

1970



DEPARTMENT OF THE NAVY
USS SHANGRI-LA CVA-38
FPO NEW YORK 09501

IN REPLY
REFER TO:

CVS38:RBH:cn

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OPNAV REPORT 5750-1

From: Commanding Officer, USS SHANGRI-LA (CVS-38)

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

Subj: Command History - 1970

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Command History

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

A handwritten signature in black ink, appearing to read "T. F. RUSH", with a long horizontal flourish extending to the right.

T. F. RUSH

Copy to:
Directory of Naval History (OP-09B9)
COMNAVAIRLANT

Decommissioned
30 July 1971

COMMAND HISTORY

I. COMMAND ORGANIZATION AND RELATIONS

A. COMMANDING OFFICERS

1. Captain Herbert "R" POORMAN, USN, [REDACTED] commanded from 1 January 1970 to 6 September 1970.

2. Captain Hoyt P. MAULDEN, USN [REDACTED] commanded from 6 September 1970 to 31 December 1970.

B. LOCATION

1. USS SHANGRI-LA's homeport remained U.S. Naval Station, Mayport, Florida.

2. Major deployment was a WESTPAC cruise from 5 March 1970 to 17 December 1970.

3. On 17 December 1970 USS SHANGRI-LA moored at Mayport to begin her preinactivation for decommissioning.

C. COMPOSITION OF COMMAND

1. Attack Carrier Air Wing EIGHT was assigned to USS SHANGRI-LA 1 January 1970 to 17 December 1970.

2. Attack Carrier Air Wing EIGHT was composed of Attack Squadron TWELVE (VA-12) flying A-4C Skyhawks, Attack Squadron ONE HUNDRED SEVENTY-TWO (VA-172) flying A-4C Skyhawks, Attack Squadron ONE HUNDRED FIFTY-TWO (VA-152) flying A-4E Skyhawks, Fighter Squadron ONE HUNDRED ELEVEN (VF-111) flying F-8H Crusaders, Fighter Squadron ONE HUNDRED SIXTY-TWO (VF-162) flying F-8H Crusaders, Detachment 38 from Light Photographic Squadron SIXTY-THREE (VFP-63) flying RF-8G Photo Crusaders, and Detachment 38 from Airborne Early Warning Squadron ONE HUNDRED-TWENTY-ONE (VAW-121) flying E-1B Trackers.

3. In addition, Helicopter Combat Support Squadron TWO, Detachment 38 (HC-2) flying UH-2C Seasprites was assigned to the ship.

4. USS SHANGRI-LA's C-1A was used for carrier-on-board logistics support and proficiency flying.

5. As of 31 December, the strength figures of USS SHANGRI-LA were as follows:

USS SHANGRI-LA	Officers	97
	Enlisted	1645
CVW-8 (During Cruise)	Officers	169
	Enlisted	873

II. OPERATIONS AND ACTIVITIES

A. CHRONOLOGY OF EVENTS - 1970

1-4 January	In port Mayport, Florida
5-16 January	Routine operations JAX OP Area
17-18 January	Dependents' Day Cruise
19 January - 1 February	In port Mayport, Florida
2-4 February	Enroute Roosevelt Roads, P.R.
5-10 February	CAR OPS Roosevelt Roads OP Area
11 February	Moored Roosevelt Roads, P.R.
12-15 February	ORI Roosevelt Roads OP Area
16-18 February	Enroute Mayport, Florida
19 February - 4 March	In port Mayport, Florida
<u>5-13 March</u>	Enroute Rio de Janeiro
14-15 March	Anchored Rio de Janeiro
16 March - 4 April	Enroute Cubi Pt., R.P.
5-7 April	Moored Cubi Pt., R.P.
8-10 April	Enroute YANKEE Station
<u>11 April</u> - 1 May	Combat operations YANKEE Station
2 May	Enroute Cubi Pt., R.P.
3-10 May	Moored Cubi Pt., R.P.

11-12 May	Enroute YANKEE Station
13-27 May	Combat operations YANKEE Station
28-30 May	Enroute Subic Bay, R.P.
1-9 June	Moored Subic Bay, R.P.
10-11 June	CQ Philippine OP Area
12 June	Moored Cubi Pt., R.P.
12-13 June	Enroute YANKEE Station
14 June - 2 July	Combat operations YANKEE Station
3-4 July	Enroute Subic Bay, R.P.
5 July	Moored Subic Bay, R.P.
6-10 July	Enroute Yokosuka, Japan
11-23 July	Dry Docked Yokosuka, Japan
24-26 July	Enroute YANKEE Station
27 July - 16 August	Combat operations YANKEE Station
17-18 August	Enroute Cubi Pt., R.P.
19-29 August	Moored Cubi Pt., R.P.
30-31 August	Enroute YANKEE Station
1-27 September	Combat operations YANKEE Station
28 September	Enroute Subic Bay, R.P.
29 September - 5 October	Moored Subic Bay, R.P.
6 October	Enroute Manila, R.P.
7-9 October	Anchored Manila, R.P.
10-11 October	Enroute Hong Kong, BCC
12-19 October	Anchored Hong Kong, BCC

20-21 October	Enroute YANKEE Station
21 October - <u>5</u> November	Combat operations YANKEE Station
6 November	Enroute Subic Bay, R.P.
7-8 November	Moored Subic Bay, R.P.
9-17 November	Enroute Sydney, Australia
18-19 November	Moored Sydney, Australia
20-21 November	Enroute Wellington, N.Z.
22-23 November	Anchored Wellington, N.Z.
24 November - 5 December	Enroute Rio de Janeiro, Brazil
6-7 December	Anchored Rio de Janeiro, Brazil
8-16 December	Enroute USNS Mayport, Florida
<u>17</u> -31 December	In port Mayport, Florida

C. SPECIAL ITEMS

1. Air Operations. During 1970 totals of 12,691 launches and 11,994 recoveries were made on the USS SHANGRI-LA; the quarterly figures were as follows:

Quarter	Launch	Recovery
1	2,115	1,987
2	4,500	4,321
3	4,991	4,701
4	1,085	985

2. Engineering. During 1970, 22,881,916 gallons of NSFO were received, over 22,000,000 of which were used, the remainder being provided to destroyers.

3. Intelligence. In addition to submitting all strike sortie reports, naval intelligence summaries and reports under the operational reporting system, the ship/air wing intelligence team presented over 900 strike briefings to air wing pilots.

4. Special Training. During July and August, SHANGRI-LA participated in the summer cruise program for NROTC and Naval Academy Midshipmen by embarking 29 prospective naval officers for training and indoctrination. With the aid of each department head,

a syllabus was established that provided each midshipman the opportunity to observe and participate in the various ship functions.

5. Communications. In 1970 the SHANGRI-LA Communications Department handled 34,456 outgoing messages, 118,664 incoming messages, for a total of 153,120, (10,971 of which were SECRET).

6. Personnel. The following fatalities occurred in 1970:

AA Stewart D. WILLIAMS, USN, 12 January 1970 as a result of burns received in a flight deck fire.

AA James D. SEXTON, USN, 19 January 1970, as a result of burns received in a flight deck fire.

LTJG F. C. GREEN, USN, 9 March 1970, as a result of an aircraft accident.

LTJG John B. GOLZ, USNR, 22 April 1970, due to enemy action.

AA George D. WILLIAMS, USN, 7 June 1970, from asphyxiation.

LT John EARLE, USN, 22 June 1970, as a result of an aircraft accident.

FA John E. WENZEL, USN, 16 October 1970, from asphyxiation.

PFC William P. NELSON, USMC, 24 November 1970, drowned.

7. Distinguished Visitors.

John H. CHAFEE, Secretary of the Navy

Rear Admiral Max HARNISH, Commander Carrier Division SIX

Vice Admiral Frederic A. BARDSHAR, Commander Task Force SEVENTY-SEVEN

Commodore Disscoro E. PAPA, Flag Officer in Command of the Philippine Navy

Kenneth FRANZHEIM II, U.S. Ambassador to New Zealand

Rear Admiral David M. RUBEL, Commander Amphibious Force, SEVENTH Fleet

8. Lessons Learned, Conclusions, and Recommendations.
The year 1970 has seen the twenty-six year old Attack Carrier SHANGRI-LA conducting combat operations against the enemy in Southeast Asia. Deployed from March until December SHANGRI-LA worked side-by-side with the newest ships in the Navy. It is fitting that the year before her decommissioning SHANGRI-LA has produced a fine combat record.

ANNEXES

- A. News Horizon (Ship's magazine)(2 copies)
- B. Port Pamphlets for Subic Bay, Rio de Janeiro, Yokosuka, Hong Kong, Sydney, and Wellington.
- C. Equator Crossing Booklet
- D. Navigation Department CONUS/WESTPAC Transit Booklet
- E. Photograph of HMS OLMEDA, British oiler
- F. Cruise Book

III. NARRATIVE

The year 1970 began with the SHANGRI-LA moored starboard side to pier C-2, U.S. Naval Station, Mayport, Florida. On 5 January the ship was underway for type training in the Jacksonville Operating Area. During this period Air Operations, drills and exercises were conducted in preparation for the upcoming operational readiness inspection.

At 2040 on 9 January, F-8H, Buno 148686 piloted by LTJG [REDACTED], USN, [REDACTED], of VF-162 collapsed the landing gear and recovered safely at NAS Cecil Field.

At 2050 on 10 January A-4C, Buno 147795 caught fire during fueling. Although the fire was quickly extinguished, three (3) persons were injured during the incident. WILLIAMS, Stewart D., AA, [REDACTED]; and SEXTON, James D., AA, [REDACTED], were severely burned, while [REDACTED], AME3, [REDACTED], of Attack Squadron 12 suffered a fractured pelvis when struck by the fire truck. Both SEXTON and WILLIAMS later died from their injuries.

On 14 January memorial services were held for AA Stewart D. WILLIAMS. The same day RADM Damion W. COOPER, Chief of Personnel Control, embarked SHANGRI-LA for a short visit. Later, at 1831,

an F-8H slid into the catwalk on the after port side; no fire or injury resulted.

At 1322 on 16 January SHANGRI-LA again moored starboard side to pier C-2, U.S. Naval Station, Mayport, Florida.

Early on the morning of 17 January approximately 950 dependents and guestsembarked for the now-famous SHANGRI-LA Dependent's Day Cruise. Heavy fog hampered operations from the beginning. After cancellation of the air show and other events, the decision was made to return to Mayport. The fog continued to obscure the channel, however, after several unsuccessful attempts to enter dependents were bedded down and the ship remained overnight off shore. The weather remained the same the morning of the 18th, but began to clear at midday. At 1519 the long dependent's day was over with the ship moored to pier C-2.

On the evening of 21 January, Secretary of the Navy, John H. CHAFFEE embarked the SHANGRI-LA. He addressed the crew at Quarters the following day.

The morning of 2 February the ship was underway for Roosevelt Roads, Puerto Rico, and an operational readiness inspection. Flight operations were conducted enroute. At 2314 on 7 February two (2) SHANGRI-LA F-8H's recovered safely at Roosevelt Roads after a midair collision. Aircraft damage was slight and no injuries were sustained. On 9 February, the Under Secretary of the Navy, John WARNER paid the SHANGRI-LA a short visit.

On 11 February SHANGRI-LA entered Roosevelt Roads to pick up observers and begin the ORI. The ship moored that night to pier C-3 and got underway early on 12 February. After four (4) days of flight operations, General Quarters, exercises, drills, attacks by planes, and missiles of various colored forces, the ship anchored in Honda Vieques where the observers awarded the SHANGRI-LA an overall grade of excellent. Following debarking of ORI observers on 15 February, the ship was underway for Naval Station Mayport, Florida, arriving at pier C-2 on 18 February.

The two weeks following the return from Roosevelt Roads was spent in final preparation for the SHANGRI-LA's WESTPAC deployment. Flight deck resurfacing was completed by the Air department and Jacksonville Shipyards.

On 3 March, Rear Admiral HARNISH, Commander Carrier Division SIX hauled down his flag on SHANGRI-LA and broke it aboard the USS SARATOGA (CVA-60).

At 0756 on 5 March the SHANGRI-LA deployed; enroute for Rio de Janeiro, Brazil; and eventually the Gulf of Tonkin. COMCARDIV

SIX embarked for a farewell address to the crew.

Air operations were conducted enroute to Rio and at 1629, 9 March, an F-8H, Buno 147072, piloted by LTJG F. C. GREEN III crashed into the sea at latitude 08°02'N, longitude 49°39.5'W. An unsuccessful search was conducted by helicopter 44 and the pilot was declared lost. Memorial Services were held on 10 March for LTJG GREEN.

On 11 March, hundreds of timorous pplliwogs were vigorously initiated into the Royal Domain of King NEPTUNE by the SHANGRI-LA's cadre of sadistic shellbacks. Three (3) days later on 14 March the SHANGRI-LA anchored in Rio de Janeiro harbor for two days of refueling and liberty.

At 0801 on 16 March the SHANGRI-LA was underway for the long Atlantic and Indian Oceans transit. This period was utilized for departmental training and shipboard drills. On 23 March, Southeast of Capetown, South Africa, the SHANGRI-LA rendezvoused with the British oiler OLMELDA and took on fuel. Seven (7) days later on 30 March after a rough transit of the Indian Ocean, the SHANGRI-LA changed operational control from Second to Seventh Fleet.

At 0702, 2 April, the SHANGRI-LA transited Sunda Strait into the Java Sea and 0130 on 3 April entered the South China Sea via the Karimata Strait. The USS TURNER JOY (DD95) joined the ship there and accompanied it to Subic Bay, R.P. Three (3) days liberty and operational briefs were scheduled in the Philippines. SHANGRI-LA was underway for the Gulf of Tonkin at 0902, 8 April.

On 11 April, flight quarters was sounded at 0500 for the first combat sorties of the cruise.

At 0622, [REDACTED], [REDACTED], AMS3 of Atkron 12 was blown overboard by jet blast from a F-8H but was quickly recovered uninjured by a ship's helo. Later in the day VADM BARDSHAR, CTF-77, embarked for a short visit.

Commencing 11 April flight operations schedule for SHANGRI-LA was 1200-2400 daily until 18 April when it was altered to midnight to noon.

At 0655 on 22 April, A-4C, Buno 148484 of Atkron 172, piloted by LTJG John GOLZ, USNR, [REDACTED] was lost due to enemy action. After extensive search operations, LTJG GOLZ was declared killed in action. Memorial services were held on 26 April.

On 28 April, A-4C, Buno 147803 of Atkron 12, piloted by LTJG [REDACTED] ingested fuel during inflight refueling and crashed into the sea, lat 17°04.2'N, long 107°52'E. The pilot ejected safely and was recovered.

On 2 May SHANGRI-LA was enroute to the Okinawa Area for an ASW exercise; however, the initiation of an operation into Cambodia altered the schedule and SHANGRI-LA was diverted to Subic Bay.

On 3 May the ship moored Leyte Pier, NAS Cubi Pt., R.P. and remained until 0855 11 May. During the inport period, on 9 May, the ship turned and moored port side to safety test the port catapult.

The ship arrived at YANKEE Station on 1749 on 12 May and again began combat operations.

On 15 May, E-1B, Buno 147231 of VAW-121 piloted by LT [REDACTED] USN, [REDACTED], and co-piloted by LT [REDACTED] USNR, [REDACTED], crashed upon recovery with a collapsed starboard landing gear. No injuries were sustained in the accident.

At 0445 27 May, A-4E, Buno 149993 of Atkron 152 piloted by LTJG [REDACTED] USN, [REDACTED], ingested fuel during inflight refueling and crashed into the sea. The pilot ejected safely and was rescued.

At 0457 on 28 May, F-8H, Buno 147916 of Fitron 162 piloted by CAPT W. M. STOLLENWERCK, USN, [REDACTED], CO CARAIRWING 8, suffered a collapsed nose gear when the aircraft struck the ramp on recovery. No injuries were incurred. Later that day the SHANGRI-LA was again enroute to Subic Bay.

On 30 May, the ship moored to Alava Pier, Subic Bay, R.P. During this inport period a ruptured fire main in the refrigeration area of the ship, flooding the spaces, caused extensive damage to the refrigeration units.

The ship was underway for operations in the Philippine Operating area on 10 June. After one (1) day of flight operations and carrier qualifications the ship returned to Subic Bay to onload stores. From 0600 to 1157 on 12 June the SHANGRI-LA recieved supplies and was underway at 1200 for YANKEE Station.

The SHANGRI-LA arrived on station on 14 June and again began combat flight operations.

At 1741 on 21 June, SHANGRI-LA entered the Republic of South Viet Nam territorial waters and stood into the harbor of Danang. Vitally needed parts for the number 3 elevator were received via helo. The ship returned to YANKEE Station the same day.

On the night of 22 June, A-4C, Buno 148495 piloted by LT John EARLE of VA-172 crashed shortly after launch at lat 18°15.'N long 107°16.1'E. The pilot was declared lost after an all night search. Memorial services were held on June 24.

The 28th of June saw a barricade recovery of E-1B, Buno 148123, piloted by LT [REDACTED], USNR, [REDACTED]; and co-piloted by [REDACTED], USNR, [REDACTED] of VAW-121. The aircraft had experienced an engine fire and successfully recovered on one engine with no injuries to the flight crew.

July found the SHANGRI-LA in company with the USS SHELTON (DD-790) and the USS DECATUR (DDG-31), continuing combat operations on YANKEE Station.

On 2 July, A-4E, Buno 150117 piloted by LTJG [REDACTED], USN, [REDACTED] of Atkron 12 experienced a brake failure on recovery and rolled into the port catwalk. The pilot ejected safely and was recovered by the ship's helo.

Also on 2 July, the ship suffered a sheared shaft coupling on the number 1 shaft. On 3 July, divers were put into the water to secure the screw and the ship began transit for Subic Bay. We moored Alava Pier at 0900, 5 July. During this brief inport period, the number 1 screw was removed for the forthcoming transit to drydock in Japan.

At 1704, 6 July, the ship was underway from Subic Bay to Yokosuka. On 7 July, hydraulic leaks caused an after steering casualty. Continued problems in this area hampered our progress, but at 1152 on 10 July the bow passed over the sill of drydock number 6 at NS Yokosuka. At 1636, the drydock was dry and the ship's keel on blocks. Necessary work was completed by 22 July when the drydock was flooded; on 23 July the ship was away from the drydock and moored to Piedmont Pier, USNS Yokosuka. At 0528 on 24 July, the SHANGRI-LA was underway to YANKEE Station, where the ship arrived on 27 July. During this line period, flight operations were conducted from 0600-1800 daily.

The ship experienced continuing difficulties in after steering. At 1516, 29 July, a fire was reported in the starboard steering unit which was extinguished upon de-energizing the unit. The ship was steered by engines until the port steering unit could be brought on the line. At 1843 the ship resumed normal steering on the port cable. No personnel were injured and the unit was undamaged.

On 30 July LT GEN K. B. McCUTCHEON, USMC, [REDACTED] embarked the ship for a brief visit; on 1 August, RADM RUBEL, Amphibious Force, SEVENTH Fleet, embarked for a short visit, and on 2 August we were visited by CTF-77, RADM BARDSHAR,

The ship began the 1200-2400 flight schedule on 5 August. At 1959, 6 August, A-4C, Buno 149553, piloted by LT [REDACTED], USN, [REDACTED] of Atkron 12, crashed into the sea following a catapult launch at lat 18°11.6'N, long 106°28.8'E. The pilot successfully

ejected and was immediately rescued by a ship's helo.

At 1225 on 12 August, CDR M.O. WRIGHT, USN, [REDACTED], Executive Officer of FITRON 162, experienced an engine failure in his F-8H, Buno 148660. He ejected safely at latitude 19°10'N, longitude 106°36'E and was promptly picked up. The aircraft crashed into the sea.

From 14 to 16 August, SHANGRI-LA was involved in the tactical exercise BEACON TOWER. The exercise was conducted under the command of CTG 77.2.

On 17 August the ship began transit to Subic Bay and on 19 August the ship moored to Leyte Pier. The SHANGRI-LA remained in port until 29 August when it again returned to YANKEE Station and began the 0600-1800 schedule.

COMCARDIV FIVE embarked SHANGRI-LA at 0830 for Change of Command ceremonies on 6 September, when Captain H. "R" POORMAN was relieved as CO of the SHANGRI-LA by Captain H. P. MAULDEN.

During flight operations on 7 September, [REDACTED], SA, USN, [REDACTED] of 2nd Division fell over the starboard side while cleaning a swab. The lifeguard helo picked him up unhurt minutes later.

On 11 September, members of the Vietnamese Naval Academy came aboard for a day of observation. On 16 September the SHANGRI-LA joined CTG 77.6 for exercises with the USS AMERICA (CVA-66).

At 0026 on 23 September, A-4C, Buno 149525 piloted by LTJG [REDACTED], USN, [REDACTED] of ATKRON 172, crashed off the starboard bow into the sea at latitude 17°37.4'N, longitude 108°09'E. The pilot ejected and was recovered by the helo unhurt.

On 28 September the ship was enroute from YANKEE Station to Subic Bay, and at 1000, 29 September moored at Leyte Pier. The ship remained here until 0802 on 6 October when the ship got underway for Manila. At 1000 on 7 October the ship was anchored in Manila Bay. While in Manila, the ship was visited by Commodore Dissscoro E. PAPA, flag officer in command of the Philippine Navy, and his staff. The ship remained in Manila until 1016 on 10 October, at which time it was underway for Hong Kong, BCC.

On 12 October the SHANGRI-LA dropped anchor in Hong Kong harbor for a week in port. On 17 October the sea detail was set for typhoon evasion. Late that afternoon, Typhoon Joan passed well southeast of Hong Kong and dissipated over China. Normal liberty resumed on the 18th, and on 19 October at 1600 the SHANGRI-LA was underway in company with USS CARPENTER (DD-825) and USS BUCHANAN (DDG-14) enroute YANKEE Station.

At 0631, 21 October, F-8H, Buno 148643, piloted by LT [REDACTED], USN, [REDACTED] of FITRON 162 experienced an engine failure. The pilot ejected and was recovered unhurt by the ship's helo.

On 31 October, F-8H, Buno 147063, piloted by CDR [REDACTED], USN, [REDACTED] of FITRON 111 crashed on recovery due to a collapsed nose gear. A fuel fire was quickly extinguished and the pilot was unhurt.

Flight operations continued on the 0600-1800 flying schedule until 6 November when the ship began its final transit to Subic Bay. The air wing flew off on 6 November, and at 0739, 7 November the ship was moored at Leyte Pier. It remained there until 0336, 9 November when it got underway for Sydney, Australia.

The ship again crossed the Equator on 13 November with the traditional ceremony.

On 16 November the C-1A was launched to Brisbane, Australia and returned early on the 17th with Australian guest who viewed an air show that afternoon aboard SHANGRI-LA.

The SHANGRI-LA enjoyed two days liberty in Sydney, Australia, and at 0818, 20 November, the ship was underway for Wellington, N.Z. Following the Cook Strait transit, the ship anchored at 1718 on 22 November at Wellington. During that stay with our ANZUS allies, the ship was visited by the U.S. Ambassador to New Zealand, Kenneth Franzheim II; U.S. Defense Attache CAPT William R. Hazlett, USN; New Zealand Secretary of Defense; and New Zealand's CNO.

The Wellington visit was marred by tragedy when Marine PFC William P. Nelson, [REDACTED], fell from a liberty launch and drowned on 24 November. His body was not recovered until several weeks later.

The ship was underway for Rio at 0752, 24 November. At 2400 on 24 November the ship crossed the International Date Line.

The transit of the South Pacific was slowed by icebergs, ice floes, storms and freezing weather.

The ship rounded Cape Horn on 1 December, completed her round-the-world cruise just outside Rio, and at 1006, 6 December the ship anchored in Baia de Guanabara, Rio de Janeiro, Brazil for a two-day stay.

At 0805, 8 December, the ship was underway for the final leg to Mayport. Early on 17 December, the ship entered Mayport basin to begin inactivation.

The remainder of 1970 was spent at Mayport with maximum liberty, leave and the beginning of the preinactivation period.