MALERY	DECLASSIFIED IN FULL Authority: EO 13526 Reviewed by DON/AA DRMD Date: UC 2 2015
	SPECIAL TOPICS (	
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	《四本》(1947年),1947年),1947年),1947年),1947年),1947年(1947年),1947年),1947年(1947年),1947年),1947年)	
(U)	During the period 1 January through 31 December 19' ing awards were received:	70 the follow-
	Campaign/Service: Vietnam Service Medal for servic tiguous waters of Vietnam during 17 November 1969 to 12 May 1970.	ce in the con- g the period
	COLSEVENTHFLT 1tr FF/7/RB:dj set 10 Jul 70 recommended to SECNAV awarded the Armed Forces Expedi- service in support of the Republ the period 12-13 April 1970.	r N1/PD-1889 of that RANGER be tionary Medal for Lic of Korea for
	Individual awards were received for sustained merity by ship's company personnel as follows:	2 grante a ch
	Bronze Star - 7 Navy Commendation Medal - 22 Navy Achievement Medal - 94 CINCPACFLT Letter of Commendation SEVENTHFLT Letter of Commendation <u>ENGINEERING</u>	on – 28 n – 73 – 1 n – 73 – 1 n – 73 – 1 n
<b>(</b> U <b>)</b>	During 1970 RANGER steamed a total of 69,177.7 engi corded by shaft revolution counters.	ne miles as re-
(U)	Boiler hours accumulated for each of the ship's 120 Wilcox boilers during the year were as follows (to boiler since commissioning are also indicated):	0 PSI Babcox and
	<u>1970</u> <u>Since 10 Aug 57</u>	eneral de la companya de la company Recentra de la companya de la company
	1A 3,269.2 44,392.9	
	1B 0 161 0 12 205 1	and a complete of the state of the
	2A 3. 276.9 27.718.5	- 승객 등 가 가 가 가 많다.
	2B 3,697.9 44,561,5	
	3A     3,165.6     44,611.1       3B     3,037.5     52,196.5       4A     3,201.0     45,622.3	aadsoodlaat (11)
	2A 3,201.0 45,622.3	<ul> <li>State of the second seco</li></ul>
	4B <u>3.512.3 46.547.8</u> Totals: 25,821.6 369,475.7	
		5.45 State

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PART IV SPECIAL TOPICS (cont'd) ()

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The major maintenance problem during the year was routine maintenance of boiler firesides and watersides. Thirteen boiler CASREPT's during the year negated orderly scheduling of routine maintenance since CASREPT boilers were out of commission for from four to twentyeight days with an average time out of commission of thirteen days. These boiler CASREPT's coupled with essential maintenance requirements on other machinery during deployed upkeep periods resulted in excessive boiler fireside hours on many occasions which in turn contributed to additional casualties. The boiler maintenance schedule was further upset by the requirement to accomplish more than routine maintenance when boilers were secured for fireside or waterside cleaning. On the average, corrective maintenance required twenty percent more additional time than the schedule maintenance times in order to accomplish boiler casing repairs and/or major waterside repair such as hand-hole seat repairs or plugging of leaking tubes. In spite of these difficulties, RANGER only missed one operational commitment while deployed, an exercise in the Sea of Japan in April; however, RANGER did carry out an extra assignment when the last line period in the Gulf of Tonkin was extended one week.

#### AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

- (U) The Department spent the first five months of 1970 in production supporting Air Wing TWO's combat operations, processing a total of 26,275 components during the 1969/70 cruise with a repaired and returned-to-use rate of 81.6%. April 1970 was the highest single production month in over two years with a total of 4,655 components processed, 80% returned to use.
- (U) The day RANGER departed Yankee Station, 13 May, the C1A landed at Danang, requiring an engine change. The C1A crew built-up the new engine, installed it under very adverse conditions and the aircraft returned to NAS Cubi Point in two days, leaving a comfortable margin of time for loading aboard prior to sailing for CONUS. The next flight was a mid-Pacific MEDEVAC mission from RANGER to Midway Island and return, a distance of over 300 miles one way.
- (U) During the summer turn-around months many new items of test equipment were installed in the avionics shops for support of the A7E and A6C TRIM systems.
- (U) Production in the Department for FY 1970 totalled 28,428 components processed with a repaired and returned-to-use median of 82.1%.

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#### PART IV

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#### SPECIAL TOPICS (cont'd) ()

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DENTAL CLEAR AND CONTRACTED OF A CONSTRUCTION SERVICE

(U) During the year 1970 the Communications Department expended 6,882,500 individual sheets of message paper, or, an average of 18,856 sheets per day. Some 2,216 separate messages (in excess of 50,000 sheets of message paper) were distributed about the ship during the year's busiest day.

(U) RANGER Dental Department's accomplishments for this period include a total of 26,926 dental procedures completed in 13,250 patient sittings; 2,212 of these procedures were stannous fluoride treatments. At-sea periods were peak work times. In November, for example, 4,100 dental procedures were performed during 1,369 patient sittings and 265 of these procedures were stannous fluoride treatments. The Dental Officer, along with a Dental Technician, made twelve visits to accompanying destroyers during 1970 for the purpose of updating dental records and rendering dental examinations.

#### EDUCATION

(U) In September RANGER embarked on an aggressive educational program in anticipation of the 1970/71 deployment. At the heart of the program was "Top Gun University," a USAFI sponsored group study program in high school and college subjects. Upon deployment over 300 students were enrolled in 18 classes ranging from high school English to college trigonometry. In conjunction with "TGU" the ship prepared eight week courses for non-high school graduates to prepare them to complete the GED. Additionally, during the first two months of the deployment, RANGER issued over 400 Navy Training Courses and 200 USAFI and college courses.

#### ACTIVITIES OF THE CHAPLAIN

(U) During the year 512 services were conducted on RANGER (11,146 attended/4,221 communed) and 62 services were conducted on board other ships (1,424 attended/487 communed). Holy Helos were employed to the maximum extent possible to provide Chaplain services to escorting destroyers. During some months the Chaplains logged more flight time than some ship's company aviators who were prevented from leaving the ship by the high tempo of operations in the Gulf of Tonkin.

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#### PART IV

#### SPECIAL TOPICS (cont'd)

- (U) Other activities included 1,337 counselling sessions, 87 Navy Relief referrals, 123 letters sent to family homes, 664 Red Cross messages delivered and 241 sent. Facelifting activities included the supervision and building of the first permanent meditation chapel aboard RANGER and the remodeling of the ship's library facilities.
- (U) Contributions from the Chapel Funds were used as follows:

Seiwa School (Sasebo, Japan) atomo	\$250.00
St. Peter's Church (Hong Kong)	500.00
Ruttonjer Sanitorium (Hong Kong)	250,00
Pope John XXIII Center (Olongapo, R.P.)	200,00
Seifven Girls Home (Sasebo, Japan)	200,00
Subic Servicemans Center (Olongapo, R.P.)	
Operation School House (R.P.)	
Olongapo Girlstown (R.P.)	500.00
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#### DISTINGUISHED VISITORS

- (U) During 1970 RANGER played host to a variety of visitors. Some of the most notable ones are listed below.
  - 12 January Brigadier General C. H. BAIK, Republic of Korea Air
  - 1 March Admiral J. J. HYLAND, USN, Commander in Chief, U.S. Pacific Fleet and Vice Admiral W. F. BRINGLE, USN, Commander SEVENTH Fleet
  - 14-15 March Major General J. L. WAGSTAFF, USAF, Deputy Commander, U. S. Military Assistance Command, Thailand
  - 14 April Vice Admiral MOU PING-CHO, Chief of Staff, Chinese Navy; Rear Admiral SHU CHI-UN, Chief of Operations, Chinese Navy; Major General HSIANG HSIH-TUON, Commander Tactical Wing, Chinese Navy

Admiral J. J. HYLAND, USN, Commander in Chief, U.S.

- Pacific Fleet cases a feature create create and a day i

21-22 April

16 May Manila Navy League

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#### PART IV

#### SPECIAL TOPICS (cont'd)

2-17 August Sea Cadets (1 Officer/12 Cadets) and Navy Reservists (10 Officers/2 CPO/8 Enlisted) on board during transit to Southern California

29-30 September Admiral R. E. PEET, USN, Commander FIRST Fleet

27 October - Secretary of the Navy Guest Cruise

4 November

20 November Vice Admiral F. A. BARDSHAR, USN, Commander Attack Carrier Striking Force SEVENTH Fleet

29-30 November Vice Admiral L. D. EMPSON, RN, Commander Far East Forces(1); Vice Admiral M. F. WEISNER, USN, Commander SEVENTH Fleet

7-8 December Doctor Curtis TARR, Director of Selective Service

23 December Admiral B. A. CLAREY, USN, Commander in Chief, U.S. Pacific Fleet

(U) RANGER hosted nine Secretary of the Navy guests during the transit from Alameda to Hawaii. All of the below listed SECNAV Guests are prominent business leaders in their communities:

#### NAME

#### POSITION

- Mr. Gus Levi Vice Mayor of Alameda, California. Owner of two jewelery stores
- Mr. Alvar Hanson Director of Santa Monica Navy League
- Mr. Joseph Mancini President of Brookman Company, J & P Enterprises and Mancini Enterprises
- Mr. William Secor Owner of Guaranty Typewriter and Adding Machine Company, San Francisco, California
- Mr. Robert Simcock President of the Commonwealth Financial Corporation

Mr. Ray Gimbal Gimbal Brothers Wholesale Confectioners

(1): Exhibit 10

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# PART IV

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	SPEC	IAL TOPICS	(cont	d) <del>(8)</del>		Date: 0	by DON/AA DRMD
	William Alberts	Former Na			er of t	he Navy	League
Mr.	Francis Lobbett	Chairman Chemical	of the	Board of	f the A	merican	
Mr.	Robert Dohrmann	Active in Universit	n Navy I Sy Club	eague, t of San l	Francis	erra Clui sco	o and
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## PART V

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DOCUMENTARY EXHIBITS (U)

EXHIBIT	DESCRIPTION
1	December 1970 Officers Directory
2	1969 - 1970 Cruise Report
3	Photo: USS RANGER steams under Bay Bridge 1 June 1970
4	Photo: USS RANGER drydocked at Hunters Point Naval Shipyard
5	Commanding Officer Biography and photograph
6	Photo: Change of Command USS RANGER
7	Photo: Flight deck fire drill
8	Photo: USS BENICIA (PG-96) alongside USS RANGER
9	USS RANGER Familygram
10	Photo: VADM L. D. EMPSON, RN, COMFEF
11	Photo: UNREP/VERTREP - USS CAMDEN (AOE-2) and USS RANGER
12	Photos: USS RANGER aircraft
13	1969 - 1970 RANGER Cruise Book

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