

1970

U. S. S. SHANGRI-LA CVS-38

1970

Jan. 1 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include FRANKLIN D. ROOSEVELT (CVA-42).¹

Mayport, Fl.

Jan. 2 - Moored starboard side to pier C-2, Mayport, FL.¹

1233hrs. FRANKLIN D. ROOSEVELT (CVA-42) underway.¹

Jan. 3 - Moored starboard side to pier C-2, Mayport, FL.¹

Jan. 4 - Moored starboard side to pier C-2, Mayport, FL.¹

Jan. 5 - 0000hrs. Moored starboard side to pier C-2, Mayport, FL.¹

0800hrs. Underway for operations east of Jacksonville, FL in accordance with COMNAVAIRLANT message 122149Z June 1969.¹

0826hrs. Entered International waters.¹

1059hrs. Commenced flight operations for carrier qualifications.¹

1542hrs. Commenced test firing of mount 51. Expended 4 rounds.¹

1728hrs. Completed flight operations for carrier qualifications.¹

1830hrs. Assumed tactical command of VESOLE (DD-878).¹

Positions: 1200 - Lat. 30-10N, Long. 80-55.1W; 2000 - Lat. 30-04.8N, Long. 80-16.3W.¹

Underway for type training in JAX OPAREA. During this period ship air operations, drills and exercises were conducted in preparation for the upcoming readiness inspection.²

Jan. 6 - 0000hrs. Steaming independently in the Jax Op Area. VESOLE (DD-878) is operating independently within visual range. SOPA is COMCARDIV-6 aboard this vessel.¹

0653hrs. Commenced sounding fog signals.¹

1970

0718hrs. Left navigation lights on due to poor visibility. Commenced fog signals.¹

1125hrs. Secured sounding fog signals. Turned off navigation lights.¹

1339hrs. Gremlin stations.¹

1418hrs. Broken Arrow drill.¹

1425hrs. General Quarters.¹

1516hrs. Secured from General Quarters drill. Secured from Broken Arrow drill.¹

2007hrs. Commenced flight operations.¹

2030hrs. Completed flight operations. Released VESOLE to operate independently within visual range.¹

Positions: 0800 - Lat. 30-24.4N, Long. 80-18.7W; 1200 - Lat. 29-56.5N, Long. 80-32.2W; 2000 - Lat. 29-53.3N, Long. 80-40W.¹

Jan. 7 - 0000hrs. Steaming independently in the Jax Op Area in accordance with COMNAVAIRLANT message 122149Z June 1969. VESOLE (DD-878) is operating within visual range. SOPA is COMCARDIV-6 aboard this vessel.¹

0800hrs. General Quarters.¹

0932hrs. Commenced flight operations.¹

0957hrs. Secured from General Quarters drill.¹

2244hrs. Completed flight operations.¹

Positions: 0800 - Lat. 29-59N, Long. 80-29.7W; 1200 - Lat. 30-09N, Long. 80-31.1W; 2000 - Lat. 30-18N, Long. 80-54.9W.¹

Jan. 8 - 0000hrs. Steaming in company VESOLE (DD-878) in the Jax Op Area.¹

0722hrs. Assumed tactical command of PAWCATUCK (AO-108).¹

0825hrs. Refueled from PAWCATUCK.¹

1228hrs. Commenced flight operations.¹

1970

2155hrs. Completed flight operations.¹

Positions: 0800 - Lat. 30-12.5N, Long. 80-41.5W; 1200 - Lat. 30-01.6N, Long. 80-35.4W; 2000 - Lat. 30-10N, Long. 80-58.7W.¹

Jan. 9 - 0000hrs. Steaming in the Jax Op Area in accordance with COMNAVAIRLANT message dated 122144 June 69.¹

1030hrs. Commenced flight operations.¹

1634hrs. Assumed tactical command of VESOLE (DD-878).¹

1710hrs. Brought in spar.¹

2237hrs. Conducting flight operations for carrier qualifications.¹

Positions: 0800 - Lat. 29-59N, Long. 80-23W; 1200 - Lat. 29-55.4N, Long. 80-12.4W; 2000 - Lat. 30-13.8N, Long. 80-57W.¹

At 2040 hrs, F-8H, Buno 148686 piloted by LTJG Stanley TRACZ, USN, 718382, of VF-162, collapsed the landing gear and recovered safely at NAS Cecil Field.²

Jan. 10 - 0000hrs. Steaming in the Jax Op Area in accordance with COMNAVAIRLANT message 122144 June 1969. Ship is launching and recovering aircraft for carrier qualification.¹

0025hrs. Completed flight operations.¹

0730hrs. Manned AAW stations.¹

0937hrs. Secured from AAW stations.¹

1035hrs. Streamed the spar to 1800 yards.¹

1123hrs. Stationed VESOLE (DD-878) at 12 miles for participation as target ship for ECM exercise.¹

1430hrs. General Quarters.¹

1600hrs. Secured from General Quarters.¹

2037hrs. Commenced recovery.¹

1970

2050hrs. Aircraft no. 324 caught fire (tail section engulfed in apparent fuel fire) from VA-172, Buno. 147795, pilot uninjured. WILLIAMS, Stewart D., AA, V-4 Division, received third degree burns over 70% of body; SEXTON, James D., AA, V-1 Division, received third degree burns over 55%; ROSE, GEORGE L., AME3, VA-12, suffered frontal pelvic injury during fire fighting evolution.¹

2055hrs. Report of possible man overboard. Began mustering crew on station.¹

2105hrs. DC Central reported all fires on plane and adjacent flight deck and catwalk out.¹

2028hrs. Secured from fire quarters at recommendation of DC Central.¹

2251hrs. Launched C1A containing the three injured personnel from fire.¹

Positions: 0800 - Lat. 30-08.5, Long. 80-51W; 1200 - Lat. 30-17N, Long. 80-50.4W; 2000 - Lat. 30-17.6N, Long. 80-52.8W.¹

At 2050 hrs., A-4C, Buno 147795, VA-172, caught fire during refueling on the starboard side forward of the island. Although the fire was quickly extinguished, 3 persons were injured during the incident. AA Stewart D. WILLIAMS and AA James D. SEXTON were severely burned. AME3 George L. ROSE, VA-12, suffered a fractured pelvis when struck by the fire truck. Both SEXTON and WILLIAMS later died from their injuries.²

All or some of the injured were flown off the ship that night by the ship's COD. The ship was off St. Augustine at the time of the incident.

Jan. 11 - 0000hrs. Steaming in the Jax Op Area in company with VESOLE (DD-878) in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

1000hrs. Commenced flight operations.¹

1031hrs. Maneuvering to position ship for a practice air show demonstration.¹

1056hrs. Demonstration complete. Underway, building up speed from 0 to 25 knots.¹

1448hrs. Instructed VESOLE to proceed independently to anchorage A, Mayport anchorage area.¹

1970

1504hrs. Anchored in anchorage C, Jax Op Area, in 8½ fathoms of water, sand bottom with 60 fathoms of chain to the port anchor.¹

1859hrs. Underway for Jax Op Area.¹

Positions: 0800 - Lat. 30-11.4N, Long. 80-46.5W; 1200 - Lat. 31-01.4N, Long. 80-50.1W; 2000 - Lat. 30-21.7N, Long. 81-13.1W.¹

Jan. 12 - 0000hrs. Steaming independently in the Jax Op Area in accordance COMNAVAIRLANT message 122144Z June 1969.¹

0700hrs. Commenced ammunition loading exercise.¹

1000hrs. General Quarters.¹

1126hrs. Secured from General Quarters drill.¹

1207hrs. Making approach to port side of VESOLE (DD-878).¹

1240hrs. Broke away from VESOLE.¹

1247hrs. WILLIAMS, S. D., AA, was reported by USNH Jacksonville to have died from injuries sustained in a Flight Deck accident Saturday, 10 January 1970.¹

1300hrs. Commenced flight operations.¹

1758hrs. Completed flight operations.¹

1935hrs. Refueled from PAWCATUCK (AO-108).¹

2217hrs. All lines clear. Taking lifeguard station 1,000 yards astern of PAWCATUCK and VESOLE.¹

2335hrs. Refueling complete. Released PAWCATUCK and VESOLE to operate independently.¹

Positions: 0800 - Lat. 30-18.8N, Long. 80-41.6W; 1200 - Lat. 30-13.5N, Long. 80-41.4W; 2000 - Lat. 30-03.8N, Long. 80-22W.¹

Jan. 13 - 0000hrs. Steaming independently in the Jax Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

0729hrs. Conducting intercept exercise with VESOLE (DD-878).¹

0930hrs. Commenced flight operations.¹

1970

1727hrs. Completed flight operations.¹

Positions: 0800 - Lat. 29-54.9N, Long. 80- 39.5W; 1200 - Lat. 29-54N, Long. 80-33.1W; 2000 - Lat. 30-06N, Long. 81-01W.¹

Jan. 14 - 0000hrs. Steaming independently in the Jax Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

0800hrs. Memorial service on the Flight Deck for Airman Stewart Douglas WILLIAMS who died of burns received on Flight Deck on night of 10 January 1970.¹

0820hrs. AAW stations.¹

0933hrs. Commenced firing run on target strung by F8 Crusader.¹

0950hrs. Secured gunnery stations. Twelve rounds expended.¹

1027hrs. Commenced launch for air demo.¹

1100hrs. DIW.¹

1117hrs. Changed speed 5 knots, air demonstration over.¹

1316hrs. Secured from AAW stations.¹

1355hrs. RADM Damion W. COOPER, USN, ASST. CHIEF OF PERSONNEL CONTROL, came aboard via C1A.¹

1628hrs. RADM COOPER departed via C1A.¹

1827hrs. F8H, Buno. 147072, VF-62, was pushed into port catwalk. Light damage and no injuries.¹

2309hrs. Completed flight operations.¹

2330hrs. Released VESOLE.¹

Positions: 0800 - Lat. 30-01.1N, Long. 80-49.2W; 1200 - Lat. 30-11.8N, Long. 80-41.6W; 2000 - Lat. 30-04.2N, Long. 80-57.5W.¹

Memorial services were held for AA Stewart D. WILLIAMS. RADM Damion W. COOPER, CHIEF OF PERSONNEL CONTROL, embarked for a short visit.²

1970

- At 1831 hrs., an F-8H slid into the catwalk on the after port side. There was no fire and no injuries.²
- Jan. 15 -** 0000hrs. Steaming in the Jax Op Area in company with VESOLE (DD-878) in accordance with COMNAVAIRLANT message 122144Z June 1969.¹
- 0800hrs. General Quarters.¹
- 0914hrs. Secured from General Quarters drill.¹
- 0919hrs. Maneuvering to close SALISH (ATA-187) to form a lee for her.¹
- 0931hrs. SALISH alongside to starboard.¹
- 0940hrs. Released SALISH to proceed as previously directed.¹
- 1005hrs. COMCARDIV-6 took tactical command of VESOLE and SHANGRI-LA to conduct practice unrep approaches.¹
- 1103hrs. First approach complete.¹
- 1309hrs. Commenced sounding fog signals.¹
- 1509hrs. Secured sounding fog signals.¹
- 1607hrs. Commenced sounding fog signals. Visibility about one mile.¹
- 1648hrs. Secured sounding fog signals.¹
- Positions: 0800 - Lat. 30-00.6N, Long. Long. 80-58.5W; 1200 - Lat. 30-05N, Long. 80-55.7W; 2000 - Lat. 30-16.8N, Long. 80-42.2W.¹
- BENNINGTON (CVS-20), VALLEY FORGE (LPH-8), and TALLAHATCHEE COUNTY (AVB-2) were decommissioned. As a part of the continuing ship reduction program, this was followed by the decommissioning of PRINCETON (LPH-5) on 13 February, HORNET (CVS-12) on 26 June, and YORKTOWN (CVS-10) on 27 June. Earmarked in 1970 for decommissioning in 1971 were BON HOMME RICHARD (CVA-31) and SHANGRI-LA (CVS-38). (U. S. Naval Aviation 1910-1980)
- Jan. 16 -** 0000hrs. Steaming in the Jax Op Area in company with VESOLE (DD-878) in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

1970

0922hrs. Commenced flight operations.¹

1131hrs. COMCARDIV-6 departed via helo.¹

1322hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

At 1323 hrs., ship moored starboard side to C-2 pier at NS Mayport.²

Jan. 17 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0651hrs. Underway.¹

0710hrs. Steadied on 075, DIW in Mayport Basin waiting for tug.¹

0729hrs. Commenced sounding fog signals.¹

0735hrs. Secured from sounding fog signals.¹

0739hrs. Entered International waters.¹

1100hrs. Commenced flight operations.¹

1106hrs. Commenced sounding fog signals.¹

1321hrs. Commanding Officer assumed the Conn. Navigator on deck.¹

1333hrs. Passed sea buoy abeam to starboard.¹

1347hrs. Changed course to 090.¹

1406hrs. Passed sea buoy abeam to starboard.¹

1456hrs. Reported one long blast ahead.¹

1508hrs. XO assumed the conn.¹

1749hrs. CO assumed the conn.¹

1816hrs. Bell buoy passed to port.¹

Positions: 0800 - Lat. 30-21N, Long. 81-17.4W; 1200 - Lat. 30-26.8N, Long. 81-07.3W; 2130 - Lat. 30-24.7N, Long. 81-15.8W.¹

Departed early morning with 950 dependents and guests for Dependent's Day Cruise. Heavy fog hampered operations from the beginning. After

1970

cancellation of the air show and other events, the decision was made to return to Mayport. The fog continued to obscure the channel. After several unsuccessful attempts were made to enter port, dependents were bedded down for the night while the ship remained offshore.²

- Jan. 18 -** 0000hrs. Steaming independently off the coast off Florida in accordance with COMNAVAIRLANT message 122144Z June 1969. (Presently conducting Dependents Day Cruise.)¹
- 0439hrs. Commenced sounding fog signals.¹
- 0735hrs. Set special sea and anchor detail.¹
- 0757hrs. CO assumed the conn for an approach to St. John's River Channel. Maneuvering while entering channel.¹
- 0825hrs. Changed course to 000, discontinuing running channel.¹
- 0859hrs. Secured the special sea and anchor detail.¹
- 1005hrs. Ceased sounding fog signals. Visibility approximately 3.5 miles.¹
- 1152hrs. Commenced sounding International fog signals, one prolonged blast every two minutes. Visibility closing to 200 yards.¹
- 1215hrs. Set special sea and anchor detail.¹
- 1339hrs. Received report of one prolonged blast.¹
- 1347hrs. One prolonged blast reported at 335 relative, left drift.¹
- 1356hrs. Received report of three short blasts.¹
- 1359hrs. Received report of long blast 000 relative.¹
- 1413hrs. CO assumed the conn.¹
- 1430hrs. Passed red sea buoy abeam to starboard.¹
- 1447hrs. Passed red buoy no. 4 abeam to starboard, 10 yards.¹
- 1450hrs. Sighted buoys 7 and 8. Speed is 5 knots.¹
- 1455hrs. Passed red buoy no. 6 to starboard. The pilot, CAPT

1970

WILLIAMS was given the conn.¹

1457hrs. Entered Inland waters, commenced sounding one prolonged blast every minute. Visibility 1,000 yards. Ceased sounding fog signals, visibility two miles.¹

1459hrs. Maneuvering while entering Mayport turning basin.¹

1519hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Secured running lights. Left on aircraft warning lights due to low overcast.¹

Positions: 0700 - Lat. 30-30-21.7N, Long. 81-14.6W; 1200 - Lat. 30-18N, Long. 81-01.1W.¹

The weather remained the same during the morning hours but began to clear at midday. At 1519 hrs., ship moored to C-2 pier.²

[Sometime during the ordeal, the ship struck the stone jetty on the right side of the channel while trying to enter port. It may have happened on the 17th.]

Jan. 19 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

2030hrs. Commenced loading special weapons.¹

2225hrs. Completed loading special weapons.¹

Jan. 20 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0830hrs. Memorial services held for AN James Douglas SEXTON.¹

Jan. 21 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

2315hrs. Honorable John H. CHAFFEE, Secretary of the Navy; COMNAVAIRLANT; COMCRUDESFLOT-12 came aboard.¹

2340hrs. COMCRUDESFLOT-12 departed.¹

Sec. of Navy John H. CHAFFEE embarked during evening.²

Jan. 22 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

RADM MIDDLETON, COMCRUDESFLOT-12, arrived. RADM ABBOTT, COMCARDIV-16, arrived.¹

0826hrs. SECNAV addressed ship's personnel.¹

0828hrs. SECNAV departed. COMNAVAILANT,
COMCRUDESFLT-12 and COMFAIRJAX departed.¹

0840hrs. Commenced diving operations.¹

0940hrs. Completed diving operations.¹

1546hrs. COMCARDIV-16 departed.¹

1700hrs. COMCARDIV-6 departed.¹

SECNAV CHAFFEE addressed crew at quarters.²

Jan. 23 - Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA. Ships present include SARATOGA (CVA-60).¹

Jan. 24 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Jan. 25 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Jan. 26 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Jan. 27 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Jan. 28 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1928hrs. Class C fire in No. 4 Generator in No. 4 Fire Room. Shifted to emergency power.¹

1933hrs. Fire out.¹

Jan. 29 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1315hrs. Commenced loading ammunition.¹

1758hrs. Class A fire on starboard side of the island on Flight Deck.¹

1803hrs. Fire out.¹

1808hrs. Secured from fire quarters.¹

Jan. 30 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0830hrs. COMFAIRJAX arrived.¹

1220hrs. COMFAIRJAX departed.¹

Jan. 31 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0502hrs. Fire in after section of port catapult.¹

0530hrs. Fire reported under control.¹

0532hrs. Secured from fire quarters.¹

0638hrs. Repair party reported that fire was caused by excessive grease in port catapult.¹

1330hrs. Hasp found broken on door to magazine B-447-M. Break occurred between 0730 and 1300. Space and contents inspected. No indications of tampering with or removal of ordnance. Secured and locked magazine.¹

Feb. 1 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include SARATOGA (CVA-60).¹

0856hrs. COMCARDIV-6 returned aboard from leave.¹

Feb. 2 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0656hrs. Underway for operations in the Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122149Z June 1969.¹

0727hrs. Entered International waters.¹

1030hrs. General Quarters.¹

1317hrs. Secured from General Quarters drill.¹

1700hrs. Set EMCON condition C, except for SPS-10 radar and all HF transmitters.¹

Positions: none.¹

Underway for Roosevelt Roads, Puerto Rico and an Operational Readiness Inspection. Flight operations were conducted enroute.²

Feb. 3 - 0000hrs. Steaming enroute from Mayport, FL to Roosevelt Roads, Puerto

1970

Rico Operating Area in accordance with COMNAVAIRLANT message 122144Z June 1969. SOPA is COMCARDIV-6 aboard this vessel.¹

1500hrs. General Quarters.¹

1600hrs. Set EMCON condition C modified, SPS-10 and all HF transmitters still operating.¹

1621hrs. Secured from General Quarters drill.¹

Positions: 0800 - Lat. 24-40.9N, Long. 74-52.5W; 1200 - Lat. 23-51.5N, Long. 73-45W; 2000 - Lat. 22-24.7N, Long. 71-40.5W.¹

Feb. 4 - 0000hrs. Steaming enroute from Mayport, FL to Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

0340hrs. Fire reported in starboard catapult and immediately put out. No damage or injuries. Cause was due to lagging around two steam catapults in the console control overheating.¹

0902hrs. Commenced flight operations.¹

1225hrs. Class C fire in No. 2 Fire Room.¹

1226hrs. Fire out. It was a short in a coolant motor.¹

1703hrs. Completed flight operations. Changed speed 22 knots.. Heading for refueling rendezvous with NANTAHALA (AO-60).¹

1748hrs. Assumed tactical command of NANTAHALA.¹

1851hrs. Refueled from NANTAHALA.¹

Positions: 0800 - Lat. 19-57.1N, Long. 68-21.4W; 1200 - Lat. 18-44N, Long. 67-46.3W; 2000 - Lat. 18-41.4N, Long. 65-49.6W.¹

Feb. 5 - 0000hrs. Steaming independently in the Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

0615hrs. Assumed tactical command of POWER (DD-839).¹

0847hrs. Launched helo 22 to Ramey Air Force Base.¹

0912hrs. Recovered helo 22.¹

1970

0951hrs. Launched helo 10 to POWER.¹

1012hrs. Recovered helo 10.¹

1028hrs. Commenced flight operations.¹

1436hrs. Refueled POWER.¹

2056hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-04.5N, Long. 67-28.8W; 1200 - Lat. 17-10.7N, Long. 66-50.6W; 2000 - Lat. 16-49.6N, Long. 65-19.2W.¹

Feb. 6 - 0000hrs. Steaming in company with POWER (DD-839) in the Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

0647hrs. Refueled POWER.¹

1145hrs. Commenced flight operations.¹

2109hrs. Completed flight operations.¹

Positions: 0800 - Lat. 16-31.3N, Long. 65-33W; 1200 - Lat. 16-53.6N, Long. 65-32.1W; 2000 - Lat. 16-49N, Long. 64-58W.¹

Feb. 7 - 0000hrs. Steaming independently in the Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969. POWER (DD-839) is operating within visual range.¹

0829hrs. Refueled from NANTAHALA (AO-60).¹

1205hrs. Completed launch of 25 aircraft.¹

1826hrs. Detached POWER to investigate Russian merchant at 270, 3 miles from this ship.¹

2312hrs. Commenced recovering aircraft.¹

2346hrs. Completed flight operations.¹

Positions: 0800 - Lat. 16-37.7N, Long. 65-34W; 1200 - Lat. 16-51.2N, Long. 66-09W; 2000 - Lat. 16-55.2N, Long. 65-37.2W.¹

At 2314 hrs., 2 F-8H's collided in mid-air. Both landed safely at Roosevelt

1970

Roads. Aircraft damage was slight and there were no injuries.²

Feb. 8 - 0000hrs. Steaming in the Puerto Rico Op Area in accordance with COMNAVAIRLANT message 122144Z June 1969.¹

1230hrs. AAW stations.¹

1320hrs. Commenced gunnery exercise.¹

1337hrs. Ceased firing, 24 rounds expended.¹

1339hrs. Secured from AAW stations.¹

1615hrs. Assumed tactical command of HARWOOD (DD-861).¹

1715hrs. Commenced flight operations.¹

2200hrs. Refueled HARWOOD.¹

Positions: 0800 - Lat. 16-51.8N, Long. 65-40.6W; 1200 - Lat. 16-55N, Long. 65-40W; 2000 - Lat. 16-59.7N, Long. 65-46.8W.¹

Feb. 9 - 0000hrs. Steaming in company with HARWOOD (DD-861) in the Puerto Rico Op Area in accordance with COMNAVAIRLANT Quarterly Employment Schedule. Currently refueling HARWOOD.¹

0007hrs. All lines clear of HARWOOD.¹

0853hrs. Commenced flight operations.¹

1022hrs. Honorable John W. WARNER, Under Secretary of the Navy, arrived on board.¹

1334hrs. Under Secretary of the Navy departed via C1A.¹

1500hrs. General Quarters for general drills.¹

1629hrs. Secured from General Quarters drill.¹

1650hrs. Posted low visibility lookouts. Commenced sounding fog signals while proceeding thru a rain squall. Visibility ½ mile.¹

1704hrs. Secured sounding fog signals, secured fog lookouts. Visibility 10 miles.¹

1970

2307hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-04.4N, Long. 65-47.1W; 1200 - Lat. 17-1.8N, Long. 65-41.1W; 2000 - Lat. 17-04.7N, Long. 65-19.5W.¹

Feb. 10 - 0000hrs. Steaming in company with HARWOOD (DD-861) in the Puerto Rico Op Area in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0044hrs. Fire in No. 4 Generator, No. 4 Fireroom.¹

0046hrs. Fire out.¹

0226hrs. Fire in No. 4 Switchboard, No. 4 Fireroom.¹

0228hrs. Fire out.¹

0315hrs. Assumed tactical command of DIAMOND HEAD (AE-19).¹

0640hrs. Rearmed from DIAMOND HEAD.¹

1050hrs. Commenced flight operations.¹

1400hrs. General Quarters.¹

1531hrs. Secured from General Quarters drill.¹

2124hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-05.8N, Long. 65-07.8W; 1200 - Lat. 17-01.7N, Long. 65-11.5W; 2000 - Lat. 16-52.5N, Long. 65-04.8W.¹

Under Sec. of Navy John WARNER paid ship a short visit.²

Feb. 11 - 0000hrs. Steaming in the Puerto Rico Op Area in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

1018hrs. Refueled from CALOOSAHATCHEE (AO-98).¹

1259hrs. Maneuvering to conform to deep draft ship channel entrance to Roosevelt Roads Naval Station.¹

1458hrs. Moored starboard side to Pier 3, NS Roosevelt Roads, Puerto Rico. Ships present include MISSISSINEWA (AO-144).¹

1970

Positions: 0800 - Lat. 17-18.5, Long. 65-14.9W; 1200 - Lat. 18-09.4N, Long. 65-13.6W.¹

Feb. 12 - Entered Roosevelt Roads to pick up observers and begin ORI. Ship moored that night to pier C-3.²
0000hrs. Moored starboard side to pier 3, NS Roosevelt Roads, Puerto Rico.¹

0631hrs. Underway for Puerto Rico Op Area in accordance with COMCARDIV-6 message 120900Z February 1970.¹

0833hrs. Entered International waters.¹

1130hrs. Launched one E1B.¹

1155hrs. Commenced flight operations.¹

1401hrs. Man overboard drill. Recovery by helo.¹

2326hrs. Conducting flight operations.¹

2335hrs. Commenced zig zag.¹

Positions: 0800 - Lat. 18-14.7N, Long. 65-25.4W; 1200 - Lat. 17-00.9N, Long. 65-28.2W; 2000 - Lat. 16-55.5N, Long. 65-22.5W.¹

Underway early.²

Feb. 13 - 0000hrs. Steaming in the Puerto Rico Op Area in company with HARWOOD (DD-861) in accordance with COMNAVAIRLANT Quarterly Employment Schedule. Currently conducting flight operations.¹

0016hrs. Completed flight operations.¹

0040hrs. Detached HARWOOD to station 30 miles from this ship to conduct ECM exercise.¹

0450hrs. Assumed tactical command of NITRO (AE-23).¹

0609hrs. Rearmed from NITRO.¹

0808hrs. Rearming complete.¹

0900hrs. Commenced flight operations.¹

0945hrs. Man overboard drill, helo recovery.¹

1020hrs. Helo recovery by helo 10.¹

1107hrs. Secured from man overboard drill.¹

1447hrs. General Quarters.¹

1542hrs. Secured from General Quarters drills.¹

1611hrs. General Quarters.¹

1639hrs. Secured from General Quarters drill.¹

2110hrs. Completed flight operations.¹

Positions: 0800 - Lat. 16-30.8N, Long. 65-07.7W; 1200 - Lat. 16-18.5N, Long. 65-11.7W; 2000 - Lat. 16-15.1N, Long. 65-18.9W.¹

Feb. 14 - 0000hrs. Steaming in the Puerto Rico Op Area conducting Operational Readiness Exercise in company with HARWOOD (DD-861) in accordance with COMCARDIV-6 Op Order 2-67. Currently zig zagging.¹

0025hrs. Commenced engineering casualty control drills.¹

0113hrs. Completed engineering casualty drills.¹

0600hrs. Commenced Zig Zag Plan 15.¹

1033hrs. Commenced flight operations.¹

1124hrs. General Quarters.¹

1248hrs. Gremlin stations.¹

1315hrs. Broken Arrow drill.¹

1349hrs. Secured Broken Arrow drill.¹

1406hrs. Secured from Gremlin stations.¹

1418hrs. Secured from General Quarters drills.¹

1637hrs. General Quarters.¹

1970

1649hrs. Switched all electronic equipment to emergency power.¹

1807hrs. Completed flight operations.¹

2000hrs. Shifted all electronic equipment to normal power.¹

2009hrs. Secured from General Quarters drill.¹

2011hrs. Gremlin stations.¹

2325hrs. Detached HARWOOD to proceed independently to rendezvous with helicopter for personnel transfer tomorrow at 0640.¹

Positions: 0800 - Lat. 16-23.2N, Long. 65-31W; 1200 - Lat. 16-24.6N, Long. 65-27W; 2000 - Lat. 16-22.5N, Long. 65-16.2W.¹

Feb. 15 - 0000hrs. Steaming independently enroute from Puerto Rico Op Area to Sondra Vieques Op Area in accordance with COMCARDIV-6 Op Order 2-67.¹

0741hrs. Anchored in anchorage G, Roosevelt Roads, Puerto Rico in 8 fathoms of water, hard bottom with 45 fathoms of chain to the starboard anchor.¹

0937hrs. Fire reported in B-01-001-1C. Fire actually in B-1001-3C.¹

0944hrs. Secured from fire quarters.¹

1215hrs. Underway from Roosevelt Roads, Puerto Rico to Mayport, FL.¹

1305hrs. Entered International waters.¹

1714hrs. Refueled from CALOOSAHATCHEE (AO-98).¹

1939hrs. All lines clear.¹

1943hrs. Clear of CALOOSAHATCHEE.¹

Positions: 2000 - Lat. 18-38.7N, Long. 66-40.5W.¹

After 4 days of flight operations, GQ, exercises drills, and attacks by planes and missiles of various colored forces, the ship anchored in Honda Vieques where the observers awarded the ship an overall grade of excellent. Following debarking of the observers, the ship was underway for Mayport.²

- Feb. 16 -** 0000hrs. Steaming enroute from Puerto Rico Op Area to Mayport, FL in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹
- 1130hrs. Assumed tactical command of FRED T. BERRY (DD-858).¹
- 1400hrs. Commenced flight operations.¹
- 1434hrs. Detached FRED T. BERRY.¹
- Positions: 0800 - Lat. 21-19.9N, Long. 69-34W; 1200 - Lat. 21-57.9N, Long. 70-25W; 2000 - Lat. 23-46N, Long. 72-28W.¹
- Feb. 17 -** 0000hrs. Steaming enroute from Puerto Rico Op Area to Mayport, FL in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹
- 1108hrs. Assumed tactical command of MCCAFFERY (DD-860).¹
- 1400hrs. Commenced flight operations.¹
- 1556hrs. Completed flight operations.¹
- 1610hrs. Detached MCCAFFERY.¹
- Positions: 0800 - Lat. 25-59N, Long. 75-29W; 1200 - Lat. 26-48.9N, Long. 76-22.5W; 2000 - Lat. 27-45.5N, Long. 78-02.8W.¹
- Feb. 18 -** 0000hrs. Steaming independently enroute from Puerto Rico Op Area to Mayport, FL in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹
- 0757hrs. COMFAIRJAX embarked.¹
- 0845hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Positions: none.¹
- Arrived C-2 pier, Mayport. The next 2 weeks were spent in final preparation for the WESTPAC deployment. Flight deck was resurfaced by the Air Department and Jax Shipyards.²
- Feb. 19 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include SARATOGA (CVA-60) and ALBANY (CG-10).¹
- 0903hrs. COMCARDIV-6 shifted his flag from this vessel to SARATOGA.¹

1970

1425hrs. Mayport harbor tug made two small holes in the port bow between frames 6 and 8 while holding the ship alongside Pier C-2.¹

- Feb. 20 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Feb. 21 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Feb. 22 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Feb. 23 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Feb. 24 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
2210hrs. Gremlin stations.¹
2230hrs. Commenced loading special weapons.¹
- Feb. 25 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0052hrs. Completed loading special weapons. Secured from Gremlin stations.¹
- Feb. 26 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0930hrs. COMNAVAIRLANT arrived.¹
0940hrs. COMFAIRJAX arrived.¹
1130hrs. COMFAIRJAX departed.¹
1213hrs. COMNAVAIRLANT departed.¹
2040hrs. It was discovered that the ship's storeroom B-423-A had been broken into. Loss is yet undetermined.¹
- Feb. 27 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Feb. 28 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
- Mar. 1 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include SARATOGA (CVA-60).¹
Class C fire reported in B-201-4L, S-7 Office, in transformer for air conditioning unit.¹

1970

2030hrs. Secured from fire quarters.¹

Mar. 2 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include AMERICA (CVA-66) and SARATOGA (CVA-60).¹

Mar. 3 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0642hrs. AMERICA (CVA-66) got underway.¹

RADM HARNISH, COMCARDIV 6 moved his flag from SHANGRI-LA to USS SARATOGA.²

Mar. 4 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1111hrs. Fire in B-0201-2L.¹

1115hrs. Fire out. No personnel casualties. Minor damage to junction box.¹

Mar. 5 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0755hrs. Underway enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0823hrs. Entered International waters.¹

Positions: 1200 - Lat. 29-46N, Long. 80-12.5W; 2000 - Lat. 28-11.5N, Long. 77-23W.¹

At 0756 hrs., departed Mayport for WestPac. COMCARDIV 6 embarked for a farewell address to crew.²

Mar. 6 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0420hrs. In an aircraft starting cable located in starboard catwalk abreast starboard JBD shorted due to salt spray and caught fire.¹

0436hrs. Secured from fire quarters.¹

Positions:0800 - Lat. 25-58N, Long. 73-34W; 1200 - Lat. 25-08N, Long. 72-23W; 2000 - Lat. 23-13, Long. 69-14.¹

1970

We had a bomb scare when a threat was passed to the ship from a Jacksonville radio station. The ship's search teams could not find anything and nothing unusual exploded. I would imagine it might take the entire transit to thoroughly search a ship this size for a bomb. The crew was not called to general quarters and only special teams were involved in the search.⁵

Mar. 7 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0830hrs. General Quarters.¹

0953hrs. Secured from General Quarters.¹

1029hrs. Commenced flight operations.¹

1340hrs. AAW stations.¹

1411hrs. Commenced firing Mount 51.¹

1419hrs. Commenced firing Mount 52.¹

1421hrs. Secured firing, 10 rounds expended.¹

1422hrs. Secured AAW stations.¹

1620hrs. Manned Mount 53 and 54 for test firing.¹

1642hrs. Completed test firing.¹

Positions: 0800 - Lat. 20-23.3N, Long. 65-32W; 1200 - Lat. 19-26.5N, Long. 64-47W; 2000 - Lat. 18-21N, Long. 62-44W.¹

Mar. 8 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

1326hrs. Commenced flight operations.¹

1724hrs. Completed flight operations.¹

Positions: 0800 -Lat. 15-55, Long. 59-11.9W; 1200 - Lat. 14-57.9, Long. 58-02W; 2000 - Lat. 13-22N, Long. 55-35W.¹

1970

With the weather so pleasant and the winds coming from the south, our direction of travel, we have a fair chance of flying again tomorrow.⁵

Mar. 9 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

1223hrs. Commenced flight operations.¹

1621hrs. Completed recovery of ten aircraft.¹

1629hrs. Received report of plane wreckage in water five miles astern of ship.¹

1634hrs. Changed course to 115.¹

1640hrs. Helo looking for wreckage, reported no wreckage.¹

1641hrs. Launched C1A.¹

1642hrs. Recovered C1A.¹

1649hrs. Received report that aircraft no. 201 of VF-162, Buno. 147072, pilot LTJG F. C. GREEN III, 705846, was aircraft which crashed. Pilot never observed by accompanying planes to have ejected. Pilot not recovered and presumed lost.¹

1821hrs. Completed carquals of C1A. Completed flight operations.¹

Positions: 0800 - Lat. 10-04.5N, Long. 52-06.5W; 1200 - Lat. 09-08.5N, Long. 51-01.5W; 2000 - Lat. 07-23.5N, Long. 48-42.1W.¹

At 1629 hrs., F-8H, Buno 147072, piloted by LTJG F. C. GREEN III, crashed into the sea at latitude 08-02N, longitude 49-39.5W. An unsuccessful search was conducted by helicopter 44 and the pilot was declared lost.²

A fighter aircraft had flown into the water about four miles astern the ship while doing air combat maneuvering (ACM) training. Flight operations were canceled with the recovery of the aircraft from the third launch. Tom LANNOM, the only VA-12 pilot to be on the launch, reported he had been involved in the ACM training with the fighter pilot.⁵

LTJG Frank C. GREEN of Fighter Squadron 162 flying Hunter 201 appeared to have something come off the F-8 Crusader aircraft. Tom

1970

thought GREEN might have experienced control difficulties. GREEN did not make a Mayday distress call or other indication he was in trouble. "I looked over my wing to see him in a steep dive, watched to see where he would pull out to start his climb back into the fight. He kept going straight down into the water," the stunned Tom said. I understand LTJG GREEN was married around Christmas time and this was his first carrier deployment. He was said to be a good pilot so perhaps he felt he could save the plane when he had control problems. Some of the flight deck personnel watching the aircraft dog flight (sic) astern the carrier saw the fighter hit the water.⁵

The Shang message was to the point and said air operations were conducted enroute to Rio and at 1629, 9 March. An F8H, Buno. 147072, piloted by LTJG F. C. GREEN III, crashed into the sea at latitude 08 degrees, 02 minutes north, longitude 49 degrees, 39.5 minutes west. An unsuccessful search was conducted by helicopter 44 and the pilot was declared lost.⁵

Mar. 10 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0830hrs. General Quarters.¹

0959hrs. Secured from General Quarters drill.¹

No flight operations.¹

Positions: 0800 - Lat. 04-08N, Long. 45-22.5W; 1200- Lat. 03-07.3N, Long. 44-13.1W; 2000 - Lat. 01-08N, Long. 42-12.4W.¹

Memorial Service held for LTJG GREEN.²

A memorial service for LTJG GREEN of VF-162 was conducted on the flight deck this morning.⁵

Flight operations were not scheduled or conducted. The ship went to flight quarters for helicopter operations for 45 minutes around noon. I am certain we will see helicopters airborne more often as they have multi-mission operations to conduct. While officially assigned to the air wing, the helicopter detachment works a lot closer with the ship's air department to be the Shang's airborne taxi service.⁵

Mar. 11 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly

1970

Employment Schedule.¹

0220hrs. No. 4 Shaft allowed to freewheel due to overheating spring valve. Speed made good estimated at 19.5.¹

0300hrs. Locked No. 4 Shaft.¹

0302hrs. Unlocked No. 4 Shaft.¹

0322hrs. Lost vacuum to No. 1 Main Engine.¹

0355hrs. Regained vacuum on No. 1 Main Engine. Bringing shaft up to speed slowly.¹

0500hrs. Slowly bringing No. 4 Shaft up to speed slowly.¹

0620hrs. Back to normal RPMs on all four shafts, 170 RPMs for 22.5 knots.¹

0830hrs. King Neptune arrived and broke his flag aboard. Commenced initiating all polliwogs into Royal Order of Shellbacks.¹

Positions: 0800 - Lat. 01-17S, Long. 38-57.7W; 1200 - Lat. 02-14.8S, Long. 37-51.9W; 2000 - Lat. 04-18.1S, Long. 35-50.1W.¹

Ship crossed Equator. Initiated polliwogs.²

Mar. 12 - 0000hrs. Steaming independently off the coast of Brazil enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0820hrs. Held memorial service for LTJG GREEN.¹

1330hrs. Commenced flight operations.¹

1718hrs. Completed flight operations.¹

Positions: 0800 - Lat. 08-18.8S, Long. 34-30.9W; 1200 - Lat. 09-47.2S, Long. 34-58W; 2000 - Lat. 12-37S, Long. 35-27.5W.¹

The weather is good, the wind's down the deck and suitable divert fields available so there were flight operations for three cycles. The ship's TACAN beacon was down and the air controller radios marginal so we stayed as a flight. The ship's radars had problems too and we were told to break off the scheduled air intercept control exercise.⁵

1970

Mar. 13 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 17-01S, Long. 36-53.5W; 1200 - Lat. 18-27S, Long. 37-18.5W; 2000 - Lat. 20-56.5S, Long. 39-34.8W.¹

No flight operations scheduled for today. Who wants to fly on Friday the 13th anyway? The word is the ship's Engineers are running too close on oil consumption. Oil is our boiler-heating, steam-generation, engine-turning fuel. We can not make the entire voyage to the Philippines on the ship's oil supply so we will refuel in Rio or at sea.⁵

Mar. 14 - 0000hrs. Steaming independently enroute from Mayport, FL to Rio de Janeiro, Brazil in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

0209hrs. Posted bow lookouts due to decreased visibility caused by ground fog.¹

0905hrs. Recovered Helo 44 with RADM C. A. HILL, USN, aboard.¹

0928hrs. Fired 21-gun national salute from Mount 54.¹

0937hrs. Anchored in Rio de Janeiro, Brazil in 19 fathoms of water, sand and mud bottom with 100 fathoms of chain to the port anchor.¹

1041hrs. RADM C. A. HILL departed.¹

1249hrs. VADM Octavio Jose' Sampaio FERNANDES, Commandant, First Naval District, Brazilian Navy, came aboard to return the official call of the Commanding Officer.¹

1422hrs. VADM FERNANDES departed.¹

Positions: none.¹

Anchored in Rio de Janeiro, Brazil for refueling and liberty.²

The Shang's deck log gives an accurate account of our arrival. Two helicopters were launched at 0830 while the ship steered various courses to the assigned anchorage in Rio de Janeiro Harbor. One of the helicopters returned to debark RADM G. A. HILL, USN, while the second

1970

helo brought the harbor pilot aboard. At 0928 the ship fired a 21-gun national salute. We anchored in the harbor by the port anchor in 19 fathoms of water in a sand and mud bottom using 100 fathoms of chain. At 0953 the main engines and steering were secured. At 0958 the special sea and anchor detail was secured and the watch was shifted to the Quarterdeck.⁵

It looked as if most of the crew were on the flight deck looking towards the beaches and city as we came into port. A ferryboat provided by the Brazilian navy to transport the liberty parties ashore steamed alongside two hours late. The ferry was scheduled to come alongside at 1000 so the liberty bound seamen were more than ready. The sailors took the delay in stride as part of normal Navy procedures.⁵

Mar. 15 - 0000hrs. Anchored in 37 meters of water in Rio de Janeiro, Brazil.¹

2301hrs. Class C fire in Officer's Head, A-0201-1L, frame 79-81.¹

2316hrs. Secured from fire quarters.¹

Mar. 16 - 0000hrs. Anchored in 37 meters of water in Rio de Janeiro, Brazil.¹

0801hrs. Underway for Subic Bay, Philippines in accordance with COMNAVAIRLANT Quarterly Employment Schedule.¹

1400hrs. Gremlin stations for NUCLOADEX.¹

Positions: 1200 - Lat. 23-32S, Long. 41-56.5W; 2000 - Lat. 24-47S, Long. 39-05W.¹

At 0801 hrs., departed Rio for Atlantic and Indian Oceans transit. Period was used for departmental training and shipboard drills.²

Mar. 17 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAIRLANT Quarterly Schedule.¹

0500hrs. Lost fuel oil suction on No. 3 and No. 4 Boilers. Freewheeling No. 1 and No. 4 Shafts.¹

0520hrs. Corrected fuel oil problem on No. 3 and No. 4 Boilers, back to desired RPMs on all shafts at 170 RPMs.¹

0830hrs. General Quarters.¹

1000hrs. Secured from General Quarters.¹

Positions: 0800 - Lat. 26-30S, Long. 35-00.1W; 1200 - Lat. 27-04S, Long. 33-30.1W; 2000 - Lat. 28-11.9S, Long. 30-28.9W.¹

Mar. 18 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILANT Quarterly Schedule.¹

Positions: 0800 - Lat. 29-45.2S, Long. 26-04W; 1200 - Lat. 30-17.8S, Long. 24-43.5W; 2000 - Lat. 31-08.4S, Long. 21-48W.¹

Mar. 19 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILANT Quarterly Schedule.¹

Positions: 0800 - Lat. 32-11S, Long. 17-36W; 1200 - Lat. 32-22S, Long. 16-11.5W; 2000 - Lat. 33-06.1S, Long. 12-42.9W.¹

Mar. 20 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILANT Quarterly Schedule.¹

Position: 0800 - Lat. 33-55.2S, Long. 08-03.2W; 1200 - Lat. 34-07.1S, Long. 06-17W; 2000 - Lat. 34-42S, Long. 02-29W.¹

Mar. 21 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILANT Quarterly Schedule.¹

0819hrs. General Quarters.¹

0938hrs. Secured from General Quarters.¹

1247hrs. Commenced flight operations.¹

1444hrs. Completed flight operations.¹

Positions: 0800 - Lat. 34-56.1S, Long. 03-02.5E; 1200 - Lat. 35-02S, Long. 04-52.5E; 2000 - Lat. 34-45.2S, Long. 08-21E.¹

Mar. 22 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILANT Quarterly Schedule.¹

1970

1228hrs. Commenced flight operations.¹

1519hrs. Completed flight operations.¹

Positions: 0800 - Lat. 35-07.9S, Long. 13-18.6E; 1200 - Lat. 35-14.1S, Long. 14-55.9E; 2000 - Lat. 35-24S, Long. 17-21.2E.¹

Mar. 23 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

1240hrs. Assumed tactical command of oiler RFA OLMEDA (A-124).¹

1509hrs. Refueled from OLMEDA.¹

1624hrs. Inadvertently passed through line of fishing buoys.¹

2002hrs. Completed refueling.¹

2130hrs. Detached OLMEDA and directed her to proceed on duty assigned.¹

Positions: 0800 - Lat. 35-09.3S, Long. 21-43.8E; 1200 - Lat. 35-08.9S, Long. 23-24.9E; 2000 - Lat. 34-49S, Long. 25-12.2E.¹

Southeast of Capetown, South Africa. Rendezvoused with the British oiler HMS OLMELDA for refueling.²

Mar. 24 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

1043hrs. Class C fire in Hangar Bay 3.¹

1047hrs. Fire out.¹

1350hrs. Gremlin station for nuclear loading drill.¹

1652hrs. Secured from nuclear loading drill. Secured from gremlin stations.¹

Positions: 0800 - Lat. 34-40S, Long. 30-09.9E; 1200 - Lat. 34-32.4S, Long. 31-51.5W; 2000 - Lat. 34-04.4S, Long. 35-42E.¹

Mar. 25 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to

1970

Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

0930hrs. AAW stations to exercise all mounts thru live firing.¹

1023hrs. Gun fire complete, 19 rounds expended.¹

1230hrs. Commenced flight operations.¹

1745hrs. Completed flight operations.¹

Positions: 0800 - Lat. 33-18.2S, Long. 40-39.5E; 1200 - Lat. 33-00.3, Long. 42-21.8E; 2000 - Lat. 32-57.2S, Long. 45-37.2E.¹

Mar. 26 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

2345hrs. Lost suction to No. 8 Boiler fuel feed pump. Reduced RPMs on shafts 2 and 4.¹

Positions: 0800 - Lat. 31-51S, Long. 50-43.5E; 1200 - Lat. 31-28.5S, Long. 52-29E; 2000 - Lat. 30-40.6S, Long. 55-56E.¹

Mar. 27 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

0155hrs. Regained RPMs on shafts 2 and 4. Returned No. 8 Boiler to line.¹

Positions: 0800 - Lat. 29-06S, Long. 60-22E; 1200 - Lat. 28-33.5S, Long. 61-59.2E; 2000 - Lat. 27-41.7S, Long. 64-46.9E.¹

Mar. 28 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

0105hrs. Secured fantail and lifeboat watches due to wind and sea conditions.¹

Positions: 0800 - Lat. 27-10.5S, Long. 68-57.2E; 1200 - Lat. 26-40.1S, Long. 70-06.2E; 2000 - Lat. 25-35.7S, Long. 72-39.6E.¹

Mar. 29 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to

1970

Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

0030hrs. Class C fire in power cable aft of No. Elevator, starboard side.¹

0037hrs. Fire out, power cable destroyed, no other apparent damage, no personnel casualties.¹

1654hrs. Safety nets on bow reported carried away by high seas sometime during the last two days.¹

Positions: 0800 - Lat. 23-48S, Long. 76-02.5E; 1200 - Lat. 23-08.6S, Long. 77-16.2E; 2000 - Lat. 21-45.8S, Long. 79-32.7E.¹

Mar. 30 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

1847hrs. Class C fire in Wardroom Galley, A321-L.¹

1850hrs. Fire in motor to reefer, fire out, no damage except to motor.¹

Positions: 0800 - Lat. 19-53S, Long. 82-39.5E; 1200 - Lat. 18-42.5S, Long. 84-18.3E; 2000 - Lat. 17-22.1S, Long. 86-48.1E.¹

After a rough transit of the Indian Ocean, ship changed operational control from SECOND FLEET to SEVENTH FLEET.²

Mar. 31 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly Schedule.¹

0832hrs. Gremlin stations for nuclear loading drill.¹

0901hrs. Fire and Broken Arrow drills.¹

0907hrs. General Quarters.¹

1005hrs. Secured all drills.¹

Positions: 0800 - Lat. 14-53.3S, Long. 90-42.2E; 1200 - Lat. 14-09.4S, Long. 91-57.9E; 2000 - Lat. 12-45S, Long. 94-21E.¹

Apr. 1 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAILRANT Quarterly

1970

Schedule.¹

Positions: 0800 - Lat. 10-35S, Long. 97-46.5E, 1200 - Lat. 09-46S, Long. 99-04E; 2000 - Lat. 07-56.7S, Long. 101-38E.¹

Apr. 2 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Subic Bay, Philippines in accordance with COMNAVAIRLANT Quarterly Schedule.¹

0701hrs. Set special sea and anchor detail for transiting Sunda Strait.¹

0806hrs. Secured special sea and anchor detail.¹

1230hrs. AAW stations.¹

1318hrs. Commenced firing.¹

1337hrs. Ceased firing. Expended 32 rounds. Secured from AAW stations.¹

Positions: 0800 - Lat. 05-56.3S, 105-56.1E; 1200 - Lat. 04-51S, Long. 106-49E; 2000 - Lat. 02-53S, Long. 109-38E.¹

At 0702 hrs., ship transited Sunda Strait into the Java Sea.²

Apr. 3 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to NS Cubi Point, Philippines in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Current speed is 23.5 knots.¹

1735hrs. Assumed tactical command of TURNER JOY (DD-951).¹

2343hrs. Received report that fires were lost under Boilers 7 and 8, slowing Shafts 2 and 3.¹

2347hrs. Relit fires under Boilers 7 and 8, cause of casualty not known yet.¹

2354hrs. Estimated speed is 11 knots.¹

Positions: 0800 - Lat. 00-21.8(?), Long. 108-23E; 1200 - Lat. 01-48.6N, Long. 109-03.2E; 2000 - Lat. 04-38.4N, Long. 111-37.8E.¹

At 0130 hrs., entered South China Sea via Karimata Strait.²

Rendezvoused with USS TURNER JOY (DD-951) in S. China Sea which

accompanied ship to Subic Bay, R.P.²

Apr. 4 - 0000hrs. Steaming in company with TURNER JOY (DD-951) enroute from Rio de Janeiro, Brazil to NS Cubi Point, Philippines in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0141hrs. Casualty was due to water in system that extinguished fire, casualty fully restored.¹

1400hrs. AAW stations. Commenced flight operations.¹

1431hrs. Secured AAW stations. Expended 27 rounds.¹

1730hrs. Completed flight operations.¹

Positions: 0800 - Lat. 06-01.5N, Long. 114-49.2E; 1200 - Lat. 07-01N, Long. 115-55.2E; 2000 - Lat. 09-17.3N, Long. 117-09E.¹

Apr. 5 - 0000hrs. Steaming in company with TURNER JOY (DD-951) enroute from Rio de Janeiro, Brazil to NS Cubi Point, Philippines in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0730hrs. Commenced flight operations.¹

1003hrs. SHELTON (DD-790) reported for duty with TG-77.4.¹

1354hrs. Completed flight operations. Detached TURNER JOY.¹

1600hrs. Underway as before running ULM-4 range.¹

1643hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Point, Philippines in 12 fathoms of water.¹

1945hrs. Commenced taking on NSFO from the pier.¹

Positions: 0800 - Lat. 12-56.2N, Long. 119-15E; 1200 - Lat. 24-04.5N, Long. 119-05E.¹

Moored Cubi Point, R.P. Three days of liberty and operational briefs.²

Apr. 6 - 0000hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Point, Philippines in 12 fathoms of water.¹

1804hrs. Gremlin stations.¹

1970

- Apr. 7 -** Moored starboard side to Pier 2, NS Cubi Point, Subic Point, Philippines in 12 fathoms of water.¹
- Apr. 8 -** 0000hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Point, Philippines in 12 fathoms of water. SOPA is COMPHIBRON-10 in TRIPOLI (LPH-10).¹
- 0921hrs. Underway in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 1135hrs. Commenced flight operations.¹
- 2335hrs. Completed flight operations.¹
- Positions: 1200 - Lat. 14-27.5N, Long. 120-00.8E; 2000 - Lat. 14-17N, Long. 119-23.1E.¹
- At 0902 hrs., underway for Tonkin Gulf.²
- Apr. 9 -** 0000hrs. Steaming in company with JOHN PAUL JONES (DDG-32) and SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0737hrs. Commenced firing Z-1-AA gunnery exercise.¹
- 0837hrs. Ceased firing, expended 50 rounds.¹
- 1000hrs. Commenced flight operations.¹
- 2149hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 14-47.8N, Long. 119-19.6E; 1200 - Lat. 14-53.8N, Long. 119-02.7E; 2000 - Lat. 15-08.6N, Long. 118-31.8E.¹
- Apr. 10 -** 0000hrs. Steaming in company with SHELTON (DD-790) and JOHN PAUL JONES (DDG-32) enroute from Subic Bay Op Area, Philippines to Tonkin Gulf for special operations as part of TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0952hrs. Commenced flight operations.¹
- 1007hrs. Completed flight operations.¹
- 2012hrs. Secured from flight quarters for respot, remained on CAP Alert 5 which was set at 2000.¹

1970

Positions: 0800 - Lat. 17-10.9N, Long. 114-31.3E; 1200 - Lat. 17-32.5N, Long. 113-09.4E; 2000 - Lat. 17-37.5N, Long. 110-30.9E.¹

Apr. 11 - 0000hrs. Steaming in company with SHELTON (DD-790) and JOHN PAUL JONES (DDG-32) enroute from Subic Bay Op Area, Philippines to Tonkin Gulf for special operations as part of TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0622hrs. Man overboard port side.¹

0627hrs. Man recovered by helo.¹

0754hrs. Commenced flight operations.¹

0856hrs. VADM BARDSHAR, CTF-77, came aboard by helo.¹

0900hrs. CTF-77 assumed tactical command of this ship. Ship was given station B in Form 40 with CONSTELLATION (CVA-64) in station A.¹

1011hrs. VADM BARDSHAR departed via helo.¹

1845hrs. Completed flight operations.¹

2049hrs. Refueled from SACRAMENTO (AOE-1).¹

Positions: 0800 - Lat. 17-51.5N, Long. 107-39E; 1200 - Lat. 17-42.8N, Long. 107-48.9E; 2000 - Lat. 17-59.4N, Long. 107-47E.¹

0500 hrs., flight quarters was sounded for the first combat sorties.²

0622 hrs., AMS3 John B. O'CONNELL, VA-12, was blown overboard by jet blast from a F-8H. O'Connell quickly recovered uninjured by the ship's helo.

VADM BARDSHAR, CTF-77, embarked for a short visit.²

Commencing 11 April, ship's flight ops schedule was set for noon to midnight daily.²

Apr. 12 - 0000hrs. Steaming as a unit of TG-77.4 composed of this ship, JOHN PAUL JONES (DDG-32) and SHELTON (DD-790) in the vicinity of Yankee Station, Tonkin Gulf in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1970

0630hrs. Commenced flight operations.¹

1900hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-53.1N, Long. 107-42.8E; 1200 - Lat. 17-53.5N, Long. 107-46.2E; 2000 - Lat. 17-56N, Long. 07-54E.¹

Apr. 13 - 0000hrs. Steaming in vicinity of Yankee Station, Tonkin Gulf as a unit of TG-77.4 with JOHN PAUL JONES (DDG-32) and SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0728hrs. Rearmed from FIREDRAKE (AE-14).¹

0733hrs. Man overboard starboard side.¹

0741hrs. Man overboard identified as RUSSELL, SA, was picked up by SHELTON. Condition satisfactory.¹

0945hrs. Rearing complete.¹

1100hrs. Commenced maneuvering to avoid submarine contact.¹

1200hrs. Commenced flight operations.¹

1300hrs. Completed Exercise RINGMASTER I, Phase II.¹

2304hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-23N, Long. 107-46E; 1200 - Lat. 18-15.5N, Long. 107-54.8E; 2000 - Lat. 18-33.8N, Long. 107-46.5E.¹

Apr. 14 - 0000hrs. Steaming in the vicinity of Yankee Station, Tonkin Gulf as TG-77.4 composed of this ship and JOHN PAUL JONES in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Ship is currently recovering aircraft.¹

0031hrs. Completed flight operations.¹

0805hrs. Refueled from PASSUMPSIC (AO-107).¹

0810hrs. Assumed tactical command of EDSON (DD-946).¹

1147hrs. Commenced flight operations.¹

2313hrs. Conducting flight operations.¹

1970

Positions: 0800 - Lat. 17-55N, Long. 107-40E; 1200 - Lat. 17-34N, Long. 107-43E; 2000 - Lat. 18-05.5N, Long. 107-43.3E.¹

Apr. 15 - 0000hrs. Steaming in the vicinity of Yankee Station, Tonkin Gulf as TG-77.4 composed of SHELTON (DD-790), JOHN PAUL JONES (DDG-32) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0036hrs. Completed flight operations.¹

0230hrs. Received Exercise RINGMASTER PT boat warning.¹

0235hrs. Began maneuvering to avoid PT boat.¹

0251hrs. Dispatched destroyers to intercept.¹

0312hrs. Exercise target reported sunk.¹

0415hrs. Maneuvering to close CONSTELLATION (CVA-64) to remain with five to eight miles.¹

0610hrs. Formed Formation 40V with CONSTELLATION as guide.¹

0830hrs. Detached from CONSTELLATION.¹

1200hrs. Commenced flight operations.¹

2304hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-47.5N, Long. 107-43E; 1200 - Lat. 17-44N, Long. 107-22E; 2000 - Lat. 18-01.1N, Long. 107-42.5E.¹

Apr. 16 - 0000hrs. Steaming in the Tonkin Gulf as TG77.4 in company with SHELTON (DD-790) and JOHN PAUL JONES (DDG-32) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0046hrs. Completed flight operations.¹

0155hrs. Set CAP Alert 5.¹

0710hrs. Rearmed from VESUVIUS (AE-15).¹

1400hrs. Lost lube oil on No. 4 Shaft. Locked shaft. Reduced speed to

15 knots.¹

1403hrs. Recovery secured. Binged four aircraft.¹

1437hrs. No. 4 Shaft unlocked after change of lube oil pumps but running at reduced rpm.¹

14449hrs. No. 4 Shaft at 111 rpm.¹

1500hrs. Recommenced flight operations.¹

2321hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 17-54.2N, Long. 107-55.5E; 1200 - Lat. 17-41.5N, Long. 107-34.5E; 2000 - Lat. 17-01.1N, Long. 107-58.2E.¹

Apr. 17 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EDSON (DD-946), SHELTON (DD-790) and JOHN PAUL JONES (DDG-32) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0058hrs. Completed flight operations.¹

0915hrs. Refueled from PASSUMPSIC (AO-107).¹

1200hrs. Commenced flight operations.¹

2259hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 17-55N, Long. 107-52.5E; 1200 - Lat. 18-18.5N, Long. 107-20.8E; 2000 - Lat. 17-46.4N, Long. 107-44.2E.¹

Apr. 18 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EDSON (DD-946) and SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0041hrs. Completed flight operations.¹

0910hrs. Rearmed from CHARA (AE-31).¹

1237hrs. All lines clear.¹

1322hrs. Back alongside CHARA, continuing transfer.¹

1970

1406hrs. All lines clear.¹

1625hrs. All engines stopped.¹

1635hrs. Put motor whaleboat in water from No. 3 Elevator to transfer it to port lifeboat davits.¹

1640hrs. Recovered motor whaleboat, port side, and got underway.¹

2211hrs. Received word of hot bearing in No. 4 Shaft.¹

2259hrs. Locked No. 4 Shaft.¹

2350hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-54N, Long. 107-46.5E; 1200 - Lat. 17-47N, Long. 108-34E; 2000 - Lat. 17-52N, Long. 108-13.5E.¹

Ship's flight ops schedule was altered to midnight to noon daily.²

Apr. 19 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1249hrs. Completed flight operations.¹

1410hrs. Refueled from PASSUMPSIC (AO-107).¹

1900hrs. RADM D. C. PLATTE, COMCRUDESPAC, embarked this vessel.¹

2350hrs. Commenced flight operations.¹

Positions: - Lat. 17-33.1N, Long. 07-41E; 1200 - Lat. 17-37N, Long. 107-43E; 2000 - Lat. 17-58.5N, Long. 107-26E.¹

Apr. 20 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1026hrs. RADM D. C. PLATTE, COMCRUDESPAC, departed via C1A.¹

1236hrs. Completed flight operations.¹

1447hrs. Rearmed from CHARA (AE-31).¹

2357hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-45N, Long. 108-12.5E; 1200 - Lat. 17-48.8N, Long. 108-05E; 2000 - Lat. 17-48.2N, Long. 107-22.8E.¹

Apr. 21 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations. OTC is CTG-77.4 in this ship.¹

0438hrs. After plant in engine room secured due to low feed pressure, lost steam to generators. Suffered loss of steering and gyros on the Bridge, shifted control to Steering Aft, lost all radars.¹

0444hrs. Regained gyro information to the Bridge repeaters.¹

0508hrs. Steering, gyro and radar casualties restored on the Bridge.¹

0515hrs. Posted low visibility lookouts.¹

0809hrs. Visibility 5 miles. Secured normal navigation lights.¹

1326hrs. Completed flight operations.¹

1455hrs. Replenished from PROCYON (AF-61).¹

2350hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-05.9N, Long. 107-39.5E; 1200 - Lat. 17-54.5N, Long. 107-53.5E; 2000 - Lat. 17-17.9N, Long. 107-55.3E.¹

Apr. 22 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf, in company with SHELTON (DD-790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0555hrs. Received report that aircraft 305 of VA-172 crashed over target, 030, 25 miles from tacan channel 72. No other details.¹

0655hrs. A4, Buno. 148484, VA-172, pilot LTJG John B. GOLZ, USN, 7249396, lost due to enemy action, 030, 25 miles from tacan channel 72. SAR conducted by 7th Air Force units. Aircraft observed by FAC crashing into target area.¹

0939hrs. CINCPACFLT, ADM J. HYLAND, arrived via helo.¹

1240hrs. Completed flight operations.¹

1407hrs. Refueled and rearmed from SACRAMENTO (AOE-1). SHELTON on starboard side of SACRAMENTO. EDSON in lifeguard station.¹

1445hrs. Destroyers exchanged stations.¹

2345hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-01.5N, Long. 107-39.5E; 1200 - Lat. 17-43.6N, Long. 107-03.2E; 2000 - Lat. 17-29.5N, Long. 107-45E.¹

At 0655 hrs., A-4C, Buno. 148484, VA-172, piloted by LTJG John GOLZ, USNR, was lost due to enemy action. After extensive search operations LTJG GOLZ was declared killed in action.²

Apr. 23 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf, in company with SHELTON (DD790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1250hrs. Completed flight operations.¹

2351hrs. Commenced flight operations.¹

Positions: 0800 - none; 1200 - Lat. 17-42.5N, Long. 108-20E; 2000 - Lat. 17-58N, Long. 107-33.5E.¹

Apr. 24 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf, in company with SHELTON (DD790) and EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1134hrs. Commenced carquals for two C1As attached to VRC-50.¹

1205hrs. Carquals complete. Commenced recovery.¹

1235hrs. Completed flight operations.¹

Apr. 25 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and EDSON (DD-946) in accordance with

COMSEVENTHFLT Quarterly Employment Schedule.¹

0602hrs. Rearmed and refueled from SACRAMENTO (AOE-1).¹

1932hrs. Detached SHELTON to proceed and report to CTG-77.6.¹

2115hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-09.3N, Long. 107-26E; 1200 - Lat. 17-48N, Long. 107-24E; 2000 - Lat. 17-47N, Long. 107-41E.¹

Apr. 26 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EDSON (DD-946) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1135hrs. Commenced carquals for two VRC-50 aircraft.¹

1244hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-25N, Long. 108-20E; 1200 - Lat. 17-21.3N, Long. 108-27E; 2000 - Lat. 17-43N, Long. 107-38E.¹

Memorial service held for LTJG GOLZ.²

Apr. 27 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EDSON (DD-946) and JOHN PAUL JONES (DDG-32) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0001hrs. Commenced flight operations.¹

0123hrs. Man overboard reported by Primary Flight Control. Destroyers tasked to rescue.¹

0214hrs. Muster complete. No men missing. Destroyers returned to station.¹

0928hrs. Class C fire in C-0201-2A.¹

0932hrs. DC Central reported electrical fire, power secured. Fire out.¹

1131hrs. Maneuvering to position ship in clear weather.¹

1224hrs. Completed flight operations.¹

1315hrs. Assumed tactical command of LYMAN K. SWENSON (DD-

729).¹

2351hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-41N, Long. 108-06.8E; 1200 - Lat. 17-46.9N, Long. 108-44.2E; 2000 - Lat. 18-11.8N, Long. 107-40.8E.¹

Apr. 28 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LYMAN K. SWENSON (DD-729) and JOHN PAUL JONES (DDG-32) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0300hrs. Received distress signal, pilot is in water bearing 167, range 61 miles. Detached JOHN PAUL JONES to effect rescue.¹

0308hrs. Received word that RANGER's (CVA-61) helo enroute to SAR scene, our E1B and various other aircraft orbiting downed pilot. Received word that pilot is ok.¹

0355hrs. Received word that pilot aboard helo and helo returning to RANGER.¹

0415hrs. Downed pilot is LTJG John FILOSE, 717554, USNR, VA-12, crashed aircraft was A4C, Buno. 147803.¹

1248hrs. Completed flight operations.¹

1412hrs. Rearmed and refueled from SACRAMENTO (AOE-1). JOHN PAUL JONES is on starboard side of SACRAMENTO.¹

2355hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-40N, Long. 107-45E; 1200 - Lat. 18-26N, Long. 107-45E; 2000 - Lat. 17-44.4N, Long. 107-41.2E.¹

A-4C, Buno. 147803, VA-12, piloted by LTJG John FILOSE, ingested fuel during in-flight refueling and crashed into the sea, latitude 17-04.2N, longitude 107-52E. The pilot ejected safely and was recovered.²

Apr. 29 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOHN PAUL JONES (DDG-32) and LYMAN K. SWENSON (DD-729) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1225hrs. Completed flight operations.¹

1970

1309hrs. Maneuvering at 20 knots to conform with movements of CORAL SEA (CVA-43).¹

1530hrs. Departed from CORAL SEA.¹

2354hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-35N, Long. 107-33.8E; 1200 - Lat. 17-36N, Long. 107-55.5E; 2000 - Lat. 18-01N, Long. 107-38.5E.¹

Apr. 30 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOHN PAUL JONES (DDG-32) and LYMAN K. SWENSON (DD-729) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0127hrs. Experienced cold cat shot on port catapult. F8 Crusader, no. 207, lost over the bow. Pilot, LT J. K. JACKSON, VF-162, ejected safely and landed amidships on the Flight Deck, sustaining no apparent injuries.¹

1005hrs. JOSEPH STRAUSS (DDG-16), COMDESRON-11 embarked, reported for duty and was assigned to TG-77.4.¹

Positions: 0800 - Lat. 17-46N, Long. 107-37.5E; 1200 - Lat. 17-35N, Long. 107-42E; 2000 - Lat. 18-07N, Long. 107-27.5E.¹

May 1 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOHN PAUL JONES (DDG-32), LYMAN K. SWENSON (DD-729) and JOSEPH STRAUSS (DDG-16) in accordance COMSEVENTHFLT Quarterly Employment Schedule.¹

0001hrs. Commenced flight operations.¹

0718hrs. RADM GILLETTE, COMASWGRU-3, arrived on board.¹

0739hrs. Assumed tactical command of ORLECK (DD-886).¹

0806hrs. Completed flight operations.¹

0940hrs. Refueled and rearmed from SACRAMENTO (AOE-1).¹

1230hrs. Secured from VERTREP.¹

1350hrs. Released SACRAMENTO and LYMAN K. SWENSON to proceed independently.¹

1970

Positions: 0800 - Lat. 17-06.8N, Long. 108-10.3E; 1200 - Lat. 17-29.5N, Long. 108-57.5E; 2000 - Lat. 18-07N, Long. 111-19.2E.¹

May 2 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Yokosuka, Japan via the Okinawa Op Area in company with JOSEPH STRAUSS (DDG-16), ORLECK (DD-886), JOHN PAUL JONES (DDG-32) and ERNEST G. SMALL (DD-838). SOPA is COMASWGRU-3 aboard this vessel.¹

1541hrs. Replenished from NIAGARA FALLS (AFS-3).¹

1813hrs. Secured from flight quarters for VERTREP.¹

2209hrs. Changed intended destination from Okinawa Op Area to Subic Bay, Philippines.¹

Positions: 0800 - Lat. 19-24N, Long. 114-51E; 1200 - Lat. 19-45N, Long. 115-37E; 2000 - none.¹

Ship was enroute to the Okinawa area for an ASW exercise, however, the initiation of an operation into Cambodia altered the schedule and the SHANGRI-LA was diverted to Subic Bay, R.P.²

May 3 - 0000hrs. Steaming enroute from Tonkin Gulf to Subic Bay, Philippines in company with JOSEPH STRAUSS (DDG16), JOHN PAUL JONES (DDG-32), ORLECK (DD-886) and ERNEST G. SMALL (DD-838) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0955hrs. Detached JOSEPH STRAUSS and ERNEST G. SMALL.¹

1100hrs. Commenced flight operations.¹

1139hrs. Completed flight operations.¹

1452hrs. Detached JOHN PAUL JONES and ORLECK.¹

1611hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹

Positions: 0800 - Lat. 16-52.2N, Long. 119-11E; 1200 - Lat. 15-23.8N, Long. 119-30.8E; 2000 - Lat. 14-42.2N, Long. 119-37.7E.¹

Ship moored starboard side to Leyte Pier, NAS Cubi Pt., R.P.²

May 4 - Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹

1970

- May 5 -** 0000hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹
- 1443hrs. RADM N. G. GILLETTE, Jr., COMASWGRU-3, departed.¹
- May 6 -** Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹
- May 7 -** Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹
- May 8 -** Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹
- May 9 -** 0000hrs. Moored starboard side to Pier 2, NS Cubi Point, Subic Bay, Philippines.¹
- 0739hrs. All lines on deck. Commenced spinning ship to Leyte Pier, port side to the pier.¹
- 0833hrs. Moored port side to Leyte Pier, NAS Cubi Point.¹
- Ship turned and moored port side to pier to safety test the port cat.²
- May 10 -** Moored port side to Leyte Pier, NAS Cubi Point, Subic Bay, Philippines.¹
- May 11 -** 0000hrs. Moored port side to Leyte Pier, NAS Cubi Point, Subic Bay, Philippines.¹
- 0855hrs. Underway from Cubi Point to Tonkin Gulf.¹
- 1332hrs. Commenced flight operations.¹
- 1647hrs. Completed flight operations.¹
- Positions: 1200 - Lat. 14-42.2N, Long. 119-37.7E; 2000 - Lat. 15-32.5N, Long. 117-52.5E.¹
- At 0855 hrs., departed Cubi Pt., enroute to Yankee Station.²
- May 12 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0830hrs. General Quarters.¹
- 0957hrs. Secured from General Quarters drill.¹

1970

2200hrs. Assumed tactical command of BRADLEY (DE-1041).¹

Positions: 0800 - Lat. 17-12.3N, Long. 114-10.2E; 1200 - Lat. 17-38.5N, Long. 112-56.2E; 2000 - Lat. 17-29.1N, Long. 110-14.4E.¹

At 1749 hrs., arrived Yankee Station and began combat operations.²

May 13 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and BRADLEY (DE-1041) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0526hrs. Detached BRADLEY to proceed and report to BON HOMME RICHARD (CVA-31).¹

0620hrs. Commenced flight operations.¹

1854hrs. Completed flight operations.¹

2027hrs. Refueled from PONCHATOULA (AO-148).¹

2355hrs. All lines clear.¹

Positions: 0800 - Lat. 18-37.1N, Long. 107-35E; 1200 - Lat. 18-29N, Long. 107-41.2E; 2000 - Lat. 18-21.8N, Long. 107-42.¹

May 14 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and BRADLEY (DE-1041) in accordance employment schedule.¹

0614hrs. Commenced flight operations.¹

1854hrs. Completed flight operations.¹

2040hrs. Rearmed from PYRO (AE-24).¹

Positions: 0800 - Lat. 18-18.5N, Long. 107-20.8E; 1200 - Lat. 18-21.9N, Long. 107-31.5E; 2000 - Lat. 18-19.5N, Long. 107-36E.¹

May 15 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16), BRADLEY (DE-1041) and JOHN A. BOLE (DD-755) operating as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1970

0400hrs. Detached BRADLEY.¹

0630hrs. Commenced flight operations.¹

0702hrs. By direction of CTG-77, detached JOSEPH STRAUSS to proceed to 17-53N, 107-44E to act as scene commander for SAR of downed F8 aircraft from BON HOMME RICHARD (CVA-31).¹

0831hrs. E1B, Buno. 147231, pilot LT W. P. BREWER, had starboard landing gear collapse on landing.¹

1844hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-52N, Long. 107-48.5E; 1200 - Lat. 18-10.4N, Long. 108-01.8E; 2000 - Lat. 17-53.5N, Long. 107-51E.¹

E1-B, Buno. 147231, VAW-121, piloted by LT W. P. BREWER, USN, and co-piloted by LT D. P. WHALEN, USNR, crashed upon recovery with a collapsed starboard landing gear. No injuries were sustained.²

May 16 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0614hrs. Commenced flight operations.¹

1856hrs. Completed flight operations.¹

2025hrs. Refueled from PONCHATOULA (AO-148).¹

Positions: 0800 - Lat. 17-45N, Long. 107-49E; 1200 - Lat. 17-54.5N, Long. 108-09E; 2000 - Lat. 17-48N, Long. 107-46E.¹

May 17 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0908hrs. Rearmed from MOUNT KATMAI (AE-16).¹

1900hrs. Russian AGI approached to 500 yards from port quarter; went DIW.¹

1905hrs. Left AGI astern.¹

2355hrs. Commenced flight operations.¹

1970

Positions: 0800 - Lat. 17-46.5N, Long. 107-27E; 1200 - Lat. 18-11N, Long. 107-55E; 2000 - Lat. 18-13N, Long. 107-57E.¹

May 18 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOHN A. BOLE (DD-755) and WADDELL (DDG-24) in accordance COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0557hrs. Released WADDELL.¹

1200hrs. Completed flight operations.¹

1410hrs. Replenished from PROCYON (AF-61).¹

Positions: 0800 - Lat. 17-56N, Long. 107-47.5E; 1200 - Lat. 17-49.8N, Long. 107-34E; 2000 - Lat. 17-42N, Long. 108-08E.¹

May 19 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0010hrs. Completed launch.¹

1224hrs. Completed flight operations.¹

1357hrs. Received NSFO, JP-5 and water from PONCHATOUULA (AO-148).¹

1806hrs. Fire in A3 aircraft no. 612.¹

1814hrs. Fire out.¹

2350hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-32.2N, Long. 107-30.5E; 1200 - Lat. 17-45.6N, Long. 107-41.5E; 2000 - Lat. 17-52N, Long. 107-59E.¹

May 20 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1218hrs. Completed flight operations.¹

1425hrs. Rearmed from PARACUTIN (AE-18).¹

1970

Positions: 0800 - Lat. 17-32N, Long. 107-53E; 1200 - Lat. 17-42.8N, Long. 107-45.2E; 2000 - Lat. 17-43.2N, Long. 107-58E.¹

May 21 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0001hrs. Commenced flight operations.¹

1223hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-51.5N, Long. 107-39.2E; 1200 - Lat. 18-22.1N, Long. 107-09.5E; 2000 - Lat. 17-46N, Long. 107-57.5E

May 22 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0806hrs. Refueled from PONCHATOULA (AO-148).¹

1456hrs. Changed speed to zero for engineering repairs.¹

Positions: 0800 - Lat. 17-43.2N, Long. 108-06.7E; 1200 - Lat. 18-22N, Long. 107-55.3E; 2000 - Lat. 17-38N, Long. 107-44.5E.¹

May 23 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) and JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0637hrs. Commenced flight operations.¹

1850hrs. Completed flight operations.¹

1945hrs. Received water from PASSUMPSIC (AO-107).¹

2323hrs. Received water and ammunition from PARACUTIN (AE-18).¹

Positions: 0800 - Lat. 17-32N, Long. 107-37.5E; 1200 - Lat. 17-33.2N, Long. 107-39E; 2000 - Lat. 17-33.8N, Long. 108-03.5E.¹

May 24 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16), JOHN A. BOLE (DD-755) and BRINKLEY BASS (DD-887) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently alongside PARACUTIN (AE-18)

1970

receiving ammunition and water.¹

0043hrs. All lines clear.¹

0619hrs. Commenced flight operations.¹

1455hrs. VADM BAUMBERGER, Deputy CINCPACFLT, arrived in company with COMSEVENTHFLT, VADM WEISNER.¹

1611hrs. Deputy CINCPACFLT and COMSEVENTHFLT departed via helo.¹

1846hrs. Completed flight operations.¹

2007hrs. Refueled from PONCHATOULA (AO-148).¹

Positions: 0800 - Lat. 18-18N, Long. 107-36.8E; 1200 - Lat. 18-16.9N, Long. 107-33E; 2000 - Lat. 17-51N, Long. 107-44.8E.¹

May 25 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16), JOHN A. BOLE (DD-755) and BRINKLEY BASS (DD-887) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0615hrs. Commenced flight operations.¹

1727hrs. Commenced carquals for C1A from VRC-50.¹

1828hrs. Completed C1A carquals after 15 recoveries for two aircraft.¹

1851hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-55.5N, Long. 107-46.8E; 1200 - Lat. 17-37.9N, Long. 107-37E; 2000 - Lat. 17-26N, Long. 107-42.8E.¹

May 26 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with JOSEPH STRAUSS (DDG-16) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0621hrs. Commenced flight operations.¹

1252hrs. Completed flight operations.¹

1508hrs. Commenced receiving fuel, ammo and VERTREPing stores from SACRAMENTO (AOE-1).¹

1970

Positions: 0800 -Lat. 18-13N, Long. 107-24E; 1200 - Lat. 17-55.5N, Long. 107-20E; 2000 - Lat. 18-00.5N, Long. 107-16.5E.¹

- May 27 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with WADDELL (DDG-24) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0001hrs. BRINKLEY BASS (DD-887) reported for duty.¹
- 0005hrs. Commenced flight operations. Completed launching aircraft.¹
- 0455hrs. Received report of downed aircraft, 210 at 5 miles.¹
- 0501hrs. Completed recovery.¹
- 0502hrs. Changed course to 220, directed WADDELL and BRINKLEY BASS to scene of downed pilot.¹
- 0513hrs. WADDELL reports that she has picked up pilot by boat in good condition.¹
- 0532hrs. Received details of downed aircraft. Aircraft was an A4E, Buno. 149993, VA-152, pilot LTJG J. A. SEARS, 702022, USN. Pilot not injured. Position of downed aircraft 17-27.2N, 107-26.5E.¹
- 0845hrs. General Quarters.¹
- 1012hrs. Secured from General Quarters drill.¹
- 1233hrs. Completed flight operations.¹
- 2350hrs. Commenced flight operations.¹
- Positions: 0800 - Lat. 17-15N, Long. 107-51.9E; 1200 - Lat. 16-48.7N, Long. 108-17E; 2000 - Lat. 18-04.5N, Long. 107-23.3E.¹
- At 0445 hrs., A-4E, Buno. 149993, VA-152, piloted by LTJG AI SEARS, USN, ingested fuel during in-flight refueling and crashed into the sea. The pilot ejected safely and was rescued.²
- May 28 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with WADDELL (DDG-24), JOHN A. BOLE (DD-755) and BRINKLEY BASS (DD-887) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1970

0457hrs. Completed recovery of nine aircraft. Last aircraft recovered was F8H, no. 204, VF-162, Buno. 147916, pilot CAPT STOLLENWERCK, CO CVW-8. Aircraft came in extremely nose high and low, hitting the rounddown, engaging no. 3 wire and collapsing on its nose gear. Small fire in the tail section was extinguished immediately. There was no injury. Aircraft damage major.¹

0930hrs. VADM BARDSHAR, CTF-77, came aboard via helo.¹

1018hrs. CTF-77 departed via helo.¹

1354hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-17N, Long. 107-19.5E; 1200 - Lat. 18-05N, Long. 107-56.5E; 2000 - Lat. 17-36N, Long. 110-12E.¹

At 0457 hrs., F-8H, Buno. 147916, VF-162, piloted by Capt. W. M. STOLLENWERCK, USN, CAG-8, suffered a collapsed nose gear when the aircraft struck the ramp on recovery. No injuries incurred.²

Later in day ship enroute to Subic Bay.²

May 29 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines with JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0754hrs. Commenced flight operations.¹

0944hrs. Completed flight operations.¹

Positions: 0800 - Lat. 16-51.2N, Long. 114-00.5E; 1200 - Lat. 16-27N, Long. 115-19.8E; 2000 - Lat. 15-41.5N, Long. 117-40.5E.¹

May 30 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines with JOHN A. BOLE (DD-755) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0601hrs. Commenced flight operations.¹

0607hrs. Completed flight operations. Launched five aircraft.¹

0741hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines. Ships present include SAMUEL GOMPERS (AD-37) and BON HOMME RICHARD (CVA-31).¹

Positions: none.¹

Moored to Alava Pier, Subic Bay. During this inport period a ruptured fire main in the refrigeration area, flooded spaces, causing extensive damage to the refrigeration units.²

May 31 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

2350hrs. AO2 HARRIS and ATR3 MILO reported that AN J. M. LINDER disrobed at fleet landing, Grande Island, and entered the water attempting to swim to SHANGRI-LA. No boat was available at the time for a search. Grande Island MAA was notified.¹

2355hrs. OOD SHANGRI-LA notified OOD Subic Bay of above, search commenced. OOD Subic Bay notified SHANGRI-LA that LINDER had been picked up unconscious at 2334 after 39 minutes in the water. AN LINDER was delivered to US Naval Hospital Subic Bay, Ward A, alive. AN LINDER's personal articles were delivered to AN G. J. PERON aboard SHANGRI-LA.¹

Jun. 1 - Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

Jun. 2 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

1659hrs. CORAL SEA (CVA-43) stood in and moored along Cubi Pier.¹

Jun. 3 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

1821hrs. Fire reported on forward mess decks. Fire was in refrigerator.¹

Jun. 4 - Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

Jun. 5 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

1300hrs. ENS shifted to half mast due to death of retired Commandant of the Marine Corps GEN Clifton B. GATES.¹

Jun. 6 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

1344hrs. Man overboard starboard side. Men recovered from water unharmed. ANDRADE, F. G.; MCCAFFERTY, J. D.; and TRUDEAU, R. E. swam to pier after punt filled with water.¹

1348hrs. Secured from man overboard.¹

1970

- Jun. 7 -** 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹
- 1210hrs. Class C fire in B section of the ship on the Afterbrow.¹
- 1212hrs. Secured from fire quarters.¹
- 1645hrs. Received a call from Subic Dispensary. Dr. MELLO stated that WILLIAMS, George D., AA, USN, was brought in DOA. WILLIAMS was discovered at 1545 at the bottom of the White Rock Beach pool. He was brought to Subic Dispensary and pronounced dead at 1615, 7 June 1970. The remains are located at the Cubi Hospital morgue. An autopsy will be held on Monday, 8 June 1970.¹
- Jun. 8 -** Moored starboard side to Alava Pier, Subic Bay, Philippines.¹
- Jun. 9 -** 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹
- 1026hrs. Class C fire in C-610-1E.¹
- 1034hrs. Fire under control.¹
- Jun. 10 -** 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹
- 0852hrs. Underway for special operation in Yankee Station, Tonkin Gulf in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0945hrs. Commenced running ULQ range, Grande Island.¹
- 1159hrs. Commenced flight operations.¹
- 1515hrs. Commenced A3 carquals.¹
- 1608hrs. Completed A3 carquals.¹
- 1710hrs. Commenced A3 carquals, touch and goes.¹
- 2232hrs. Completed flight operations.¹
- 2306hrs. Assumed tactical command of LEONARD F. MASON (DD-852).¹
- Position: 2000 - Lat. 14-43.3N, Long. 119-08.8E.¹
- Underway for operations in the Philippine OPAREA. Conducted flight ops and carrier qualifications.²

1970

Jun. 11 - 0000hrs. Steaming in the Philippine Op Area in company with LOFBERG (DD-759) and LEONARD F. MASON (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0500hrs. Secured No. Engine and Shaft for repairs.¹

1035hrs. Man overboard drill.¹

1126hrs. Secured man overboard drill.¹

1200hrs. Commenced flight operations.¹

2131hrs. Completed flight operations.¹

Positions: 0800 - Lat. 14-47N, Long. 119-35E; 1200 - Lat. 14-49.5N, Long. 119-25.5E; 2000 - Lat. 14-17N, Long. 119-30.2E.¹

Moored Cubi Pt.

Jun. 12 - 0000hrs. Steaming from Philippines Op Area to Subic Bay in company with LEONARD F. MASON (DD-852) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0600hrs. Moored starboard side to Leyte Wharf, NS Cubi Point, Philippines. Screws turning slowly. Commenced onloading stores and ammo.¹

0720hrs. Commenced taking on NSFO.¹

0902hrs. Completed fueling.¹

1140hrs. Main engines test out satisfactorily.¹

1157hrs. Underway for Yankee Station, Tonkin Gulf.¹

1601hrs. Commenced flight operations.¹

1717hrs. Completed flight operations.¹

Position: 2000 - Lat. 15-25.7N, Long. 118-07.2E.¹

From 0600 hrs to 1157 hrs received supplies.²

At 1200 hrs., underway for Yankee Station.²

- Jun. 13 -** 0000hrs. Steaming enroute from Philippine Op Area to Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0549hrs. Reduced visibility in rain and fog.¹
- 2025hrs. Refueled LEONARD F. MASON (DD-852).¹
- Positions: 0800 - Lat. 17-00N, Long. 114-35.2E; 1200 - Lat. 17-29.5N, 113-30.9E; 2000 - Lat. 17-37.2N, Long. 111-02E.¹
- Jun. 14 -** 0000hrs. Steaming enroute from Philippine Op Area to Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0704hrs. Commenced flight operations.¹
- 1228hrs. Refueled LEONARD F. MASON
- 1340hrs. LOFBERG making approach.¹
- 1350hrs. Had LOFBERG abort approach due to lack of time to refuel.¹
- 1636hrs. Changed course to close AMERICA (CVA-66) for helo transfer.¹
- 1931hrs. Completed flight operations.¹
- 2119hrs. Refueled LOFBERG.¹
- Positions: 0800 - Lat. 17-41.2N, Long. 107-39.5E; 1200 - Lat. 18-48.2N, 107-03.5E; 2000 - Lat. 18-42.8N, Long. 107-15E.¹
- Arrived Yankee Station and commenced combat operations.²
- Jun. 15 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0557hrs. Commenced flight operations.¹
- 0705hrs. Target spar streamed to 1800 feet, ready for quick release.¹

1970

1219hrs. Completed flight operations.¹

2140hrs. LEONARD F. MASON and LOFBERG investigating submarine contact bearing 130, 2 miles from SHANGRI-LA.¹

2302hrs. LEONARD F. MASON and LOFBERG resumed station.¹

2355hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-17.5N, Long. 107-34.1E; 1200 - Lat. 18-23.7N, Long. 107-36E; 2000 - Lat. 18-02.8N, Long. 107-33E.¹

Jun. 16 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-757) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1113hrs. Commenced carquals for VRC-50 C1A.¹

1225hrs. Completed flight operations.¹

1442hrs. Rearmed, refueled and VERTREPped from SACRAMENTO (AOE-1).¹

2354hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-52.1N, Long. 107-17.6E; 1200 - Lat. 17-43.5N, Long. 107-13.5E; 2000 - Lat. 17-51N, Long. 107-55.5E.¹

Jun. 17 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1228hrs. Completed flight operations.¹

1441hrs. Rearmed and replenished from REGULUS (AF-57).¹

2356hrs. Commenced flight operations. Completed launching four aircraft.¹

Positions: 0800 - Lat. 17-47.7N, Long. 107-19E; 1200 - Lat. 17-51.5N, Long. 107-34E; 2000 - Lat. 17-54.2N, Long. 107-21.2E.¹

Jun. 18 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with

1970

LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1114hrs. COMCARDIV-7 arrived via helo.¹

1227hrs. Completed flight operations.¹

1400hrs. Rearmed and refueled from SACRAMENTO (AOE-1).¹

1557hrs. COMCARDIV-7, RADM RAMAGE, departed via helo.¹

2033hrs. Small class C fire in aircraft 210, fire out immediately.¹

Positions: 0800 - Lat. 18-16.2N, Long. 107-17.2E; 1200 - Lat. 18-04N, Long. 107-13E; 2000 - Lat. 18-19.9N, Long. 107-24.5E.¹

Jun. 19 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0255hrs. Commenced flight operations.¹

0626hrs. Sighted Hoanh Son Mountain, North Vietnam.¹

1239hrs. Completed flight operations.¹

2358hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 18-00N, Long. 107-16.5E; 1200 - Lat. 17-51.3N, Long. 107-23E; 2000 - Lat. 18-23N, Long. 107-30E.¹

Jun. 20 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

1105hrs. Completed flight operations.¹

1116hrs. Commenced C1A carquals.¹

2343hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 17-56.3N, Long. 107-30.5E; 1200 - Lat. 17-43.1N, Long. 107-17.7E; 2000 - Lat. 17-57N, Long. 107-22E.¹

1970

Jun. 21 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0704hrs. Sighted North Vietnam.¹

0716hrs. Assumed tactical command of SHELTON (DD-790).¹

1225hrs. Completed flight operations.¹

1741hrs. Entered territorial water of Republic of South Vietnam.¹

2230hrs. Class C fire in F8 aircraft no. 101.¹

2234hrs. Fire out. Secured from fire quarters.¹

Positions: 0800 - Lat. 17-35N, Long. 107-32.9E; 1200 - Lat. 17-42.5N, Long. 107-24.8E; 2000 - Lat. 16-12N, Long. 108-14E.¹

At 1741 hrs., entered South Vietnamese territorial waters and stood into the harbor of Da Nang. Vially needed parts for number 3 elevator were received.²

Later in day ship returned to Yankee Station.²

Jun. 22 - 0000hrs. Steaming enroute from Da Nang, South Vietnam to Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0805hrs. Refueled from PONCHATOULA (AO-148).¹

1100hrs. Highlined mail to SHELTON.¹

1156hrs. Commenced flight operations.¹

2118hrs. A4C, no. 310, VA-172, Buno. 148495, pilot LT J. S. EARLE, USNR, 712657, was reported down two miles, 10 degrees on starboard bow. Pilot apparently did not eject. Cause of aircraft failure unknown. SAR effort by helo and destroyers begun.¹

2224hrs. Still no report of pilot at scene of crash.¹

2345hrs. Reports by SAR Commander, CO SHELTON, that various debris, including foam rubber, paper and part of seat, only objects found at

datum.¹

2306hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-45.5N, Long. 107-39.8E; 1200 - Lat. 18-18.8N, Long. None; 2000 - Lat. 18-11.6N, Long. 107-20.5E.¹

A-4C, Buno. 148495, VA-172, piloted by LT John EARLE, crashed shortly after launch at latitude 18-15N, longitude 107-16.1E. The pilot was declared lost after an all night search.²

Jun. 23 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting SAR operation for downed pilot.¹

0300hrs. Departed search area enroute to replenishment rendezvous.¹

0615hrs. Assumed tactical command of VIRGO (AE-30).¹

0658hrs. Rearmed from VIRGO.¹

0952hrs. Secured from search for LT J. S. EARLE, USNR, lost at 2118, 22 June 1970. Results negative. Pilot presumed dead.¹

1156hrs. Commenced flight operations.¹

2128hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-51.3N, Long. 107-28E; 1200 - Lat. 17-58.5N, Long. 107-36E; 2000 - Lat. 17-49.5N, Long. 107-31E.¹

Jun. 24 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0802hrs. Refueled from PONCHATOULA (AO-148).¹

1154hrs. Commenced flight operations.¹

2244hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 17-45.5N, Long. 107-33.8E; 1200 - Lat. 18-18.2N, Long. 107-27.5E; 2000 - Lat. 18-01.3N, Long. 107-30.6E.¹

Memorial service held for LT John EARLE.²

Jun. 25 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with LEONARD F. MASON (DD-852) and LOFBERG (DD-759) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0028hrs. Completed flight operations.¹

0707hrs. Rearmed from MAUNA KEA (AE-22).¹

1124hrs. Commenced flight operations.¹

1400hrs. General Quarters.¹

1503hrs. Secured from General Quarters drill.¹

2302hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-07.4N, Long. 107-34.7E; 1200 - Lat. 18-16N, Long. 107-28E; 2000 - Lat. 17-45N, Long. 107-37.5E.¹

Jun. 26 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and LOFBERG in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0031hrs. Completed flight operations.¹

0800hrs. Refueled from PONCHATOULA (AO-148).¹

1124hrs. Commenced flight operations.¹

1715hrs. Assumed tactical command of LYMAN K. SWENSON (DD-729).¹

1851hrs. Conducted highline personnel transfer with LYMAN K. SWENSON.¹

2257hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-55.5N, Long. 107-46E; 1200 - Lat. 18-11.5N, Long. 107-29E; 2000 - Lat. 17-45.5N, Long. 107-30.5E.¹

Jun. 27 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with

1970

SHELTON (DD-790), LOFBERG (DD-759), and LYMAN K. SWENSON (DD-729) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0640hrs. Sighted Hoanh Son Mountain, North Vietnam.¹

1012hrs. Launched C1A.¹

1013hrs. All stop.¹

1017hrs. Lowered starboard lifeboat for transfer of personnel and mail from SHELTON.¹

1040hrs. Changed speed to 12 knots.¹

1144hrs. Commenced flight operations.¹

2322hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-09.3N, Long. 107-24.8E; 1200 - Lat. 18-12.7N, Long. 107-28.9E; 2000 - Lat. 18-02N, Long. 107-35.2E.¹

Jun. 28 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790), LOFBERG (DD-759), and LYMAN K. SWENSON (DD-729) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0035hrs. Completed flight operations.¹

0626hrs. Detached LOFBERG.¹

0939hrs. Assumed tactical command of DECATUR (DDG-31).¹

1152hrs. Commenced flight operations.¹

2141hrs. Recovered E1B, Palmetto 012, in barricade due engine failure.¹

2302hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-01.8N, Long. 107-30.7E; 1200 - Lat. 18-14.5N, Long. 107-19.7E; 2000 - Lat. 17-53.8N, Long. 107-27E.¹

E-1B, Buno. 148123, VAW-121, piloted by LT W. H. CRISWELL, USNR, and co-piloted by M. D. OREN, USNR, experienced engine fire. Aircraft was successfully recovered in the barricade on one engine. No injuries.

- Jun. 29 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790), DECATUR (DDG-31), and LYMAN K. SWENSON (DD-729) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0958hrs. Maneuvering to go alongside MAUNA KEA (AE-22).¹
- 1155hrs. Rearing complete.¹
- 1353hrs. Commenced flight operations.¹
- 1801hrs. Completed flight operations.¹
- 2354hrs. Commenced flight operations.¹
- Positions: 0800 - Lat. 18-03.2N, Long. 107-33.2; 1200 - Lat. 18-24N, Long. 107-15E; 2000 - Lat. 17-46.5N, Long. 107-33E.¹
- Jun. 30 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and DECATUR (DDG-31) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹
- 1040hrs. Lost power on No. 1 Shaft.¹
- 1232hrs. Completed flight operations.¹
- 1303hrs. Came DIW to conduct underwater hull inspection.¹
- 1317hrs. Boat in the water, divers in the water.¹
- 1357hrs. Boat and divers out of the water. Inspection completed.¹
- 1512hrs. Refueled from PONCHATOULA (AO-148) with DECATUR on the starboard side of PONCHATOULA.¹
- 1718hrs. Executed practice emergency breakaway.¹
- Positions: 0800 - Lat. 18-01N, Long. 107-26E; 1200 - Lat. 18-00.5N, Long. 107-24N, 2000 - Lat. 17-51.3N, Long. 107-15.8E.¹
- Jul. 1 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and DECATUR (DDG-31) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1970

0005hrs. Commenced flight operation, completed launching aircraft.¹

0613hrs. Sighted Hoanh Son Mountain, North Vietnam, bearing 265, 50 miles.¹

0930hrs. General Quarters.¹

1025hrs. Secured from General Quarters drill.¹

1234hrs. Completed flight operations.¹

1359hrs. Went DIW to photograph damaged screw and shaft.¹

1514hrs. Underway, changed speed 12 knots.¹

Positions: 0800 - Lat. 17-45N, Long. 107-13.5E; 1200 - Lat. 17-42.2N, Long. 107-28E; 2000 - Lat. 18-29.8N, Long. 107-34.5E.¹

Ship in company with USS SHELTON (DD-790) and USS DECATUR (DDG-31) on Yankee Station.

Jul. 2 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and DECATUR (DDG-31) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0010hrs. Launch complete.¹

Positions: 0800 - Lat. 17-57.5N, Long. 107-35.7E; 1200 - Lat. 17-57.3N, Long. 107-40.7E; 2000 - Lat. 17-41, Long. 108-49.5E.¹

1215hrs. Man overboard port side resulted when A4, pilot LTJG BELDEN, USN, 717355, when port main gear slid over port deck edge. Pilot ejected and was recovered by helo. No apparent injuries to pilot.¹

1545hrs. Rearmed from FIREDRAKE (AE-14).¹

1750hrs. Completed rearming.¹

A-4E, Buno. 150117, VA-12, piloted by LTJG William BELDEN, USN, experienced a brake failure on recovery. Aircraft turned left and went into the port catwalk. Pilot ejected safely and was recovered by the ship's helo.²

Ship later suffered a sheared shaft coupling on number 1 shaft.²

- Jul. 3 -** 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with DECATUR (DDG-31) and SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. No. 1 Shaft is locked, No. 1 Screw is freewheeling.¹
- 0630hrs. Stopped in order to launch motor whaleboat with dive aboard to secure No. 1 Screw. Departed Yankee Station surveillance area. Set Alert CAP Condition 15.¹
- 1045hrs. All engines stopped to permit divers to recheck No. 1 Screw.¹
- 1635hrs. Refueled SHELTON.¹
- 1753hrs. Refueled DECATUR.¹
- 2233hrs. Refueled from PONCHATOULA (AO-148).¹
- Positions: 0800 - Lat. 17-21.1N, Long. 110-53.2E; 1200 - Lat. 17-28.2N, Long. 111-10E; 2000 - Lat. 17-08.6N, Long. 112-53.5E.¹
- Divers were put into the water to secure the screw and the ship began transit to Subic Bay.²
- Jul. 4 -** 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with DECATUR (DDG-31) and SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently refueling from PONCHATOULA (AO-148).¹
- 0047hrs. All lines clear.¹
- 1200hrs. Detached SHELTON.¹
- 1914hrs. Class C fire in DC Pump Room in electric motor.¹
- 1920hrs. Fire is out.¹
- Positions: 0800 - Lat. 16-33.8N, Long. 115-02E; 1200 - Lat. 16-14.5N, Long. 116-12E; 2000 - Lat. 15-39.9N, Long. 117-54.5E.¹
- Jul. 5 -** 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with DECATUR (DDG-31) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0900hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.

1970

Ships present include ORISKANY, COMCARDIV-7 embarked, HMAS HOBART, and various units of the U.S. Pacific Fleet.¹

Positions: none.¹

0900 hrs., moored at Alava Pier. Number 1 screw was removed for transit to Japan.²

Jul. 6 - 0000hrs. Moored starboard side to Alava Pier, Subic Bay, Philippines.¹

1704hrs. Underway for Yokosuka, Japan as a unit of TG-77.4 in compliance with CTF-77 oral message and COMSEVENTHFLT Quarterly Employment Schedule.¹

1745hrs. SHELTON (DD-790) and O'CALLAHAN (DE-1051) joined.¹

1831hrs. Lost Boilers 2 and 5 due to fuel starvation. Maximum speed approximately 10 knots.¹

1849hrs. Commenced recovery speed gradually beginning to come up.¹

1857hrs. Commenced flight operations for recovery. Completed recovering seven aircraft.¹

Positions: 2000 - Lat. 15-02.7N, Long. 119-50.3E.¹

1704 hrs., underway for Yokosuka, Japan.²

Jul. 7 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yokosuka, Japan in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1400hrs. General Quarters.¹

1500hrs. Secured from General Quarters drill.¹

Positions: 0800 - Lat. 19-02.8N, Long. 120-34E; 1200 - Lat. 20-20.7N, Long. 121-17.2E; 2000 - Lat. 22-31.1N, Long. 123-23.7E.¹

Hydraulic leaks caused an after steering casualty. These problems persisted and hampered the ship's progress to Yokosuka.²

Jul. 8 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yokosuka, Japan in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0615hrs. Gremlin stations for nuclear loading exercise.¹

1416hrs. Commenced flight operations.¹

1600hrs. Completed flight operations.¹

Positions: 0800 - Lat. 24-39.2N, Long. 126-34E; 1200 -Lat. 25-21.2N, Long. 127-37E; 2000 - Lat. 26-43.5N, Long. 129-10.5E.¹

Jul. 9 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yokosuka, Japan in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0352hrs. Lost steering control due to blown filter on hydraulic fluid line to both steering engines.¹

0517hrs. Observed sunset, left navigation and breakdown lights on due to reduced visibility, lying to while repairing steering casualty.¹

1404hrs. Commenced flight operations.¹

1518hrs. Completed flight operations.¹

Positions: 0800 - Lat. 28-57N, Long. 131-41E; 1200 - Lat. 29-37.5N, Long. 132-54.5E; 2000 - Lat. 34-38.5N, Long. 135-00E.¹

Jul. 10 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yokosuka, Japan in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0649hrs. Sighted Mt. Fuji, Japan, 000 at 80 miles.¹

0930hrs. Maneuvering to conform to Yokosuka Harbor and avoid all shipping.¹

1000hrs. Detached SHELTON and O'CALLAHAN.¹

1136hrs. Completed degauzzing ship.¹

1152hrs. Bow over sill of Dry Dock No. 6.¹

1153hrs. Ship is moored in Dry Dock No. 6.¹

1970

1430hrs. Commenced pumping dry dock.¹

1636hrs. Resting on keel blocks.¹

Positions: 0800 - Lat. 34-29.9N, Long. 138-59.2E.¹

At 1152 hrs., bow passed over the sill of Drydock 6 at NS Yokosuka, Japan. At 1636 hrs., the drydock was dry and the ship's keel on blocks.²

- Jul. 11 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 12 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 13 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 14 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 15 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 16 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 17 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 18 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 19 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 20 -** Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
 - Jul. 21 -** 0000hrs. Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
- 1510hrs. CO, Ships Repair Facility, Yokosuka, arrived on board.¹
- 1737hrs. CO, Ships Repair Facility, Yokosuka, departed.¹

1970

- Jul. 22 -** 0000hrs. Resting on keel blocks in Dry Dock No. 6, U. S. Naval Shipyard, Yokosuka, Japan.¹
- 1745hrs. Commenced flooding dry dock.¹
- 2020hrs. Commenced reflooding Dry Dock 6.¹
- 2029hrs. Ship clear of keel blocks and afloat.¹
- Necessary work on the shaft completed and the drydock flooded.²
- Jul. 23 -** 0000hrs. Moored in Dry Dock 6, Yokosuka, Japan.¹
- 0836hrs. Stern passed over sill.¹
- 0850hrs. All lines clear of ship. Ship's bow passed over sill.¹
- 0922hrs. Moored starboard side to Piedmont Pier, Yokosuka, Japan.¹
- Departed drydock and moored to Piedmont Pier, NS Yokosuka.²
- Jul. 24 -** 0000hrs. Moored starboard side to Piedmont Pier, Yokosuka, Japan.¹
- 0528hrs. Underway for operations in Yankee Station, Tonkin Gulf as a unit of TG-77.4 in accordance with COMSEVENFLT Quarterly Employment Schedule.¹
- 0600hrs. Maneuvering to stand out of Yokosuka Harbor.¹
- 0625hrs. Visibility decreased to 100 yards. Commenced sounding International fog signals.¹
- 0650hrs. Stopped engines due to contact ahead in undetermined position.¹
- 0651hrs. Contact fog signals drifting down starboard side.¹
- 1333hrs. Commenced flight operations.¹
- 2140hrs. Class C fire in aircraft 601 on Flight Deck, port side.¹
- 2146hrs. Fire out.¹
- Positions: 1200 - Lat. 34-05.5N, Long. 139-11.3E; 2000 - Lat. 32-21N, Long. 138-46E.¹
- 0528 hrs., underway for Yankee Station.²

1970

- Jul. 25 -** 0000hrs. Steaming enroute from Yokosuka, Japan to Yankee Station, Tonkin Gulf as TG-77.4 in company with SHELTON (DD-790) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0900hrs. General Quarters.¹
- 0936hrs. Commenced practice gunshot.¹
- 1005hrs. Secured from General Quarters drill.¹
- 1046hrs. Secured gunshot, 17 rounds expended.¹
- 1845hrs. Ordered SHELTON to investigate small white flashing light on our port beam.¹
- 1904hrs. SHELTON reported flashing light marking fishing buoys. Ordered SHELTON to resume station.¹
- 2025hrs. Man overboard starboard side. Ordered SHELTON to attempt pick up.¹
- 2030hrs. Continuing right at 15 knots.¹
- 2038hrs. Sighted fishing float light believed to be cause of man overboard report.¹
- 2100hrs. SHELTON rejoined. Secured man overboard recovery detail. Mustered crew on station. No absentees.¹
- Positions: 0800 - Lat. 29-48.2N, Long. 134-29.5E; 1200 - Lat. 29-01.5N, Long. 133-06.9E; 2000 - Lat. 27-10.3N, Long. 130-00.2E.¹
- Jul. 26 -** 0000hrs. Steaming enroute from Yokosuka, Japan to Yankee Station, Tonkin Gulf as TG-77.4 in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- Positions: 0800 - Lat. 24-50N, Long. 26-19.5E; 1200 - Lat. 24-08.5N, Long. 124-58.5E; 2000 - Lat. 22-37N, Long. 122-11E.¹
- Jul. 27 -** 0000hrs. Steaming enroute from Yokosuka, Japan to Yankee Station, Tonkin Gulf as TG-77.4 in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0700hrs. Commenced flight operations.¹

0926hrs. Completed flight operations.¹

1315hrs. Refueled O'CALLAHAN.¹

1332hrs. Class C fire in C-328-L.¹

1336hrs. Fire out.¹

1500hrs. Refueled SHELTON.¹

Positions: 0800 - Lat. 20-40N, Long. 118-11.5E; 1200 - Lat. 20-01.5N, Long. 116-49E; 2000 - Lat. 19-14N, Long. 114-27E.¹

Arrived at Yankee Station. Commenced flight ops schedule 0600-1800 daily during line period.²

Jul. 28 - 0000hrs. Steaming enroute from Yokosuka, Japan to Yankee Station, Tonkin Gulf as TG-77.4 in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0930hrs. General Quarters.¹

0958hrs. Commenced flight operations.¹

1719hrs. Refueled from SACRAMENTO (AOE-1).¹

Positions: 0800 - Lat. 17-49N, Long. 110-14.5E; 1200 - Lat. 17-19N, Long. 109-08E; 2000 - Lat. 17-15N, Long. 108-33E.¹

Jul. 29 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0557hrs. Commenced flight operations.¹

1455hrs. Lost steering control on the Bridge and After Steering. Both units were inoperative due to failure in the high pressure hydraulic lines. Port engine back full, starboard engine stop. Fire reported in After Steering.¹

1502hrs. Fire out.¹

1970

1557hrs. Rudder secured amidships, signaling Not Under Command.¹

1710hrs. Using engines to change course 114. Launched C1A.¹

1720hrs. Head swinging starboard.¹

1843hrs. Steering casualty corrected.¹

1853hrs. Commenced recovering aircraft.¹

1925hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-02.6N, Long. 107-20.7E; 1200 - Lat. 18-19.5N, Long. 107-25.5E; 2000 - Lat. 17-57N, Long. 107-36E.¹

Ship experienced continuing difficulties in after steering. At 1516 hrs., 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 line. At 1843 hrs., the ship resumed normal steering on the port cable. There were no injuries and the unit was undamaged.²

Jul. 30 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0555hrs. Commenced flight operations.¹

1816hrs. Completed flight operations.¹

2151hrs. Turned off port and starboard running lights, vessel DIW.¹

Positions: 0800 - Lat. 18-15N, Long. 107-26E; 1200 - Lat. 18-19N, Long. 107-24E; 2000 - Lat. 17-46.2N, Long. 107-37E.¹

LT GEN K. B. MCCUTCHEON, USMC, embarked for a brief visit.²

Jul. 31 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Presently DIW while repairing steering casualty.¹

0049hrs. Underway at 5 knots. Began turns using full rudder to test rudder.¹

0142hrs. Completed rudder tests.¹

0527hrs. Streamed target spar.¹

0555hrs. Commenced flight operations.¹

2009hrs. Replenished from SACRAMENTO (AOE-1).¹

2324hrs. Replenishment complete.¹

Positions: 0800 - Lat. 18-07.2N, Long. 107-25.2E; 1200 - Lat. 18-06N, Long. 107-16E; 2000 - Lat. 18-09N, Long. 107-25.5E.¹

Aug. 1 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Presently DIW while repairing steering casualty.¹

0600hrs. Commenced flight operations.¹

1827hrs. Completed flight operations.¹

1959hrs. Commenced replenishment/VERTREP with WHITE PLAINS (AFS-4).¹

2100hrs. Completed VERTREP.¹

2247hrs. All lines clear.¹

Positions: 0800 - Lat. 18-13.7N, Long. 107-44E; 1200 - Lat. 18-11.5N, Long. 107-22.5E; 2000 - Lat. 18-26N, Long. 107-35E.¹

RADM RUBEL, AMPHIBIOUS FORCE, SEVENTH FLEET, embarked for a short visit.²

Aug. 2 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0555hrs. Commenced flight operations.¹

1816hrs. Completed flight operations.¹

2006hrs. Commenced VERTREP with SACRAMENTO (AOE-1).¹

2014hrs. Commenced receiving NSFO, JP-5 and water from

SACRAMENTO. SHELTON (DD-790) is on the starboard side of SACRAMENTO.¹

2149hrs. All lines clear.¹

2230hrs. O'CALLAHAN alongside SACRAMENTO.¹

Positions: 0800 - Lat. 18-06N, Long. 107-13E; 1200 - Lat. 18-14N, Long. 107-43E; 2000 - Lat. 17-56N, Long. 107-32E.¹

RADM BARDSHAR, CTF-77, embarked for a short visit.²

Aug. 3 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and O'CALLAHAN (DE-1051) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0554hrs. Commenced flight operations.¹

0642hrs. O'CALLAHAN detached to proceed as previously directed. CARPENTER (DD-825) joined TU-77.4.2.¹

1430hrs. General Quarters.¹

1605hrs. Secured from General Quarters drill.¹

1356hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-57N, Long. 107-20.8E; 1200 - Lat. 17-57.5N, Long. 107-39.5E; 2000 - Lat. 18-11N, Long. 107-47E.¹

Aug. 4 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0337hrs. Class C (electrical short) in A4, no. 401, Buno. 149553.¹

0343hrs. Fire out. No damage, secured from fire quarters.¹

0439hrs. Minor waste fire in starboard catapult caused by welding sparks, smothered immediately. No damage, no injuries.¹

0812hrs. Class C fire in Flight Deck, aircraft no. 304.¹

0813hrs. Fire out.¹

1255hrs. Commenced flight operations.¹

2345hrs. Commenced carquals.¹

Positions: 0800 - Lat. 17-59N, Long. 107-54.3E; 1200 - Lat. 18-15.3N, Long. 107-35E; 2000 - Lat. 18-16N, Long. 107-25E.¹

Aug. 5 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with SHELTON (DD-790) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting carquals.¹

0013hrs. Completed carquals.¹

0808hrs. Refueled from SACRAMENTO (AOE-1).¹

1255hrs. Commenced flight operations.¹

2335hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-54.5N, Long. 107-47.5E; 1200 - Lat. 18-13N, Long. 107-34E; 2000 - Lat. 18-11.5N, Long. 107-24E.¹

Ship began 1200-2400 flight schedule.²

Aug. 6 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0118hrs. Completed flight operations.¹

0705hrs. Launched weather balloon.¹

1315hrs. Commenced flight operations.¹

1959hrs. A4, Buno. 149553, suffered collapsed nose gear on take-off from starboard catapult and hit water 100 feet forward of the ship. Pilot, LT D. B. FLYNN, 720084, USN, ejected.¹

2001hrs. Helicopter recovered pilot with no apparent injuries. CARPENTER standing by to render assistance, FRANK KNOX moving into station 1500 yards astern.¹

2350hrs. Conducting flight operations.¹

1970

Positions: 0800 - Lat. 18-22.5N, Long. 107-35E; 1200 - Lat. 18-28.8N, Long. 107-37.8E; 2000 - Lat. 18-22.5N, Long. 107-32.5E.¹

1959 hrs., A-4C, Buno. 149553, VA-12, piloted by LT D. B. FLYNN, USN, crashed into the sea at latitude 18-11.6N, longitude 106-28.8E, following a catapult launch. Pilot safely ejected and was immediately rescued by a ship.²

Aug. 7 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0232hrs. Completed flight operations.¹

0716hrs. Recovered helo from ORISKANY (CVA-34).¹

1254hrs. Commenced flight operations.¹

2039hrs. Fire reported in port catapult console.¹

2050hrs. Fire out.¹

2101hrs. Secured from fire quarters.¹

2325hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-12.2N, Long. 107-37.5E; 1200 - Lat. 18-27.5N, Long. 107-44.2E; 2000 - Lat. 18-39.5N, Long. 107-28.6E.¹

Aug. 8 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0126hrs. Completed flight operations.¹

0633hrs. Screen commander formed column astern in the following order: FRANK KNOX, CARPENTER, SAMPLE (DE-1048).¹

0900hrs. Replenished from SACRAMENTO (AOE-1).¹

1200hrs. Maneuvering to remain on station to complete VERTREP.¹

1355hrs. Commenced flight operations.¹

1970

Positions: 0800 - Lat. 18-34N, Long. 107-40E; 1200 - Lat. 17-57N, Long. 107-26E; 2000 - Lat. 17-54N, Long. 107-55E.¹

- Aug. 9 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹
- 0230hrs. Completed flight operations.¹
- 0700hrs. Detached CARPENTER.¹
- 1454hrs. Commenced flight operations.¹
- 1758hrs. Experienced casualty to No. 2 Feed Booster Pump, maximum speed 24 knots.¹
- 1840hrs. Casualty to No.2 Feed Booster Pump restored, maximum speed 27 knots.¹
- 2357hrs. Conducting flight operations.¹
- Positions: 0800 - Lat. 17-51N, Long. 107-52E; 1200 - Lat. 18-00.5N, Long. 107-43.2E; 2000 - Lat. 18-18N, Long. 107-55E.¹
- Aug. 10 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and BUCHANAN (DDG-14) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹
- 0330hrs. Completed flight operations.¹
- 1355hrs. Commenced flight operations.¹
- 2336hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 18-03.5N, Long. 107-43.5E; 1200 - Lat. 18-20.4N, Long. 107-41E; 2000 - Lat. 17-54N, Long. 107-48.5E.¹
- Aug. 11 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 1256hrs. Refueled from WICHITA (AOR-1).¹

1970

Positions: 0800 - Lat. 18-08N, Long. 107-35E; 1200 - Lat. 18-08N, Long. 107-35E; 2000 - Lat. 17-57.5N, Long. 107-40E.¹

Aug. 12 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742), CARPENTER (DD-825) and BUCHANAN (DDG-14) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0551hrs. Commenced flight operations.¹

1225hrs. Received word pilot of aircraft no. 211, CDR WRIGHT, ejected. Aircraft mission returning to ship from Force CAP.¹

1226hrs. Pilot picked up by rescue helicopter from N. SAR station.¹

1818hrs. Completed flight operations.¹

1852hrs. Commenced receiving water from KILAVEA (AE-26).¹

2252hrs. All lines clear.¹

Positions: 0800 - Lat. 17-50N, Long. 107-45E; 1200 - Lat. 17-46.8N, Long. 107-50E; 2000 - Lat. 17-30.5N, Long. 108-07E.¹

1225 hrs., F-8H, Buno. 148660, VF-162, piloted by CDR M. O. WRIGHT, USN, XO, VF-162, experienced engine failure. Pilot safely ejected at latitude 19-10N, longitude 106-36E and was promptly picked up.²

Aug. 13 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742), CARPENTER (DD-825) and BUCHANAN (DDG-14) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0517hrs. Fire in No. 2 Fire Room.¹

0522hrs. Fire located in cooling water pump reported out.¹

0555hrs. Commenced flight operations.¹

1818hrs. Completed flight operations.¹

1855hrs. Rearmed and received water from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 17-46.2N, Long. 107-39.7E; 1200 - Lat. 18-02.5N,

1970

Long. 107-48E; 2000 - Lat. 17-31.1N, Long. 1087-09.8E.¹

Aug. 14 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742), CARPENTER (DD-825) and BUCHANAN (DDG-14) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0536hrs. Commenced flight operations.¹

0932hrs. Detached CTG-77.2 to form 77.4. OTC is CO, SHANGRI-LA. Completed first phase of BEACON TOWER III.¹

1844hrs. Completed flight operations.¹

1956hrs. Replenished from SACRAMENTO (AOE-1).¹

Positions: 0800 - Lat. 17-22N, Long. 108-14E; 1200 - Lat. 17-42.5N, Long. 108-06E; 2000 - Lat. 17-33N, Long. 108-24.5E.¹

Ship engaged in tactical exercise Beacon Tower, which was conducted under the command of CTG-77.2.²

Aug. 15 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0330hrs. Commenced phase 2 of Exercise BEACON TOWER III.¹

0415hrs. This ship designated guide in Formation 40. OTC is CTG-77.2 embarked in ORISKANY (CVA-34).¹

0459hrs. Commenced flight operations.¹

1811hrs. Completed flight operations.¹

2012hrs. Replenished from REGULUS (AF-57).¹

Positions: 0800 - 16-57.5N, Long. 108-18.5E; 1200 - Lat. 17-16.8N, Long. 107-59E; 2000 - Lat. 17-50N, Long. 107-47.5E.¹

Aug. 16 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and REGULUS (AF-57) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0001hrs. CARPENTER broke away from REGULUS. Detached

1970

REGULUS.¹

0330hrs. Formed Formation 40 with ORISKANY (CVA-34). Commenced phase 3 of Exercise BEACON TOWER III.¹

0336hrs. Launched one E1B.¹

0415hrs. Commenced flight operations.¹

0610hrs. Assumed tactical command of ? (DDG-12).¹

0930hrs. Detached from TG-77.2 to form 77.4. Completed Exercise BEACON TOWER III.¹

1819hrs. Completed flight operations.¹

1917hrs. Received water KILAVEA (AE-26).¹

2145hrs. Received ammunition, water and NSFO from SACRAMENTO (AOE-1). ROBISON (DDG-12) along starboard side of SACRAMENTO.¹

2351hrs. Clear of SACRAMENTO. Detached SACRAMENTO.¹

Positions: 0800 - Lat. 17-31.1N, Long. 108-21.8E; 1200 - Lat. 17-53N, Long. 107-55E; 2000 - Lat. 17-41.5N, Long. 107-48.5E.¹

Aug. 17 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and ROBISON (DDG-12) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0556hrs. Commenced flight operations.¹

1650hrs. Completed flight operations.¹

Positions: 0800 - Lat. 19-07.5N, Long. 107-36E; 1200 - Lat. 17-50.7N, Long. 107-54E; 2000 - Lat. 17-45N, Long. 108-59E.¹

Ship began transit to Subic Bay.²

Aug. 18 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with ROBISON (DDG-12) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 17-09N, Long. 113-21.5E; 1200 - Lat. 16-40N, Long. 114-31.5E; 2000 - Lat. 15-49.5N, Long. 117-09.5E.¹

1970

- Aug. 19 -** 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with ROBISON (DDG-12) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0603hrs. Commenced flight operations.¹
- 0759hrs. Completed flight operations.¹
- 0849hrs. Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹
- Positions: 0800 - Lat. 14-34N, Long. 120-13.7E.¹
- Ship moored to Leyte Pier.²
- Aug. 20 -** 0000hrs. Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹
- 0525hrs. Chief of the watch, WHITE PLAINS (AFS-4), called and informed OOD that a small fishing boat was among boats at Lava Pier and now appears to be steering towards Leyte Pier. Marine guard notified and at the same time 0530 observed small boat near Captain's Gig. Marine directed to investigate. Marine observed three or four men jumping off gig into small boat. Small boat departed area. Crew on Gig immediately departed in pursuit.¹
- 0540hrs. ACDO notified.¹
- 0615hrs. Captain's Gig returned. Corporal of the Guard was CPL J. HUMBERT. BM3 FABBAR, member of Gig's crew held inventory and only one item missing was a guitar of one of the crew.¹
- Aug. 21 -** 0000hrs. Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹
- 0600hrs. Gremlin stations.¹
- Aug. 22 -** Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹
- Aug. 23 -** Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹
- Aug. 24 -** 0000hrs. Moored starboard side to Leyte Pier, Cubi Point, Subic Bay,

1970

Philippines in 5 fathoms of water.¹

0955hrs. CO, BUCHANAN (DDG-14) arrived to call on Commanding Officer.¹

1035hrs. CO, BUCHANAN departed.¹

1104hrs. CO, ROBISON (DDG-12) arrived to call on Commanding Officer.¹

1201hrs. CO, ROBISON departed.¹

Aug. 25 - Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹

Aug. 26 - Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹

Aug. 27 - 0000hrs. Moored starboard side to Leyte Pier, Cubi Point, Subic Bay, Philippines in 5 fathoms of water.¹

0910hrs. Underway from Subic Bay, Philippines.¹

1600hrs. Commenced flight operations. Commenced recovery.¹

1639hrs. Commenced carquals for VRC-50.¹

1839hrs. Completed carquals. Completed flight operations.¹

Positions: 1200 - Lat. 14-39N, Long. 119-48.5E; 2000 - Lat. 14-53N, Long. 118-27.2E.¹

Aug. 28 - 0000hrs. Steaming in company with ROBISON (DDG-12) as TG-77.4 off the west coast of Luzon, Philippines in the Philippines Op Area in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0900hrs. General Quarters.¹

1028hrs. Secured from General Quarters drill.¹

1030hrs. Commenced gun shoot.¹

1053hrs. Ceased firing. Expended 32 rounds.¹

1055hrs. Secured all AAW stations.¹

1129hrs. Commenced flight operations.¹

1842hrs. Completed flight operations.¹

Positions: 2000 - Lat. 15-02.5N, Long. 119-21.2E.¹

Aug. 29 - 0000hrs. Steaming in the Subic Bay Op Area in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0959hrs. Commenced flight operations.¹

1731hrs. Refueled ROBISON (DDG-12).¹

1647hrs. Completed flight operations.¹

1829hrs. Secured transfer of oil and water to ROBISON. All lines clear.¹

Positions: 0800 - Lat. 14-52N, Long. 119-06.5E; 1200 - Lat. 15-01N, Long. 119-13.3E; 2000 - Lat. 15-41.3N, Long. 117-46.8E.¹

Aug. 30 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 16-51.2N, Long. 113-55.3E; 1200 - Lat. 17-15N, Long. 112-45.8E; 2000 - Lat. 17-41N, Long. 110-13E.¹

Enroute Yankee Station.²

Aug. 31 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0633hrs. Commenced flight operations.¹

0727hrs. Assumed tactical command of PERKINS (DD-877).¹

1847hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-12N, Long. 107-35E; 1200 - Lat. 17-52.5N, Long. 107-34E; 2000 - Lat. 18-01N, Long. 107-33.5E.¹

Sep. 1 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with PERKINS (DD-877) and ROBISON (DD-12) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0045hrs. Refueled from NAVASOTA (AO-106).¹

0621hrs. Commenced flight operations.¹

0645hrs. Had emergency recovery of helo "Big Mother" 65.¹

1629hrs. CAPT Hoyt MAULDEN, prospective Commanding Officer, arrived via helo.¹

1850hrs. Completed flight operations.¹

2038hrs. Rearmed from MAUNA KEA (AE-22).¹

Positions: 0800 - Lat. 18-04N, Long. 107-337.2E; 1200 - Lat. 18-07.5N, Long. 107-37.8E; 2000 - Lat. 17-59N, Long. 107-44.5E.¹

Arrived Yankee Station. Commenced combat operations. Began 0600-1800 flight schedule.²

Sep. 2 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with PERKINS (DD-877) and ROBISON (DD-12) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0625hrs. Commenced flight operations.¹

1450hrs. Changed course to avoid rain squalls.¹

1839hrs. Completed flight operations.¹

2018hrs. Replenished from WHITE PLAINS (AFS-4).¹

Positions: Lat. 17-59N, Long. 107-44.5E; 1200 - Lat. 17-51.5N, Long. 107-31.5E; 2000 - Lat. 18-00.8N, Long. 107-39E.¹

Sep. 3 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with PERKINS (DD-877) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0635hrs. Commenced flight operations.¹

1845hrs. Completed flight operations.¹

1930hrs. Detached ROBISON (DDG-12).¹

1970

2018hrs. Refueled from NAVASOTA (AO-106).¹

Positions: 0800 - Lat. 17-55N, Long. 107-27E; 1200 - Lat. 18-09.5N, Long. 107-30E; 2000 - Lat. 18-15.2N, Long. 107-26.2E.¹

Sep. 4 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0626hrs. Commenced flight operations.¹

1842hrs. Completed flight operations.¹

1843hrs. Detached GOLDSBOROUGH (DDG-20).¹

Positions: 0800 - Lat. 17-52N, Long. 107-50.2E; 1200 - Lat. 18-21N, Long. 107-19E; 2000 - Lat. 18-07.5N, Long. 107-24E.¹

Sep. 5 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0537hrs. Assumed tactical command of ROBISON (DDG-12).¹

0620hrs. Commenced flight operations.¹

1137hrs. Completed flight operations.¹

1226hrs. Flight operations canceled due to poor weather conditions.¹

1848hrs. Commenced recovery.¹

1907hrs. Completed recovery of eleven aircraft.¹

Positions: 0800 - Lat. 18-18N, Long. 107-19E; 1200 - Lat. 18-26.1N, Long. 107-09.7E; 2000 - Lat. 17-45.5N, Long. 107-41.5E.¹

Sep. 6 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0708hrs. Experienced casualty with rudder control on the Bridge.¹

0758hrs. Commenced flight operations.¹

0841hrs. CAPT H. R. POORMAN was relieved by CAPT H. P. MAULDEN.¹

0957hrs. Assumed tactical command of AGERHOLM (DD-826).¹

1840hrs. Fire in starboard catapult.¹

1841hrs. Fire out, do damage.¹

1845hrs. Completed flight operations.¹

2048hrs. Replenished from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 17-49.8N, Long. 107-33E; 1200 - Lat. 17-45N, Long. 107-45E; 2000 - Lat. 17-58.5N, Long. 107-37.2E.¹

0830 hrs., COMCARDIV 5 embarked. Capt. H. P. MAULDEN relieved Capt. H. "R" POORMAN.²

Sep. 7 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12) and AGERHOLM (DD-826) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0955hrs. Man overboard starboard side. PAGE, R., SN, 2nd Division, recovered by ship's helo. Ship made 360 degree turn during recovery of man.¹

Positions: 0800 - Lat. 17-59N, Long. 107-35E; 1200 - Lat. 17-42.5N, Long. 107-45.2E; 2000 - Lat. 18-03N, Long. 107-21.8E.¹

During flight operations, SA R. J. PAGE, USN, 2nd Division, fell over the starboard side while cleaning a swab. The lifeguard helo picked him up unhurt minutes later.²

Sep. 8 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12) and AGERHOLM (DD-826) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0627hrs. Commenced flight operations.¹

1557hrs. Fire in starboard catapult steam receiver.¹

1606hrs. Fire out. Secured from fire quarters.¹

2102hrs. Replenished from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 18-07N, Long. 107-42E; 1200 - Lat. 17-55.2N, Long. 107-20E; 2000 - Lat. 17-50.5N, Long. 107-45.2E.¹

- Sep. 9 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with ROBISON (DDG-12), GURKE (DD-783) and WICHITA (AOR-1) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0627hrs. Commenced flight operations.¹
- 0735hrs. COMFAIRWESPAC arrived via helo.¹
- 0746hrs. COMFAIRWESPAC departed via C1A.¹
- 1852hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 18-04.5N, Long. 107-30.5E; 1200 - Lat. 18-02N, Long. 107-26E; 2000 - Lat. 17-56.5N, Long. 107-25E.¹
- Sep. 10 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719), GURKE (DD-783) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0627hrs. Commenced flight operations.¹
- 0915hrs. General Quarters.¹
- 1016hrs. Secured from General Quarters.¹
- 1847hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 18-00.1N, Long. 107-46E; 1200 - Lat. 17-57.5N, Long. 107-28E; 2000 - Lat. 17-54.5N, Long. 107-27E.¹
- Sep. 11 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719), GURKE (DD-783) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0625hrs. Commenced flight operations.¹
- 0722hrs. Class A fire in Hangar Bay 1, port catapult manifold.¹
- 0725hrs. DC Central reported fire out.¹
- 1556hrs. CAPT Khuong HUU BA, Superintendent, Vietnamese Naval

Academy, arrived aboard.¹

1850hrs. Completed flight operations.¹

2058hrs. Replenished from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 18-08.5N, Long. 107-34.5E; 1200 - Lat. 18-00N, Long. 107-33E; 2000 - Lat. 17-50.1N, Long. 107-36E.¹

Members of the Vietnamese Naval Academy came aboard for a day of observation.²

Sep. 12 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719), GURKE (DD-783) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0625hrs. Commenced flight operations.¹

1530hrs. Received message from CTF-77, Yankee Station PIM 135 at 10 knots commencing 1500H. Purpose: evade Typhoon Georgia.¹

1713hrs. Completed flight operations.¹

2046hrs. Replenished from REGULUS (AF-57).¹

2240hrs. All lines clear.¹

Positions: 0800 - Lat. 17-57.7N, Long. 107-27.5E; 1200 - Lat. 18-11N, Long. 107-22.7E; 2000 - Lat. 17-49N, Long. 107-46E.¹

Sep. 13 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719), GURKE (DD-783) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0654hrs. Commenced flight operations.¹

1905hrs. Completed flight operations.¹

2229hrs. Fire in starboard catapult.¹

Positions: 0800 - Lat. 15-56.5N, Long. 109-59.5E; 1200 - Lat. 16-01.6N, Long. 110-10E; 2000 - Lat. 17-32.5N, Long. 109-16.9E.¹

1970

Sep. 14 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719), GURKE (DD-783) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0744hrs. Replenished from WICHITA (AOR-1).¹

1230hrs. All engines stop. DIW to allow men to work over the side.¹

1400hrs. Work completed. Steering 241 at 12 knots.¹

Positions: 0800 - Lat. 18-04N, Long. 107-31.5E; 1200 - Lat. 18-00.5N, Long. 107-33E; 2000 - Lat. 18-20.5N, Long. 107-19E.¹

Sep. 15 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719) and SOUTHERLAND (DD-743) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0001hrs. Commenced Exercise BEACON TOWER IV.¹

0035hrs. Detached SOUTHERLAND (DD-743).¹

0434hrs. Fire in starboard catapult.¹

0439hrs. Fire out.¹

0630hrs. Commenced flight operations.¹

0830hrs. CTF-77 took tactical command of this vessel and formed carrier formation Form 40A, this vessel assigned station B. OTC is CTF-77 in AMERICA (CVA-66).¹

1131hrs. Detached from Form 40A and from tactical command of CTF-77.¹

1132hrs. Took tactical command of CTU-77.1.3 consisting of WALLACE L. LIND (DD-703) and EPPERSON (DD-719).¹

1753hrs. Launched one C1A for carquals.¹

1848hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-02.2N, Long. 107-38.2E; 1200 - Lat. 17-59.1N, Long. 107-25.1E; 2000 - Lat. 17-28.8N, Long. 107-29E.¹

1970

- Sep. 16 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719) and WALLACE L. LIND (DD-703) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0625hrs. Commenced flight operations.¹
- 0717hrs. Joined with TG-76.6. CTF-77 assumed tactical command of this ship and formed carrier formation Form 40A. SOPA is VADM BARSHAR, CTF-77, COMCARDIV-5, in AMERICA (CVA-66).¹
- 0835hrs. Commenced zig zag.¹
0914hrs. Ceased zig zag.¹
- 1135hrs. Detached by CTF-77. Took tactical command of WALLACE L. LIND and EPPERSON.¹
- 1445hrs. Detached WALLACE L. LIND.¹
- 1700hrs. Completed flight operations.¹
- 2315hrs. CTF-77 assumed tactical command, assigned this vessel station 050, 4,000 yards from AMERICA.¹
- Positions: 0800- Lat. 18-16.8N, Long. 107-37E; 1200 - Lat. 18-01N, Long. 107-34E; 2000 - Lat. 18-09N, Long. 107-29.8E.¹
- Ship joined CTG-77.6 for exercises with USS AMERICA (CV-66).²
- Sep. 17 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with AMERICA (CVA-66), ROGERS (DD-876), ROBISON (DDG-12), EPPERSON (DD-719) and WALLACE L. LIND (DD-703) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0207hrs. Rearmed from PARACUTIN (AE-18).¹
- 0342hrs. Refueled from KAWISHIWI (AO-146).¹
- 0553hrs. Formed carrier formation FORM 40, AMERICA is the guide is station A, SHANGRI-LA in station B.¹
- 0627hrs. Commenced flight operations.¹
- 0715hrs. SHANGRI-LA assumed tactical command of TF-77.¹
- 1032hrs. Launched two Alert VF; two F8s.¹

1855hrs. Completed flight operations.¹

2149hrs. Detached WALLACE L. LIND and ROBISON.¹

Positions: 0800 - Lat. 17-42.5N, Long. 107-46E; 1200 - Lat. 17-51N, Long. 107-14E; 2000 - Lat. 17-45.5N, Long. 107-30.8E.¹

Sep. 18 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with EPPERSON (DD-719) and SOUTHERLAND (DD-743) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0800hrs. Assumed tactical command of FRANK KNOX (DD-742). Detached EPPERSON (DD-719).¹

1329hrs. Casualty in forward engineering plant causing delay in flight ops due to reduced speed.¹

1346hrs. Flight ops continuing, increasing speed, casualty restored.¹

1512hrs. Delay in flight ops, making 720 degree turn.¹

1534hrs. Flight ops continued.¹

2359hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-01.5N, Long. 107-23E; 1200 - Lat. 18-04.5N, Long. 107-28E; 2000 - Lat. 17-46.3N, Long. 107-43E.¹

Sep. 19 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0030hrs. Completed flight operations.¹

0706hrs. Rearmed from PARACUTIN (AE-18).¹

1350hrs. Fire in aircraft 104 on bow.¹

1351hrs. Fire out, minor damage.¹

2257hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 17-50.5N, Long. 107-45E; 1200 - Lat. 17-56.5N, Long. 107-28.5E; 2000 - Lat. 17-56.5N, Long. 107-28.5E.¹

- Sep. 20 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹
- 0026hrs. Completed flight operations.¹
- 0759hrs. Refueled from KAWISHIWI (AO-146).¹
- 1158hrs. Commenced flight operations.¹
2317hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 18-15.5N, Long. 107-28.6E; 1200 - Lat. 18-09.5N, Long. 107-26.5E; 2000 - Lat. 17-57N, Long. 107-30E.¹
- Sep. 21 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 1408hrs. Commenced flight operations.¹
- 2308hrs. Conducting flight operations.¹
- Positions: 0800 - Lat. 18-13.5N, Long. 107-11.5E; 1200 - Lat. 18-12.5N, Long. 107-22E; 2000 - Lat. 17-52.5N, Long. 107-38E.¹
- Sep. 22 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹
- 0215hrs. Completed flight operations.¹
- 0812hrs. Assumed tactical command of OKLAHOMA CITY (CLG-5).¹
- 0904hrs. Refueled and rearmed from CAMDEN (AOE-2). OKLAHOMA CITY is on the starboard side of CAMDEN.¹
- 1139hrs. Maneuvering to station while conducting VERTREP with CAMDEN.¹
- 1316hrs. VERTREP complete. Detached CAMDEN.¹
- 1355hrs. Commenced flight operations.¹

2055hrs. General Quarters.¹

2130hrs. Secured from General Quarters drill.¹

2332hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 18-02N, Long. 107-42.8E; 1200 - Lat. 18-17.3N, Long. 107-24.6E; 2000 - Lat. 18-01N, Long. 107-31E.¹

Sep. 23 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0026hrs. A4, VA-172, went in the water off the starboard catapult.¹

0043hrs. Ship's helo has recovered pilot who ejected from A4. LTJG J. G. HARTMAN was returned to the ship and suffered only minor injuries but was retained in Sick Bay.¹

0237hrs. Completed flight operations.¹

0910hrs. Commenced AAW firing exercise using target towed by VC-5 aircraft.¹

1020hrs. Firing exercise completed.¹

1259hrs. Refueled from CAMDEN (AOE-2).¹

1435hrs. Executed emergency breakaway drill.¹

Positions: 0800 - Lat. 17-06.5N, Long. 107-38E; 1200 - Lat. 17-58.5N, Long. 107-38.7E; 2000 - Lat. 17-49.3N, Long. 107-29.¹

0026 hrs., A-4C, Buno. 149525, VA-172, piloted by LTJG J. G. HARTMAN, USN, crashed off the starboard bow at latitude 17-37.4N, longitude 108-09E. Pilot ejected safely and was recovered by the helo.²

Sep. 24 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1155hrs. Commenced flight operations.¹

1970

1653hrs. Reduced RPMs on No. 1 Shaft due to hot spring bearing.¹

2256hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-05N, Long. 107-16.5E; 1200 - Lat. 18-17N, Long. 107-19.5E; 2000 - Lat. 17-56N, Long. 107-32.5E.¹

Sep. 25 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0700hrs. Replenished from CAMDEN (AOE-2).¹

1156hrs. Commenced flight operations.¹

2235hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 17-50.5N, Long. 107-36.9E; 1200 - Lat. 17-53.9N, Long. 107-17.1E; 2000 - Lat. 18-31.9N, Long. 107-54E.¹

Sep. 26 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently conducting flight operations.¹

0013hrs. Completed flight operations.¹

0815hrs. Man overboard drill.¹

1155hrs. Commenced flight operations.¹

2014hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-01.6N, Long. 107-16.2E; 1200 - Lat. 18-05.2N, Long. 107-18E; 2000 - Lat. 17-56.8N, long. 107-22E.¹

Sep. 27 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and KEPPLER (DD-765) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0645hrs. Commenced sounding fog signals.¹

0744hrs. Commenced VERTREP with WHITE PLAINS (AFS-4).¹

0755hrs. Commenced replenishment from WHITE PLAINS.¹

0943hrs. Replenishment complete.¹

1019hrs. VERTREP complete. Released WHITE PLAINS.¹

1307hrs. ORISKANY (CVA-34) assumed tactical command of this unit and BON HOMME RICHARD (CVA-31).¹

1309hrs. Continuing flight operations as scheduled, remaining within 10 miles of ORISKANY.¹

1554hrs. OTC executed diamond formation with ORISKANY in station 1, SHANGRI-LA station 2 and BON HOMME RICHARD station 3.¹

1853hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-00N, Long. 107-29E; 1200 - Lat. 17-48.8N, Long. 107-49.9E; 2000 - Lat. 17-52N, Long. 107-56.8E.¹

Sep. 28 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with FRANK KNOX (DD-742) and as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0809hrs. Replenished from CAMDEN (AOE-2).¹

0959hrs. COMCARDIV-7, RADM RAMAGE, arrived via helo.¹

1021hrs. All lines clear.¹

1130hrs. COMCARDIV-7 departed via helo.¹

1159hrs. Commenced flight operations.¹

1825hrs. Assumed tactical command of KEPPLER (DD-765).¹

1957hrs. Completed flight operations.¹

1959hrs. Detached FRANK KNOX.¹

Positions: none.¹

Enroute from Yankee Station to Subic Bay.²

Sep. 29 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with GURKE (DD-785) and KEPPLER (DD-765) as TG-77.4 in accordance

with COMSEVENTHFLT Quarterly Employment Schedule.¹

0801hrs. Launched one E1B.¹

0802hrs. Launched one E1B.¹

0945hrs. Commenced flight operations.¹

1015hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-14N, Long. 112-13E; 1200 - Lat. 16-55N, Long. 113-15E; 2000 - Lat. 15-57N, Long. 116-37.2E.¹

1000 hrs., moored at Leyte Pier.²

Sep. 30 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with KEPPLER (DD-765) and GURKE (DD-785) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0846hrs. Detached KEPPLER.¹

1000hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

Positions: 0800 - Lat. 14-45.3N, Long. 120-12.2E.¹

Oct. 1 - Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

Oct. 2 - 0000hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

0927hrs. Secured from Gremlin stations.¹

0951hrs. COMNAVBASEPHIL arrived.¹

1037hrs. COMNAVBASEPHIL departed.¹

Oct. 3 - Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

Oct. 4 - 0000hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

0257hrs. One male Philippine national apprehended in Stateroom 0216 and turned over to Base Police. Upon search by Base Police, a watch owned by LT KALIL (CVW-8) was found in his possession.¹

Oct. 5 - Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

1970

- Oct. 6 -** 0000hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹
0801hrs. Underway for Manila, Philippines.¹
0854hrs. Lost all steering control.¹
1055hrs. Regained steering control.¹
1117hrs. AAW stations.¹
1226hrs. Secured from AAW stations.¹
1243hrs. Commenced flight operations.¹
Positions: 1200 - Lat. 14-33.7N, Long. 119-35.1E; 2000 - Lat. 14-31.7N, Long. 119-49.3E.¹
0802 hrs., ship underway for Manila.²
- Oct. 7 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Manila Bay, Philippines in company with CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
1000hrs. Anchored in anchorage No. 4, Manila Bay, Philippines in 7 fathoms of water, soft mud bottom with 50 fathoms of chain to the port anchor.¹
1802hrs. Water barge alongside.¹
Positions: none.¹
1000 hrs., anchored Manila Bay. While in Manila, the ship was visited by Commodore Disscoro E. PAPA, flag officer in command of the Philippine Navy, and his staff.²
- Oct. 8 -** 0000hrs. Anchored in anchorage No. 4, Manila Bay, Philippines.¹
1815hrs. While acting as bow hook on LCM, HOPKINS, Harry J., SN, was injured when thrown from LCM when it collided with another LCM tied alongside a YC at the after accommodation ladder. He was admitted to Sick Bay with injury diagnosed as blood trauma to abdomen.¹
- Oct. 9 -** Anchored in anchorage No. 4, Manila Bay, Philippines.¹
- Oct. 10 -** 0000hrs. Anchored in anchorage No. 4, Manila Bay, Philippines.¹

1016hrs. Underway in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1030hrs. Small fishing boat nets caught on ship. Man from boat in water. Boat in water. Boat did overturn. Man was recovered by another fishing boat. All engines stopped.¹

1039hrs. Changed speed 5 knots.¹

1430hrs. Commenced flight operations.¹

1542hrs. Completed flight operations.¹

Positions: 2000 - Lat. 15-23.1N, Long. 119-39.7E.¹

1016 hrs., ship underway enroute to Hong Kong.²

Oct. 11 - 0000hrs. Steaming enroute from Manila Bay, Philippines to Hong Kong in company with CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 17-43N, Long. 117-41E; 1200 - Lat. 18-25N, Long. 117-25.5E; 2000 - Lat. 19-58.8N, Long. 115-22.2E.¹

Oct. 12 - 0000hrs. Steaming enroute from Manila Bay, Philippines to Hong Kong in company with CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0911hrs. Anchored in vicinity of Green Island, Hong Kong, B.C.C., in 12 fathoms of water, mud and sand bottom with 60 fathoms of chain to the port anchor.¹

Positions: none.¹

Arrived Hong Kong.²

Oct. 13 - 0000hrs. Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹

1400hrs. Veered out 15 fathoms of chain making a total of 75 fathoms of chain to the port anchor.¹

Oct. 14 - Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹

Oct. 15 - Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹

1970

- Oct. 16 -** 0000hrs. Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹
- 0805hrs. WENZEL, John Edward, FA, D10-77-27, USN, R Division, pronounced dead, cause unknown.¹
- 1705hrs. Secured liberty for all hands due to high winds and heavy seas.¹
- 1800hrs. Liberty still secured due to weather conditions.¹
- 2010hrs. Shore Patrol notified to put a general recall out.¹
- FA John E. WENZEL, USN, died from asphyxiation.²
- Oct. 17 -** Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹
- Sea detail set for typhoon evasion. Late that afternoon Typhoon Joan passed well southeast of Hong Kong and dissipated over China.²
- Oct. 18 -** 0000hrs. Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹
- 0131hrs. Man overboard while debarking from Walla Walla boat onto ship's landing.¹
- 0134hrs. Man recovered. Medical advised condition good, released from further treatment.¹
- Resumed normal liberty.²
- Oct. 19 -** 0000hrs. Anchored in vicinity of Green Island, Hong Kong, B.C.C.¹
- 1600hrs. Underway for operations in the South China Sea and Tonkin Gulf in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 1832hrs. Refueled CARPENTER (DD-825).¹
- 1842hrs. Boom on Station 5 broke loose, commenced retrieving all lines, Station 5. Span wire broke on Station 9. Commenced retrieving all lines.¹
- 1852hrs. All lines clear of CARPENTER.¹
- 1903hrs. Secured from refueling. Stations will attempt refueling in the morning when repairs are completed.¹
- Positions: 2000 - Lat. 21-34.5N, Long. 114-19E.¹

1970

1600 hrs., underway with USS CARPENTER (DD-825) and USS BUCHANAN (DDG-14) enroute to Yankee Station.²

Oct. 20 - 0000hrs. Steaming enroute from Hong Kong to Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1058hrs. Refueled BUCHANAN.¹

1224hrs. Commenced flight operations.¹

1323hrs. Refueled CARPENTER.¹

1823hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-20.6N, Long. 111-19.3E; 1200 - Lat. 17-26.7N, Long. 110-34.8E; 2000 - Lat. 17-36.8N, Long. 109-54E.¹

Oct. 21 - 0000hrs. Steaming enroute from Hong Kong to Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) as TG-77.4 in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0627hrs. Commenced flight operations.¹

0636hrs. Pilot ejected from VF-162 aircraft no. 210.¹
F-8H, Buno. 148643, VF-162, piloted by LT Kent KESLER, USN, experienced engine failure. Pilot ejected and was recovered unhurt by the ship's helo.²

0637hrs. Detached CARPENTER and BUCHANAN to pick up pilot.¹

0657hrs. Pilot reported in helo and in good condition.¹

1850hrs. Completed flight operations.¹

2059hrs. Replenished from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 17-42.5N, Long. 107-36E; 1200 - Lat. 18-06N, Long. 107-43E; 2000 - Lat. 17-44.2N, Long. 107-32E.¹

Oct. 22 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with WICHITA (AOR-1) alongside to starboard, BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently rearming and refueling from WICHITA.¹

0025hrs. Completed replenishment.¹

0626hrs. Commenced flight operations.¹

0631hrs. Main Control reported casualty in No. 8 Boiler, high water.¹

0645hrs. Casualty restored in Boiler No. 8, relighting.¹

1419hrs. Class C fire in dungaree laundry.¹

1424hrs. Fire out.¹

1820hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-51.9N, Long. 107-20.1E; 1200 - Lat. 17-57N, Long. 107-39E; 2000 - Lat. 18-00N, Long. 107-43.5E.¹

Arrived Yankee Station.²

Oct. 23 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0626hrs. Commenced flight operations.¹

1834hrs. Completed flight operations.¹

2052hrs. Replenished from WICHITA (AOR-1).¹

Positions: 0800 - Lat. 17-36N, Long. 107-21.5E; 1200 - Lat. 17-54N, Long. 107-31.2E; 2000 - Lat. 17-32.5N, Long. 108-04.5E.¹

Oct. 24 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Presently alongside WICHITA (AOR-1) for replenishment.¹

0050hrs. All lines clear.¹

0629hrs. Commenced flight operations.¹

1945hrs. Completed flight operations.¹

Positions: 0800 - Lat. 15-36.5N, Long. 110-13.8E; 1200 - Lat. 15-03.5N, Long. 110-04.5E; 2000 - Lat. 14-17.1N, Long. 109-55.8E.¹

- Oct. 25 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0419hrs. Class C fire in expansion joint, port side, frames 111-114.¹
- 0435hrs. Fire out.¹
- 0632hrs. Commenced flight operations.¹
- 1516hrs. Conducting flight operations.¹
- 1618hrs. Commenced replenishing from WHITE PLAINS (AFS-4) including fresh water.¹
- 1845hrs. Secured from pumping fresh water.¹
- Positions: 0800 - Lat. 15-16.2N, Long. 110-04.3E; 1200 - Lat. 15-25.6N, Long. 109-55.4E; 2000 - Lat. 16-04.2N, Long. 110-17.5E.¹
- Oct. 26 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0625hrs. Commenced flight operations.¹
- 1821hrs. Completed flight operations.¹
- 2047hrs. Replenished from CAMDEN (AOE-2).¹
- Positions: 0800 - Lat. 17-55.5N, Long. 107-19E; 1200 - Lat. 17-51N, Long. 107-33E; 2000 - Lat. 17-55.8N, Long. 107-32.5E.¹
- Oct. 27 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule. Currently alongside CAMDEN (AOE-2) taking on fuel and ammunition.¹
- 0056hrs. Completed replenishment.¹
- 0925hrs. Alongside WHITE PLAINS (AFS-4) for replenishment.¹
- 0934hrs. Canceled alongside replenishment. Maneuvered to starboard beam of WHITE PLAINS to continue VERTREP.¹

1248hrs. VERTREP completed.¹

Positions: 0800 - Lat. 17-47N, Long. 107-36.5E; 1200 - Lat. 18-06.5N, Long. 107-52.5E; 2000 - Lat. 17-27N, Long. 105-56E.¹

Oct. 28 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0628hrs. Commenced flight operations.¹

1707hrs. Completed flight operations.¹

1945hrs. Fire reported in aircraft no. 515.¹

1949hrs. Fire out.¹

Positions: 0800 - Lat. 17-46N, Long. 108-08.2E; 1200 - Lat. 17-53.7N, Long. 108-09.2E; 2000 - Lat. 17-35N, Long. 107-26.5E.¹

Oct. 29 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0830hrs. General Quarters.¹

0940hrs. Secured from General Quarters drill.¹

Positions: 0800 - Lat. 17-50N, Long. 107-26.1E; 1200 - Lat. 17-47.7N, Long. 107-27E; 2000 - Lat. 18-04N, Long. 107-32.5E.¹

Oct. 30 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1345hrs. Rendezvoused with KEPPLER (DD-765) for personnel transfer.¹

1528hrs. Personnel transfer by helo complete with KEPPLER. KEPPLER departed. BUCHANAN detached for unrep with CAMDEN (AOE-2) thence to Da Nang.¹

Positions: 0800 - Lat. 17-42N, Long. 107-23.5E; 1200 - Lat. 17-56.5N, Long. 107-36.9E; 2000 - Lat. 17-38N, Long. 107-18.3E.¹

1970

- Oct. 31 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with CARPENTER (DD-825) and BUCHANAN (DDG-14) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0626hrs. Commenced flight operations.¹
- 1420hrs. F8, Buno. 147063, pilot CDR W. B. RENNIE, 524341, CO of VF-111, crashed on Flight Deck on recovery due to collapsed nose gear. Flight Deck fire party on scene. No injury to pilot or other personnel. Jettisoned two Sidewinder missiles from aircraft into 43 fathoms of water.¹
- 1555hrs. Class C fire in Air Office.¹
- 1601hrs. Secured from fire quarters. Wiring was to Flight Deck lighting.¹
- 1809hrs. Launched one aircraft. Completed flight operations.¹
- 2101hrs. Class B fire in aircraft no. 515 on Flight Deck.¹
- 2130hrs. Fire out. No damage to aircraft.¹
- 2106hrs. Secured from fire quarters.¹
- Positions: 0800 - Lat. 17-57.5N, Long. 107-35.5E; 1200 - Lat. 17-52.5N, Long. 107-42E; 2000 - Lat. 17-57N, Long. 107-23.5E.¹
- Later in the day F-8H, Buno. 147063, VF-111, piloted LCDR William B. RENNIE, USN, crashed on recovery due to a collapsed nose gear. A fuel fire was quickly extinguished and the pilot was unhurt.²
- Nov. 1 -** 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0626hrs. Commenced flight operations.¹
- 1424hrs. Completed flight operations.¹
- 1837hrs. Refueled from CAMDEN (AOE-2).¹
- 2137hrs. Completed taking on fuel, ammo and provisions from CAMDEN.¹
- Positions: 0800 - Lat. 17-46N, Long. 107-222E; 1200 - Lat. 18-00.9N, Long. 107-38E; 2000 - Lat. 18-46.2N, Long. 107-52E.¹

1970

Nov. 2 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0640hrs. Commenced flight operations.¹

1738hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-42N, Long. 107-27.5E; 1200 - Lat. 17-43.6N, Long. 107-30E; 2000 - Lat. 17-53N, Long. 107-28E.¹

Nov. 3 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0626hrs. Commenced flight operations.¹

1832hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-39.5N, Long. 107-22E; 1200 - Lat. 17-48N, Long. 107-32.2E; 2000 - Lat. 17-53.1N, Long. 107-19E.¹

Nov. 4 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0623hrs. Commenced flight operations.¹

1012hrs. CTF-77, VADM F. A. BARDSHAR, USN, arrived for scheduled visit.¹

1130hrs. CTF-77 departed.¹

1815hrs. Completed flight operations.¹

2033hrs. Commenced taking on fuel, ammunition and provisions from CAMDEN (AOE-2).¹

2244hrs. Replenishment complete.¹

Positions: 0800 - Lat. 17-53.8N, Long. 107-33.5E; 1200 - Lat. 18-28N, Long. 107-46.5E; 2000 - Lat. 17-58N, Long. 107-41.3E.¹

Nov. 5 - 0000hrs. Steaming in Yankee Station, Tonkin Gulf in company with BUCHANAN (DDG-14) and CARPENTER (DD-825) in accordance with

COMSEVENTHFLT Quarterly Employment Schedule.¹

0622hrs. Commenced flight operations.¹

1455hrs. Fire in CPO Galley.¹

1453hrs. Fire out.¹

1832hrs. Completed flight operations.¹

Positions: 0800 - Lat. 18-05.5N, Long. 107-54.5E; 1200 - Lat. 18-05.5N, Long. 107-54.5E; 2000 - Lat. 17-48N, Long. 108-35E.

Yankee Station and SHANGRI-LA said final goodbyes Friday as the Shang got underway for Mayport. The last combat sortie to be launched was LT A. J. HINGSBERGER, who was launched at 1700, Nov. 6th. On Yankee Station, 10644 total traps were carried out. The last recovery on Yankee Station was LT J. A. SEARS at 1832 on Nov. 6th.⁴ [The ship's paper shows the events as the 6th, however the times in the Deck Logs coincide with 5th. No idea why this discrepancy exists.]

Nov. 6 - 0000hrs. Steaming enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in company with CARPENTER (DD-825) in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1446hrs. Commenced flight operations.¹

1452hrs. Completed launching aircraft.¹

1515hrs. Commenced launching aircraft.¹

1529hrs. Completed launching aircraft. Completed flight operations.¹

Positions: 0800 - Lat. 17-10N, Long. 112-24.5E; 1200 - Lat. 17-03N, Long. 113-17.5E; 2000 - Lat. 16-09.5N, Long. 116-01.5E.¹

Began final transit to Subic Bay. Air Wing flew off.²

Nov. 7 - 0000hrs. Steaming independently enroute from Yankee Station, Tonkin Gulf to Subic Bay, Philippines in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0739hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

0812hrs. Gremlin stations.¹

0946hrs. Commenced offloading ammunition.¹

1104hrs. Secured from Gremlin stations.¹

1240hrs. Gremlin stations.¹

1451hrs. Secured from Gremlin stations.¹

Positions: 0800 - Lat. 13-42.3N, Long. 128-39.1E.¹

0739 hrs., moored at Leyte Pier.²

Nov. 8 - Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

Nov. 9 - 0000hrs. Moored starboard side to Leyte Pier, Subic Bay, Philippines.¹

0334hrs. Underway for Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

1906hrs. Commenced transit through San Bernadino Straits.¹

1931hrs. Secured the forecastle crew.¹

1935hrs. Secured special sea and anchor detail.¹

Positions: 0800 - Lat. 13-42.3N, Long. 128-36.1E; 1200 - Lat. 13-08N, Long. 121-49.8E; 2000 - none.¹

0336 hrs., underway for Sydney, Australia.²

Nov. 10 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 11-18.1N, Long. 127-07.8E; 1200 - Lat. 10-22.1N, Long. 128-10.8E; 2000 - Lat. 08-23N, Long. 130-16.2E.¹

Nov. 11 - 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

2000hrs. Changed course to 129. Speed 24 knots.¹

Positions: 0800 - Lat. 04-07.1N, Long. 134-40.8E; 1200 - Lat. 04-07.1N, Long. 134-40.8E; 2000 - Lat. 02-14.2N, Long. 137-11.1E.¹

- Nov. 12 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0900hrs. HANCOCK (CVA-19) assumed CTG-77.4.¹
- Positions: 0800 - Lat. 00-43.3S, Long. 140-40.2E; 1200 - Lat. 01-29S, Long. 141-19E; 2000 - Lat. 02-49.5S, Long. 143-59.3E.¹
- Nov. 13 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- Positions: 0800 - Lat. 04-58S, Long. 147-04.5E; 1200 - Lat. 06-06.7S; Long. 147-52.1E; 2000 - Lat. 09-16N, Long. 150-23.3E.¹
- Crossed Equator. Initiated polliwogs.²
- Nov. 14 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- Positions: 0800 - Lat. 08-49S, Long. 154-22.8E; 1200 - Lat. 09-35S, Long. 155-30.7E; 2000 -Lat. 11-25.2S, Long. 157-06E.¹
- Nov. 15 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- Positions: 0800 - Lat. 14-55S, Long. 157-04.5E; 1200 - Lat. 16-06.2S, Long. 157-05E; 2000 - Lat. 17-35S, Long. 156-58E.¹
- Nov. 16 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 1305hrs. Lost No. 3 Generator.¹
- 1335hrs. Launched C1A.¹
- Positions: 0800 - Lat. 21-10S, Long. 156-45E; 1200 - Lat. 22-17.8S, Long. 156-19.3E; 2000 - Lat. 24-41S, Long. 155-43.2E.¹
- Launched C-1A to Brisbane, Australia.²

1970

- Nov. 17 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0410hrs. Lost speed due to water in fuel oil and lost number 5 and 6 boilers and No. 4 Generator.¹
- 0455hrs. Boilers 5 and 6 back online, increasing speed to base speed.¹
- 0845hrs. Recovered one C1A with 8 passengers.¹
- 0916hrs. Launched C1A.¹
- 1108hrs. Recovered C1A.¹
- 1335hrs. Commenced flight operations.¹
- 1430hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 27-40.8S, Long. 154-05E; 1200 - Lat. 28-56S, Long. 153-48E; 2000 - Lat. 30-52S, Long. 153-17E.¹
- C-1A returned to ship in early morning with Australian guest who viewed an air show aboard the ship that afternoon.²
- Nov. 18 -** 0000hrs. Steaming enroute from Subic Bay, Philippines to Sydney, Australia in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹
- 0630hrs. Stationed special sea and anchor detail.¹
- 0703hrs. Stopped to pick up press from small boat.¹
- 0706hrs. Lowered whaleboat to handle lines.¹
- 0714hrs. Stopped all engines to offload passengers to tugs.¹
- 0734hrs. Took motor whaleboat aboard.¹
- 0746hrs. Under tug control. Backing alongside pier to starboard.¹
- 0810hrs. Moored to fitting-out pier, Garden Island, Sydney, New South Wales, Australia.¹
- 1300hrs. Commenced general visiting.¹

1600hrs. Secured general visiting.¹

Positions: none.¹

Moored Sydney, Australia.²

Nov. 19 - Moored to fitting-out pier, Garden Island, Sydney, New South Wales, Australia.¹

1300hrs. Commenced general visiting.¹

1630hrs. Secured general visiting.¹

Nov. 20 - Moored to fitting-out pier, Garden Island, Sydney, New South Wales, Australia.¹

0818hrs. Underway for Wellington, New Zealand in accordance with COMSEVENTHFLT Quarterly Employment schedule.¹

Positions: 1200 - Lat. 34-12.6S, Long. 152-33.3E; 2000 - Lat. 35-17.8S, Long. 156-03.2E.¹

0818 hrs., underway for Wellington, New Zealand.²

Nov. 21 - 0000hrs. Steaming independently enroute from Sydney, Australia to Wellington, New Zealand in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0938hrs. Class A fire in Mount 51, starboard side forward. Changed course starboard to minimize wind.¹

0943hrs. Fire out. Returned to base course 110.¹

2217hrs. Fire in No. 4 SSTG.¹

2229hrs. Fire out. No injury to personnel. No. 4 SSTG secured.¹

Position: 0800 - Lat. 36-39.2S, Long. 161-01.5E; 1200 - Lat. 37-12S, Long. 162-50E; 2000 - Lat. 38-31.5S, Long. 166-31.2E.¹

Nov. 22 - 0000hrs. Steaming independently enroute from Sydney, Australia to Wellington, New Zealand in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0600hrs. Launched C1A.¹

1970

0845hrs. Recovered C1A.¹

1319hrs. Commenced flight operations.¹

1355hrs. Completed flight operations.¹

1622hrs. Commenced entering harbor of Wellington, New Zealand.¹

1645hrs. Class C fire in B-0209-1L, frame 79.¹

1652hrs. Fire out. Fire was in pump to hot water heater.¹

1718hrs. Anchored in Wellington, New Zealand in 5 fathoms of water, soft, gray mud bottom, with 70 fathoms of chain to the port anchor.¹

Positions: 0800 - Lat. 40-01S, Long. 171-34E; 1200 - Lat. 40-25.8S, Long. 173-37E; 2000 - Lat. 42-09.5S, Long. 175-26.2E.¹

Following a transit of Cook Strait, ship anchored at 1718 hrs., at Wellington, N. Z. During the stay, ship was visited by the U. S. Ambassador to New Zealand, Kenneth FRANZHEIM II; U. S. Defense Attache Capt William R. HAZELETT, USN; New Zealand's Sec. of Defense; and New Zealand's CNO.²

Nov. 23 - 0000hrs. Anchored in Wellington, New Zealand.¹

1229hrs. The following guests came aboard to return Commanding Officer's official call: U. S. Ambassador to New Zealand, Honorable Kenneth FRANZHEIM II; New Zealand's Secretary of Defense; New Zealand's Chief of Naval Staff, RADM L. G. CARR, DSC; U. S. Defense Attache, CAPT W. R. HAZELETT, USN.¹

1341hrs. RADM CARR departed.¹

1435hrs. Remaining guests departed.¹

Nov. 24 - 0000hrs. Anchored in Wellington, New Zealand.¹

0421hrs. Received word from CIC reporting a man fell over starboard side of liberty launch approximately 400 yards from ship.¹

0447hrs. Observed sunrise.¹

0500hrs. Man who fell overboard from MISS PORTAGE identified as PFC

1970

William H. NELSON, USMC. CDO and XO notified. Harbor Police and other boats conducting search of area.¹

0715hrs. Set special sea and anchor detail.¹

0752hrs. Underway for Rio de Janeiro, Brazil in accordance with COMSEVENTHFLT Quarterly Employment Schedule.¹

0800hrs. Changed from operational control of COMSEVENTHFLT to COMFIRSTFLT.¹

0930hrs. CAPT HAZELETT, USN, U.S. Defense Attache, departed via helo.¹

Positions: 1200 - Lat. 42-09.5S, Long. 175-26E; 2000 - Lat. 44-30.5E, Long. 177-56E.¹

PFC William P. NELSON, USMC, fell from a liberty launch and drowned. His body was not recovered until several weeks later.²

0752 hrs., underway for Rio de Janeiro, Brazil.²

2400 hrs., crossed the International Date Line.²

Transit of the South Pacific was slowed by icebergs, ice floes, storms and freezing weather.²

Nov. 24 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule. Retarded all clocks 24 hours to conform with Time Zulu plus 12Y.¹ (THIS IS THE SECOND NOVEMBER 24TH BECAUSE OF CROSSING THE INTERNATIONAL DATE LINE.)

Positions: 0800 - Lat. 47-50.8S, Long. 177-50.6W; 1200 - Lat. 49-12S, Long. 176-06.2W; 2000 - Lat. 51-31.2S, Long. 172-47.6W.¹

Nov. 25 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

1203hrs. Stopped No. 4 Shaft due to clogged lube oil strainer.¹

1225hrs. No. 4 Shaft back online. Repairs completed.¹

Positions: 0800 - Lat. 54-33S, Long. 167-24.2W; 1200 - Lat. 55-28.6S,

1970

Long. 165-16.1W; 2000 - Lat. 57-24.2S, Long. 160-47W.¹

Nov. 26 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

1140hrs. Lookouts reported ice floe ahead.¹

1606hrs. Changed course from 087 to 110. Investigating surface contact believed to be an iceberg. Bearing 121 at 13 miles.¹

1640hrs. Sighted iceberg off starboard bow.¹

1642hrs. Passed with 1500 yards of iceberg. Height 90 feet, width 300 feet.¹

1645hrs. Returning to base course.¹

1715hrs. Changed course to 075 to obtain radar photographs of iceberg.¹

1727hrs. Changed course to 087, returned to base course.¹

Positions: 0800 - Lat. 58-43S, Long. 153-49W; 1200 - Lat. 60-35.6S, Long. 150-37W; 2000 - Lat. 60-12.4S, Long. 144-34W.¹

Nov. 27 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

0300hrs. Observed sunrise. Turned off normal navigation lights. Class C fire in C-212-L, frames 166 to 176.¹

0315hrs. Fire out.¹

1615hrs. Received report that after starboard boat boom had broken free from its bridle and was trailing in the water.¹

1640hrs. All stop.¹

1705hrs. Put shipfitter over the side to cut away boat boom.¹

1710hrs. Boat boom cut free. Man on deck.¹

1713hrs. Radar contact at 346 at 13 miles believed to be an iceberg.¹

1716hrs. Contact sighted, confirmed as three small icebergs.¹

1970

1931hrs. Casualty reported in No. 5 Boiler. Water in fuel oil. Secured No. 5 Boiler.¹

2032hrs. No. 5 Boiler brought back online.¹

Positions: 0800 - Lat. 59-59S, Long. 135-47.5W; 1200 - Lat. 59-54.2S, Long. 132-36.5W; 2000 - Lat. 38-19S, Long. 128-46W.¹

Nov. 28 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 57-43S, Long. 120-33W; 1200 - Lat. 57-40S, Long. 117-46W; 2000 - Lat. 57-32.1S, Long. 111-39.9W.¹

Nov. 29 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

1611hrs. Class C fire in C-104-4E.¹

1622hrs. Fire out.¹

Positions: 0800 - Lat. 57-30.8S, Long. 103-27W; 1200 - Lat. 57-25.6S, Long. 100-25.5W; 2000 - Lat. 57-01S, Long. 94-31.5W.¹

Nov. 30 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

2258hrs. Class C fire in switchboard, No. 1 Engine Room. Lost running lights.¹

2312hrs. Fire out.¹

Positions: 0800 - Lat. 56-47.5S, Long. 86-23W; 1200 - Lat. 56-46.9S, Long. 83-29.5W; 2000 - Lat. 56-30.3S, Long. 77-39.3W.¹

Dec. 1 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMFIRSTFLT Quarterly Employment Schedule.¹

0540hrs. Made radar landfall with Darwin Mountains near Cape Horn, bearing 035, distance 113 miles.¹

1200hrs. Passed Cape Horn abeam to port.¹

1241hrs. Changed course from 082 to 042.¹

1559hrs. Changed course to 015.¹

1610hrs. Entered Estrecho de le Maire.¹

1611hrs. Changed course to 011.¹

Positions: 0800 - Lat. 56-07.8S, Long. 69-55.8W; 1200 - Lat. 56-06.1S, Long. 67-06.8W; 2000 - Lat. 53-41.4S, Long. 64-06.5W.¹

Rounded Cape Horn.²

Dec. 2 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 50-27S, Long. 61-17.1W; 1200 - Lat. 49-14.5S, Long. 60-21.6W; 2000 - Lat. 46-52.6S, Long. 58-33W.¹

Dec. 3 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 43-21.3S, Long. 55-50.8W; 1200 - Lat. 42-13.3S, Long. 55-04W; 2000 - Lat. 39-50.5S, Long. 53-15.9W.¹

Dec. 4 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 36-42.2S, Long. 51-14.1W; 1200 - Lat. 35-32.5S, Long. 50-26.5W; 2000 - Lat. 33-15S, Long. 49-03.8W.¹

Dec. 5 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 29-50S, Long. 46-53.7W; 1200 - Lat. 28-46.5S, Long. 46-14W; 2000 - Lat. 26-38.9S, Long. 48-51W.¹

Dec. 6 - 0000hrs. Steaming independently enroute from Wellington, New Zealand to Rio de Janeiro, Brazil in accordance with COMSECONDFLT Quarterly

Employment Schedule.¹

0837hrs. Entering Rio de Janeiro Harbor.¹

0955hrs. Entered Baia de Guanabarn Bay. Fired 21-gun national salute.¹

1006hrs. Anchored in Rio de Janeiro Harbor, Brazil in 18.5 fathoms of water, mud bottom, with 110 fathoms of chain to the anchor.¹

1044hrs. Class C fire in Hangar Bay 3.¹

1047hrs. Fire out.¹

1700hrs. Hose on fuel oil barge no. 20 of the Metalvane Company broke its coupling and caused oil spillage in to the bay.¹

Positions: 0800 - Lat. 23-16S, Long. 43-12.2W.¹

1006 hrs., ship anchored in Baia de Guanabara, Rio de Janeiro, Brazil.²

SHANGRI-LA completed round-the-world cruise just outside Rio.²

Dec. 7 - 0000hrs. Anchored in Rio de Janeiro, Brazil.¹

1222hrs. Honorable William M. ROUNDTREE, U. S. Ambassador to Brazil, arrived for lunch with several flag and staff officers of the Brazilian Navy and the U. S. Naval Mission.¹

1347hrs. Ambassador ROUNDTREE departed.¹

1357hrs. Remainder of luncheon party departed.¹

Dec. 8 - 0000hrs. Anchored in Rio de Janeiro, Brazil.¹

0805hrs. Underway for NS Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0850hrs. Changed speed 26 knots.¹

0925hrs. Changed speed 12 knots. Secured No. 1 Shaft due to overheated bearing.¹

1003hrs. Emergency stop on No. 2 and 3 Shafts due to low water casualty.¹

1970

1004hrs. No. 2 and 3 Shafts back up to 110 rpms.¹

Positions: 1200 - Lat. 23-14.7S, Long. 42-69.2W; 2000 - Lat. 21-27.5S, Long. 39-48.5W.¹

Underway for Mayport.²

Dec. 9 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0900hrs. General Quarters.¹

1030hrs. Secured from General Quarters drill.¹

Positions: 0800 - Lat. 17-43S; Long. 36-45.3W; 1200 - Lat. 16-08.7S, Long. 36-23W; 2000 - Lat. 12-57S, Long. 35-45W.¹

Dec. 10 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

1235hrs. Commanding Officer SHANGRI-LA assumed CTG-021.4.¹

Positions: 0800 - Lat. 08-23.2S, Long. 34-20.2W; 1200 - Lat. 06-43.1S, Long. 34-28W; 2000 - Lat. 04-02.5S, Long. 36-11.1W.¹

Dec. 11 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 00-55.5S, Long. 40-01W; 1200 - Lat. 00-07.6N, Long. 41-12.1W; 2000 - Lat. 02-26.3N, Long. 43-44.9W.¹

Dec. 12 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0800hrs. Launched helo 42 for limited flight operations.¹

0812hrs. Launched C1A for test flight.¹

0845hrs. Recovered C1A.¹

0846hrs. Recovered helo.¹

Positions: 0800 - Lat. 06-08.8N, Long. 47-15.8W; 1200 - Lat. 06-55N, Long. 48-14W; 2000 - Lat. 08-59N, Long. 50-47.8W.¹

Dec. 13 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

Positions: 0800 - Lat. 12-06.2N, Long. 54-27W; 1200 - Lat. 13-07N, Long. 55-41W; 2000 - Lat. 14-21N, Long. 58-48.5W.¹

Dec. 14 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0607hrs. Launched C1A.¹

0941hrs. Recovered C1A.¹

1007hrs. Launched C1A.¹

1400hrs. Commenced flight operations.¹

1516hrs. Completed flight operations.¹

Positions: 0800 - Lat. 17-51N, Long. 61-42.1W; 1200 - Lat. 18-44N, Long. 62-59W; 2000 - Lat. 19-58.5N, Long. 64-34.5W.¹

Dec. 15 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

2142hrs. Lost steam to the forward engine plant. Boiler casualty in No. 2 Forced Draft Blower, throttle pin sheared.¹

2143hrs. Closed No. 1 and No. 4 throttles.¹

2145hrs. No. 1 Ship's Service Generator dropped offline. Brought up No. 5 Emergency Diesel Generator online.¹

2203hrs. No. 1 Ship's Service Generator was put back online.¹

2206hrs. Took No. 5 Emergency Diesel Generator offline.¹

2210hrs. Opened No. 1 and No. 4 throttles. All shafts resumed 146

rpms.¹

Positions: 0800 - Lat. 22-08.2N, Long. 67-47W; 1200 - Lat. 22-57N, Long. 68-57.8W; 2000 - Lat. 24-20N, Long. 71-19W.¹

Dec. 16 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0741hrs. Commenced flight operations. Commenced launching aircraft.¹

0908hrs. Completed launching aircraft.¹

0959hrs. Recovered C1A.¹

1112hrs. Launched C1A.¹

1114hrs. Recovered C1A.¹

Positions: 0800 - Lat. 26-29.2N, Long. 74-38.5W; 1200 - Lat. 26-40.5N, Long. 74-57W; 2000 -Lat. 28-12.5N, Long. 77-27.2W.¹

Dec. 17 - 0000hrs. Steaming independently enroute from Rio de Janeiro, Brazil to Mayport, FL in accordance with COMSECONDFLT Quarterly Employment Schedule.¹

0640hrs. Sighted St. John's Light.¹

0715hrs. Set special sea and mooring detail.¹

0723hrs. CAPT L. M. DANIELS, harbor pilot, reported aboard.¹

0806hrs. Moored starboard side Pier C-2, NS Mayport, FL. Ships present include SARATOGA (CVA-60) and FRANKLIN D. ROOSEVELT (CVA-42).¹

Positions: none.¹

Arrived Mayport in early morning to begin deactivation.

Dec. 18 - 0000hrs. Moored starboard side Pier C-2, NS Mayport, FL.¹

1200hrs. Lost all electrical power for about 45 minutes.¹

2140hrs. LT JUSTIS telephoned and reported the C1A grounded at NAS Jacksonville. Problem in starboard engine.¹

- Dec. 19** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 20** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 21** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 22** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 23** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 24** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 25** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 26** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 27** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 28** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 29** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 30** - Moored starboard side Pier C-2, NS Mayport, FL.¹
- Dec. 31** - Moored starboard side Pier C-2, NS Mayport, FL.¹

ship's complement: Officers 97
 Enlisted 1647
 Air Wing (cruise): Officers 169
 Enlisted 873

NOTES:

Letter dated August 7, 1970 from Commanding Officer to family of the crew:

Dear Friend:

This letter marks the half-way point in the cruise. The pier at Mayport will never appear too soon, but time does seem to be going by fairly rapidly. The men tell me it has something to do with always keeping busy!

SHANGRI-LA was at Subic Bay Naval Base, Philippine Islands, from May 30 to June 10. After three weeks of flight operations it was a welcome break. The crew enjoys our visits there since the base is well-equipped with rest and recreation facilities.

While in Subic, CDR Dick GREEN, head of the Air Department since July of 1969, relieved CAPT Jack KOACH as the ship's Executive Officer. CAPT KOACH is now

1970

...serving in Washington, D.C., with the Joint Chiefs of Staff. CDR Paul MERCHANT too CDR GREEN's place as the ship's "Air Boss."

During the line period that followed the Subic stay, the annual Navy Relief campaign was held. Shang men raised a record-breaking total of \$5,658.

We had some exciting moments on July 2 when LTJG Bill BELDEN of VA-152 had a brake failure in his A-4 Skyhawk while taxiing after landing. The aircraft veered left, and as the nose started into the catwalk, he "punched out!". Seconds after his parachute opened, he hit the water. One of the ship's "angels," the appropriate nickname for HC-2's helicopters, was on the spot immediately. BELDEN was out of the water within four minutes and returned to the ship uninjured.

The Skyhawk had aught on the edge of the flight deck and was retrieved by "Tillie," the flight deck crane. Things returned to a regular routine. Whew!

We've added a few men to the crew for the summer with the midshipmen first-class cruises. A group of 15 were on board during June and most of July and 14 are presently with us. They are Navy ROTC and Naval Academy students.

Of course the Fourth of July was celebrated out here, too. An all-ship's volleyball tournament was held. The VA-12 team defeated VF-162 for the championship. That evening a fireworks display composed of flares and star-shells was held for the crew and for the two destroyers in company with us.

Our Hong Kong visit scheduled for July was changed to Yokosuka, Japan. We lost the use of one of the ship's propellers, or screws, during the last few days on the line so we headed to Subic to have it removed. We were there 36 hours over July and 6 before steaming to Japan.

The "Little Giant" arrived on Yoko on July 10 for a 14-day stay. There was a lot of hard work but a lot of good times during the visit - - the ship's first to the huge base in more than 10 years.

The features of Japan provided a wide variety of entertainment for all of us. The recreational facilities and fleet exchange - - the Navy's largest - - occupied the men for hours. The location of the base put us within minutes by train of some of the country's most famous sights. The men visited EXPO '70, Tokyo, Yokohama, Kamakura and dozens of other fascinating places. More than 750 men took tours organized by CDR Bob TATUM, the Protestant Chaplain who doubles as the ship's tour officer.

It was quite an education for us to be exposed to the Japanese and their way of life. Even the language barrier couldn't prevent appreciation of their friendliness, their traditions and beautiful scenery. Some of us even climbed the famous Mt. Fuji.

An added attraction was the appearance of Kenny PRICE, the country 'n western singing star from Cincinnati, in Hangar Bay 1. The 350-pound "Round Mound of Sound" entertained us the last night in port. He's on tour of the military units located in this part of the world.

We left Yokosuka on July 24 and are back in the Tonkin Gulf. After three weeks we'll return to our "home away from home," Subic Bay. The remainder of the schedule is flexible. I expect the Hong Kong visit will be rescheduled soon.

That's all the news for now. Thanks again for your letters...keep 'em coming. I enjoy being kept informed of your activities back in the States. Sincerely, Herbert "R" POORMAN, Captain, USN.

1970

Letter dated August 7, 1970 from Commanding Officer to family of the crew:

Dear Friend:

this letter not only serves to bring you up to date on SHANGRI-LA's activities, it will also introduce me as one of the newest members of her crew. I have been commanding the Shang since September 6, when I officially relieved CAPT POORMAN. The ceremonies were held on the flight deck between cycles of air operations. (Show business isn't the only business where the show must go on!)

Shang celebrated her 26th birthday since commissioning on September 15. It dates me to admit but I remember the famous nation-wide bond drive that financed the construction of the carrier to replace the HORNET. It's appropriate that 26 years later she is still an effective instrument of national policy.

You probably know, however, that the ship is due to be inactivated by mid-1971, with preparations beginning shortly after our return home. Crew members will be transferred or released from the Navy in several increments as the work load is reduced. In April we'll steam to Boston for the final stages of inactivation.

As sorry as so many are that the ship is being retired, it does exemplify the Navy's program of modernization. By removing older ships from active service, funds will become available to finance a newer fleet.

It seems I came on board at just the right time. We recently had an enjoyable three weeks off the line that included five days in Subic Bay, three in Manila and seven in Hong Kong.

The stay in Subic was similar to the many others the crew has had in what's become our "home away from home." We took advantage of the excellent maintenance facilities to put the ship back in top shape after the 34-day at-sea period. The men still have time to enjoy the recreational facilities and appreciated the end of the rainy season. We luckily missed the typhoons that have continued to take their toll in the Philippines. From 8 to 10 October we were anchored in beautiful Manila Bay so the men could have a look at more of the Islands. While there we hosted more than 500 guests for tours of the ship. Among them were the Flag Officer in Command of the Philippine Navy, dozens of USO volunteers, several hundred Aerospace Cadets, and American servicemen's dependents.

The Manila USO and U.S. Embassy were tremendous hosts. They arranged dances, dinners in American homes, provided refreshments, information and a host of other services.

On October 12 we anchored in Hong Kong Harbor for the long awaited visit to the British Crown Colony. It was an enjoyable week for everyone.

Ferries and smaller boats (called "walla-wallas") transported the men to and from the ship. The 35-minute ride took us by ships of every description from every corner of the world. Once on Hong Kong Island or Kowloon on the mainland, the list of things to see and do was endless.

Chaplain TATUM's Terrific Tours were popular again with hundreds of the crew. They saw the fishing junks of Aberdeen, visited Tiger Balm Gardens, overlooked Red China, watched Chinese opera and dined on board floating restaurants.

1970

Shopping of course, was a major item of business for us all. Virtually everything in the world was available at amazingly low prices. There were a lot of busy Hong Kong tailors for that seven days!

An account of the stay wouldn't be complete without mentioning Typhoon Joan. She caused a great deal of concern as she headed closer and closer to the area. We even recalled the liberty party because getting underway seemed imminent. Some of the men made it back to the ship via boat and helicopter but many were "stuck" ashore. (I'm told no one was too disappointed to have the extra time in the city.) Joan fizzled to a tropical storm and everything returned to normal.

We're presently in our last of six line periods. The countdown for home has begun.

After two days each in Subic, Sydney, Wellington and Rio - -with several days in between - - Shang will enter the St. Johns River on the morning of December 17.

That's the news from here. I'm certainly enjoying being a part of the "Shang Family" and look forward to meeting all of you once we're back in the States. Sincerely, Hoyt P. MAULDEN, CAPT, USN.

THE FOLLOWING ARTICLE WAS ORIGINALLY PRINTED IN THE SPRING 1998 ISSUE OF "THE HOOK" MAGAZINE AND IS REPRODUCED WITH THE PERMISSION MAJOR MARTIN ZIJLSRTA, ROYAL NETHERLANDS AIR FORCE AND "THE HOOK" MAGAZINE.

A VF-111 War Cruise - Shang and the Sundowners.

When USS Shangri-La (CVS-38) left its pier at Naval Station Mayport Fla., on the morning of 5 March 1970, a remarkable WestPac deployment had begun. Not only was it the final cruise for the veteran carrier, but it was also the last for Fighter Squadron VF-111 in the venerable F-8 Crusader. For Sundowners CO, CDR Charles Dimon it was to be his fifth Vietnam combat deployment, whereas others were on their first. For VF-111, it was to be the seventh visit to the stormy waters off Vietnam. The squadron had deployed in Midway (CVA-41) with CVW-2 in 1965, Oriskany (CVA-34) with CVW-16 in 1966 and again in 1967-'68 and Ticonderoga (CVA-14) with CVW-16 in 1969. A special VF- 111 Detachment 1 made two deployments in Intrepid (CVA-11) as part of CVW-10. On this seventh deployment, the Sundowners were part of Carrier Air Wing Eight, an East Coast air wing made up of VF-111 and VF-162 (F-8H), VA-172 and VA-12 (A-4C), and VA-152 (A-4E). Detachments included VAW-121 (E-1B), VFP-63 (RF-8G), VAR-b (KA-3B) and HC-2 (UH-2C).

To Vietnam the Long Way Around

VF-111 was aboard with only four aircraft, seven pilots and 97 enlisted men when Shangri-La sailed. The remainder of the unit, eight aircraft, 10 officers and 82 enlisted men, remained behind at NAS Miramar for 22 days before flying to NAS Cubi Point under the leadership of the XO, CDR Bill Rennie. CDR "Stinger" Dimon was among those that sailed in Shangri-La with all pilots scheduled to leave the squadron during the cruise. CVW-8 flew many training sorties on their way to Southeast Asia, but not all were without incident. On 9 March, a VF-162 Crusader crashed into the sea northeast

1970

of French Guiana and its pilot, LTJG F.C. Green III, was lost. Five days later, life took a more pleasant turn in the form of a port call at Rio de Janeiro, Brazil. CDR Dimon remembers it as fun. "The night we departed, I came back to the ship on the so called 'last boat.' When I came aboard, I suggested they run another boat, as there were still quite a few people on the beach, and the ship's XO was asleep in his cabin. The logistics to get them from Rio to Cubi Point, our next stop, would have been a nightmare. Although the XO did not like my suggestion very much when he found out, and really chewed on me the next day, I felt I was right, since no one was left behind." After rounding Cape Horn, Shang set course for the Philippines and anchored at Subic Bay on 5 April 1970, the point where both elements of the SUNDOWNERS would join. Chuck Dimon remembers: "Before leaving Miramar, the squadron managed to 'procure' a pickup truck and a Falcon sedan for official and unofficial transportation. We were also fortunate enough to acquire a whaleboat from Navy surplus before leaving California, probably making the Sundowners the only fighter squadron in the world with its 'own' navy. Both the vehicles and the boat were shipped to the Philippines courtesy of Samuel Gompers (AD-37). I flew in early that day to meet Bill Rennie and the other guys. Bill had it ready to go girls for show even we went out drinking beer and having a grand old time to meet Shang coming into the harbor. CAPT Herbert R. POORMAN, the CO of the carrier, came up on the 5MC and told me that I would never fly in early again he was just kidding of course, as he was a nice guy." On an other occasion, CDR Dimon had to report to CAPT POORMAN's offices again. "Our boat developed engine problems, so Bill Rennie or one of the chiefs sent it to the Subic shipyard for an engine overhaul and upkeep. About a month later, CAPT POORMAN called me in and asked me about \$2,700 billed to the ship for the work done. I smiled and said, 'Hey boss, we just gave you a new motor whaleboat.' They kept it and used it during the rest of the cruise."

In the War Zone

After three days in Subic, Shangri-La returned to sea on 8 April 1970 and continued toward Yankee Station. At 0500 on 11 April, flight quarters were sounded for the first combat sorties, and Dimon was chosen to lead the first one. "It was another Shang disaster," Dimon recalls. "Her call was AllStar but we would always check in with 'Allstate.' Though this was my fifth Vietnam cruise, our CAG had only been to 'Nam as air boss - he'd never flown while there. So he picked me." The weather was lousy-fog to deck - and CDR Dimon and his wingman LT George Melnyk were launched for a weather recce. "I went up into the Gulf and looked around. It was a definite no-go, and I recommended not to launch. We started returning to the ship when we heard other aircraft checking in. Things like, 'No targets, dump ordnance.' The ship requested I make an approach to see how the weather was, but it was all below minimums, and since we had no ACLS, we had to bingo to Da Nang. The other aircraft-I think they came from Constellation had the same problem, and they also had to go for Da Nang. The weather at Da Nang was also IFR, so everyone had to make an approach, which meant that there were a lot of low fuel state aircraft in the air. One A-3 had a hell of a time and flamed out when finally clearing the taxiway." The landing of Dimon and his wingman at Da Nang also was not without incident. "Melnyk had no radio, so he relied

upon me. I got him down at Da Nang-on our approach I broke out of the goo at about 300 feet, saw I was lined up slightly off the center, gave him the power signal with a head nod, eased over the center line, then head-nodded back on power. "As I touched down, I noticed he passed me and took off again-no radio and no way to get back on deck. So I put on power again, took off and joined him. I took the lead again and got the controllers to sneak us in and landed with the low fuel lights-my, oh my-great. That was my first combat leg from Shang, a remarkable one!" During the first line period, Shangri-La operated on a flight schedule that began at noon and lasted until midnight. After a week, this was changed to midnight to noon. Whatever the timetable, more than half the flying was at night and often under adverse weather conditions. During this period, 11 April until 2 May 1970, the air wing flew recce missions over Laos and North Vietnam, giving the Sundowner pilots many escort missions. However, the vast majority were BarCAP missions, which proved the trend of the entire cruise.

No-Radio Night Recovery

Flying 12-hour schedules makes night flying a routine, although not a pleasant one. LT Ken Mattson assigned to the CO as Stinger Two- was one of the four new pilots assigned to the Sundowners before the start of the cruise, and he had his share of experiences. "One day I was to be wingman to John L. Black Jack' Finley on a midnight or 0200 BarCAP flight. I launched after him, and immediately after the cat shot, my radio quit working. I turned on the anti-collision light and joined up with my leader climbing to 16,000 feet, our squadron safe altitude. I hooked up my PRC radio to my earphone, turned to the emergency radio frequency and talked to Black Jack. He confirmed that my hook was down then told me to recover in 15 minutes. He proceeded north with the spare pilot that had been launched, leaving me alone to make it back to the boat. I dumped fuel and went to afterburner to get down below max trap weight. I then headed to the initial point [IP] five miles behind the ship at 1,200 feet and started my CCA. I can hear them, but can't answer. "My first pass didn't work-I can't remember if the deck was fouled or if I wasn't looking good to the LSO. I returned to the IP to do it all over again, and again I did not get aboard. I remember being frustrated because I was now getting low on fuel and would have to divert to Da Nang soon. It was a clear night, and I wasn't going to let the boat get me in trouble. After the second pass, rather than clean up the gear and cruise back out to the IP, I disconnected my PRC radio from my headset and climbed to 400 feet, the daytime pattern altitude, and came around to do what I did best-get aboard the boat." As "Rocket 3," Mattson was the junior pilot, which meant that he was automatically assigned as CDR Dimon's wingman. During the cruise, Mattson made 120 traps, 22 of them at night, and logged a total of 260 hours. He remembers that the average ready room briefing started one hour before the scheduled takeoff time, and that every trip was followed by a 30-minute debrief, depending on the time the LSO needed to make the rounds of other ready rooms.

Ramp strike

The air wing lost two A-4s and a VF-162 F-8 in the first line period, and two of the three pilots involved survived their mishap. The line period was followed by eight days of R&R at Cubi Point, a place to become a familiar sight for the Sundowners. Shangri-La

returned to sea bound for Yankee Station, where for VF-111 the second line period operations were essentially unchanged. There was an increase in the number of Blue Tree missions, giving the Sundowners more escort missions over North Vietnam. One of the highlights of this period was the 600th F-8 trap of CDR Dimon on 23 May. Upon recovery, he was met by CAPT POORMAN at the aircraft and later cut a giant cake together with XO Rennie. Following these festivities, the dangers of carrier aviation became clear again when CAG hit the ramp on an approach on 28 May. CDR Dimon remembers both the accident and the circumstances that led to it. "CAG did not fly very much. He had not had a night trap for, I think, more than three months. CAPT POORMAN wanted him to fly more, so CAG came to me. We set him up with a pinky [early night trap], not forcing him to get back aboard the ship in the pitch black. On preflight, however, he downed the aircraft because of a problem with fuel gauge fluctuation. "I saw him the next day or even that night and told him that we would set him up again. He instead wanted to go to VF-162 and they set him up with a late go. I got a call in my room when he had crashed-he struck the ramp on recovery-but was happy to hear that he was OK. Re was very lucky to walk away." The next morning, however, CAG walked into the Sundowners' ready room without his wings. "We got to the comer and he told me that I was to be the new CAG until his replacement arrived," Dimon continued. "So I acted as CAG until CDR Ed McKellar arrived to relieve me". Only days later CDR Dimon was witness to another mishap that seemed increasingly typical for Shangri-La during its final cruise. "The ship already had problems from the moment it left Mayport," he recalls. For starters, the Tacan was inoperable for the first three or so months. In fact, young pilots such as Ken Mattson considered the ship to be more of a threat to them than the war or the weather. On 30 May, while moored in Subic Bay after the second line period, CDR Dimon asked CAPT POORMAN whether he would like to fly with him. "He said 'hell, yes' and we took off to observe the mining of a target near Cubi. I let him lead for a while and just hung on. The moment we were overhead the mining, we were told to come back to Cubi ASAP as the ship had a problem. Away we went. It appeared a firemain in the refrigeration area of the ship had ruptured and flooded the spaces, causing extensive damage to the refrigeration units. CDR Dimon remembers the flight as a short hop for the skipper and an interesting one for him: The mining results had been poor and the attack squadrons flunked ORI!

Trouble Again

After almost two weeks, Shangri-La and CVW-8 set to sea again for the third line period after two days of carquals in the Philippine operating area. In June, Chuck Dimon was relieved by CDR Ed McKeller as CAG, leaving Dimon to remove one of the two hats he had been wearing. The third line period was essentially the same kind of flying, and was to remain so for the remainder of the cruise. With no MiGs showing up, the pilots of VF-111 and VF-162 flew lots of BarCAP and recce escort trips. Ken Mattson, who started as a WestPac rookie, became more experienced with every mission, and was soon assigned to fly escort for VFP-63 photo forays. "I remember one trip into Laos," Mattson recalls. "We'd normally fly high cover behind the photo bird to protect his six. During this mission, the photo guy had me come down low and took my picture against a waterfall in Laos. I had a grand time shooting my guns and so on. "However, when the skipper

saw the resulting photo, I was in deep trouble." The third line period proved to be a bad time for the air wings' safety record. During the first two line periods, CVW-8 already had lost or damaged two F-8Hs, one E-1B and three A-4s. During the third period, which started on 14 June and ended on 2 July, two more Skyhawks and an E-1 suffered mishaps, which luckily did not result in all cases in the loss of aircraft or human life. On 2 July bad luck struck Shang again when the carrier suffered a sheared shaft coupling on the No. 1 shaft. After a transit to Subic Bay to remove the screw, the carrier proceeded to Japan for an extended dry-dock stay at Yokosuka. The same day Shangri-La left Subic Bay for Japan, CDR Rennie relieved CDR Dimon, who had orders for Naval War College. CDR Harlan Pearl arrived as the new Sundowners' XO.

A Good Deal Times Two

Leaving Japan on 23 July, CVA-38 set course for Yankee Station again, and the daily schedule returned to the routine of many weeks before. People may have thought that Shang was haunted, because only days later, bad luck struck again. In the afternoon of 29 July, a fire was reported in the starboard steering engine unit. Although it was extinguished quickly, the ship had to be steered by engines alone for more than three hours. On 5 August, the operating periods changed from noon to midnight. Squadron operations were generally the same as before, although the weather over the beach had deteriorated, leaving the pilots almost without any other missions than normal BarCAPs. In early September, LTJG Randy Anderson, having just finished RAG, had orders to report to the Sundowners and traveled to Southeast Asia together with LTJG Richard F. Burns, who was assigned to the Sundowner's sister squadron, VF-162. 'We flew from Travis AFB to Clark AB and then took a Hercules to Da Nang. As we deplaned and walked across the ramp, there was an air strike dropping napalm right off the end of the duty runway. "I remember turning to Dick saying 'Welcome to the big leagues.' From Da Nang we took the COD to Shangri-La ." During September, October and November, Anderson flew mostly BarCAP missions, feet wet, between the ships of the 7th Fleet and the coast of North Vietnam. " Occasionally we did escort missions along the Ho Chi Minh Trail in Laos and into the passes that lead into North Vietnam from Laos. My first photo-escort was one to remember. As this was my first trip into North Vietnam and I had only been out of the U.S. for 30 days, I was somewhat apprehensive. "I was escorting a RF-8G, call sign Corktip, flown by-if I am correct- C.A. Simpson. We had to make photos of the Ho Chi Minh Trail in Laos and through the Ban Kari Pass into North Vietnam. My job was to fly a tight combat spread formation about 3 or 4,000 feet abeam Corktip. From that position I could warn him of hostile aircraft or AAA, leaving him to concentrate on his cameras. Now that I think of it, I was checking his six, but mine was unprotected....." Anderson remembers it as an overcast and rainy day, forcing them fly below the cloud layers as he went into the Ban Kari Pass. "The clouds came almost down to the walls of the pass on both sides as we flew through it and rather further into North Vietnam than I thought we were supposed to. I felt relieved when the run was over and we regressed back into Laos. Only then did I hear C.A. say, 'Whoops, I forgot to turn the cameras on, we'll have to do it all over.' I was very green, but knew it was a good military principle not to do the same thing twice. But we did it, including the incursion into North Vietnam. To this day, I think C.A. did it over on

purpose just to see if I'd go back with him."

R&R in Hong Kong

The fourth line period was followed by some rest and relaxation in Cubi Point again. For most of the Sundowners, the naval base and its surroundings became quite familiar, since one or two aircraft were at Cubi most of the time for corrosion control and flight checks, and one, as Ken Mattson recalls, was always a hangar queen. Only a few days into the fifth line period, CAPT POORMAN was relieved as CO of Shang by CAPT Hoyt P. MAULDEN. Apart from an A-4 crashing into the sea after a faulty cat shot, this line period and the next, the fourth and fifth, were uneventful. Another highlight, however, was the port visit to Hong Kong, BCC. After one week of R&R, the crew was at sea again for Yankee Station for the sixth and final line period. Until that moment, most of the squadrons of the air wing had encountered their share of mishaps. However, the Sundowners had not been involved in anything major. On Halloween 1970, the CO, CDR Bill Rennie, personally ended this record. Upon return, his Crusader skidded to a stop in the wires due to a collapsed nose gear, an accident not unknown to F-8 pilots. Luckily, it was only a minor mishap, and was ruled a simple material failure. At 1800 on 6 November, the final line period ended and Shangri-La anchored at Subic Bay. During the cruise, VF-111 had been on Yankee Station for 124 days, had flown 109 combat sorties and 1,191 support sorties. The officers and men of VF-111 left the carrier and transPac'd back to Miramar rather than sailing all the way back to Florida. The transPac via Guam, Wake and Hawaii was supported by maintenance crews on two C-118s and one C-121. The remainder of the unit returned home on a DC-8 and a C-141. Although there was some delay due to logistical problems, the trip back home marked the first time an aviation squadron's entire assets were flown from WestPac to the U.S. West Coast. The Sundowners set foot again on NAS Miramar on 23 November, thus ending a remarkable cruise. And on 14 December, three days before Shangri-La returned to NavSta Mayport from its final cruise, the first pilots of VF-111 were busy again and began transition to the F-4B Phantom II.

Acknowledgments: The author wishes to thank former Sundowners Chuck Dimon, "Red" Best, Ken Mattson and Randy Anderson for their assistance. Also a big "thank you" to the other Sundowners involved and Henk van der Lugt of the Sundowner Association. **Martin Zijlstra, a 41-year-old major in the Royal Netherlands Air Force, currently serves as editor of its official monthly, the Flying Dutchman magazine. In his spare time, he specializes in researching the history of Carrier Air Wing Eight. For his next project he would like to get in touch with any aircrew that sailed with USS Nimitz (CVN-68) on its Mediterranean/Indian Ocean cruise of 1979-1980.**

I am CDR. Jim Reid, USN ret. and the last Shang A/C Handler. I made the final WESTPAC cruise then was part of the decom crew in Boston. Please recognize that this is a 28 year old tale and some of the details may have faded., but the memory is special:

1970

SHANG Nostalgia (File: Handler 2/7/98)

In 1968, while I was in a squadron in Tonkin Gulf, someone made up a set of bogus orders sending me to some carrier as the Aircraft Handler. I mean to tell you I lost my cool and ranted and raved for two days, until they let me off the hook and fessed up. Two years later I would actually received this same set of orders to the USS Shangri La(CV-38). That set of orders that I so greatly dreaded, provided me with more excitement, friendship and memories than any other tour, with the notable exception of my first squadron(VA-85).

Let me point out that the SHANG was an aging ship. Nothing worked but the crew. It was either cry or laugh, when someone in the crew had a cruise patch made up titled "CASREP-70", listing the major casualties that were reported during the cruise: Lost a screw while launching strikes; Dead in the water; Evaporators never able to provide enough water; Reefers burned up losing all perishable food; Lost steering while in a turn , (prompting the recommendation that we fire off two aircraft each time we passed through the launch heading); Port catapult cold cat shots; Liquid Oxygen plant inoperable; Contaminated jet fuel; Aircraft elevator cables parted; TACAN failure; and one story that the radar antenna fell and landed on Primary. Add to this a bag of aging A-4C Skyhawks, F-8 Crusader as well as H-2 rescue helicopter that had no authorized night capabilities and pitiful availability the rest of the time. Small wonder that we might look like the "African Queen with F-Troop embarked". There was so much JP Fuel in the so called fresh water that one might expect, "the smoking lamp is out throughout the ship while taking showers". Each evening after flight operations we wandered Tonkin Gulf seeking water from anyone.

There should have been no surprise that SHANG had problems. The ship had been short changed funding over the years and become somewhat of a legend. One of the first tales I heard in the Navy had it that the crew had to mail their dirty clothes home from deployment to wash out the ship's laundry salt. Once in the Mediterranean SHANG, which always left a path of leaking fuel, circled back in her own wake to pick up Oscar, the man over board dummy. That time a spark from a smoke light set the fuel in the water on fire and scorched the entire port side of the ship.

In 1970, as SHANG prepared to depart Mayport, Florida for WESTPAC, she failed the final material inspection, but was instructed to sail anyway. I joined the SHANG shortly after its first line period in Tonkin Gulf. Following a week of turn over with the outgoing Handler, he passed to me his standard spot sheets and departed in the COD. Seven hours later the cables of the number three aircraft elevator began to unravel, and the elevator had to be locked to keep it from falling into the sea. The Air Boss(Paul Merchant) had given me earlier marching orders, that if he had to tell me what to do, he did not need me. In shock, I waited for five hours for Divine guidance, finally realizing that no one else knew what to do either. With the knowledge that as a beginner I would be forgiven some mistakes, I published a spot sheet that essentially moved everything aft forward and everything forward aft. Two other factors come to mind, at the beginning of the respot most of the aircraft on the flight deck were down for maintenance, so they needed to go below, and, there was a major vertical replenishment of bombs arriving on

the flight deck at this same time. After an hour there was the worse mess on that deck you have ever seen. Bombs and airplanes were in major gridlock. I finally got some of the Divine intervention that I needed as the first launch was canceled because of weather. Once the weather cleared we were able to meet scheduled operations the next three weeks with my creative respot, but I have to admit that it was with a lot of luck and effort from some of the worlds best Aviation Boatswains Mates.

After two or three weeks without the Number 3 aircraft elevator, the new cable arrived in Da Nang. The Captain took SHANG right in to the harbor to pick up the cable and the Subic shipyard workers. As he entered the harbor he gave the crew a harbor tour. " On the left we have Da Nang airfield. On the right is Charlie Ridge where the VC fire on the Base".

Somehow I felt a little uncomfortable knowing we were right in the middle of these two geographic points. I can just imagine some VC calling Hanoi for instructions concerning the Carrier in his sights.

Another time the Captain drove SHANG into Subic Bay launching aircraft. The last A-4 off the catapult was on final for Cubi Point runway as soon as he was in the air.

One of my SHANG sea stories begins, "I recall one day when nothing went wrong". That is part truth, but we did get to the fifth launch without the usual crisis. It was a strange feeling and everyone begin to look over their shoulder as if expecting the calamity to worsen with each hour of delay. Finally the COD went "down" on the Cats and could not fold its wings. Everyone relaxed, the situation was normal, FUBAR at last.

On one major Alpha Strike the flight deck crew, needing some breathing room, launched the Spare F-8 first. At most five seconds passed before the squawk box roared, "Handler, this is air- ops, why did you launch the spare?". I knew we had goofed, and I tried stonewalling with, "I will call you back after the launch is complete." No luck, again they insisted on an answer as to why the spare was leading the rendezvous.

Still not wanting to confess our sin, I said "Falcon Code 169", hoping to put an end to the inquiry. It took CDR. Ralph Hastings at best 22 seconds to be in my face. "Damn it Reid", said my friend, " the Captain was standing behind me asking why you put the spare in the air. "I knew you had goofed, but I did not want to be the one to put you on report. Then he wants to know what is this Falcon 169, and he would not let me dodge the question", says Ralph. Ralph finally told the Captain that "Falcon 169 means, COMMANDER, I THINK YOU HAVE ME CONFUSED WITH SOMEONE WHO GIVES A S---". With that the Captain roared laughing and said, "What else could he say?", and left the space. About this time one of the scheduled F-8 reported that he was "down". No one would accept my claim that this was all part of the Air Department's plan to have the spare airborne to speed things up.

The Yellow Shirts were wonderful and could meet any spot time table, unless their Handler could not make up his mind. One of these guys watched me spin my wheels with a spot sheet for about five minutes. He finally picked up the paper and in three

1970

seconds dashed off a workable plan. I took a look, put it in the ditto machine and went to press. He had trained me to know that they knew their job and to stay out of their way.

On one wild afternoon an A-4E landed ,on fire, having forgotten to put on a fuel cap. All of the yellow shirts worked to put out the fire after pulling the burning craft clear of the landing area. A second A-4 landed, experienced brake failure and taxied over the port side into the cat walk. The aircraft hung over the side but the pilot ejected into the water. The safety photographer on the bridge took a series of shots that made Stars and Stripes as well as newspapers around the world. As the A-4 rolled toward the edge of the flight deck, the Flight Deck Chief threw himself against the doomed aircraft. As the pilot ejected, an access panel flew off and wacked the Chief on his helmet, knocking him to the deck with an expression of anguish on his face. This was a real exciting series of shots. Several weeks later, Joe Hammons, the Chief, would autograph 8 X 10 photos for a \$5 donation to the United Way. The SHANG turned a large check over to the United Way that year. Oh, by the way, the tail of the A-4 that hung over the side and the nose of the one that was on fire were joined to make one good A-4.

My favorite SHANG story happened one dark night about 0200. One of the aging A-4C "fell apart" on a cat shot and it took a few minutes to decide if the pilot had ejected before the plane went into the water.

The next shocker came when it was noted that one of our H-2 helicopter was actually in the air, on a maintenance test hop(??). Our H-2's did not have an "Ace" installed, that is to say, they did not have an autopilot so that they could be expected to hover over a downed pilot at night. As was the procedure, the flight deck crew hurled their wands over the side to mark the point the accident occurred. (We had to have an emergency resupply of wands that line period from multiple night crashes) After the SAR helicopter had made the difficult pickup, he returned to SHANG. It was noted that the rescued pilot was walking without assistance , but that the helicopter crewman was in serious need of medical aid. It seems the helicopter crewman and several would be rescuers, from a Destroyer Plane Guard, got into a fight, in Tonkin Gulf in the dark, over who was going to save the pilot.

On another dark night about 2300, the recovery was delayed because of a pitching deck. The last recovered aircraft shut down about the time the word was passed for pilots to man their planes. The Captain had never called me before, but he did this time. He indicated that SHANG had to notify the Admiral how late the 2330 launch would be. I said to the Captain that "if I say that the launch will be late, the Crew will get the launch off on schedule and make me look dumb". The Yellow Shirts in Flight Deck Control looked like I had lost it, but hurried out to begin respot. What followed was a zoo. The aircraft were towed aft with the pilots pre-fighting on the run. Purple Shirts fueled anything that stopped and Red Shirts hung bombs after chasing the aircraft with the bomb skids the length of the ship. Some planes were still being towed aft while others tried to taxi forward. They did it, they made the launch on time. I do not know how and I may not want to know. As the SHANG shook from the first launch from the catapult. I picked up the phone to call the bridge. The Captain answered with, "Go to Hell, Reid."

1970

After the last line period, we started the long trip home via Australia and New Zealand, and for decommissioning. A rumor started that the Navy might retain either SHANG or BON HOMME RICHARD. Accordingly, the SHANG crew immediately began to collect money to save the Bonnie Dick. Everyone on the ship shared the hard times and took pride in their part in getting a job done in the worst of circumstances. What a Captain and Crew!!! Shortly after this cruise SHANG put into Boston Navy Ship Yard to be put out of her misery. As she steamed up the coast we passed AMERICA departing Norfolk and received the following flashing message, "Do you need water?"

SOURCES:

¹ Ships' Deck Logs.

² 1970 Command History.

³ Personal notes of Bob KETENHEIM

⁴ THE SEAFARER, shipboard newspaper, dated November 7, 1970.

⁵ SHANG LOG, 1970 WestPac (Vietnam) cruise, USS SHANGRI-LA (CVS-38) CVW-8, VA-12, Fourth Edition by LCDR James J. MCBRIDE.

⁶ Personal notes of Bob Skareta.