



U.S.S. CORAL SEA (CVA-43)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO

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4 MARCH

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[REDACTED] --Unclassified upon removal of Enclosures (1) and (2)

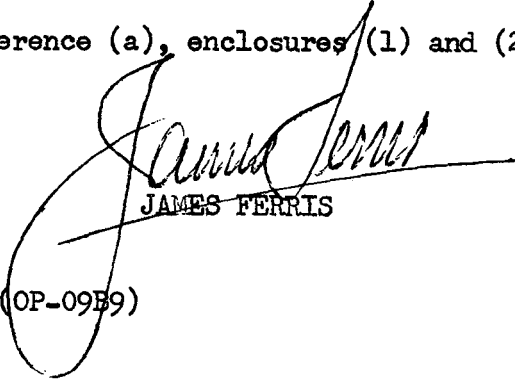
From: Commanding Officer, USS CORAL SEA (CVA-43)
To: Chief of Naval Operations (OP-05D2)

Subj: OPNAV Report 5750-1; submission of

Ref: (a) OPNAV Instruction 5750.12A

Encl: (1) Chronology of Outstanding Events for 1968
(2) Narrative and Special Topics

1. In accordance with reference (a), enclosures (1) and (2) are forwarded.


JAMES FERRIS

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

GROUP 4
Downgraded at 3-year intervals;
Declassified after 12 years.

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Enclosure (1)

CHRONOLOGY OF OUTSTANDING EVENTS FOR 1968

- 1 January Underway in the Gulf of Tonkin conducting special operations against North Vietnam.
- 8 January Arrived Subic Bay, Republic of the Philippines.
- 11 January Arrived Hong Kong for rest and recreation.
- 21 January Arrived Subic Bay, Philippines, for off-load prior to return to CONUS.
- 23 January USS PUEBLO captured by North Koreans.
- 3 February Deployment extended due to PUEBLO capture.
- 26 February Arrived Sasebo, Japan, for upkeep.
- 2 March Captain James Ferris relieved Captain William H. Shawcross as Commanding Officer of USS CORAL SEA.
- 4-9 March Participated in FORMATION STAR in the Sea of Japan (cold weather operations exercise).
- 19 March Arrived Yokosuka, Japan, for turnover briefings with the USS BON HOMME RICHARD (CVA-31) before departing for CONUS.
- 27 March Departed Yokosuka for CONUS.
- 29 March Changed operational command to COMFIRSTFLT.
- 6 April Arrived U.S. Naval Air Station, Alameda, California.
- 12 April Moved to San Francisco Naval Shipyard at Hunter's Point for restricted yard availability.
- 21 June Inport San Diego for pre-refresher training inspection.
- 30 June Conducted Operational Readiness Exercises.
- 6 July Inport Alameda for upkeep.
- 18 July Conducted carrier suitability tests for the Royal Navy's version of the Phantom, the F4K.

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- 23 July Conducted the only carrier suitability tests for the Navy's version of the F-111, the F-111B.
- 25 July Inport Alameda for rest and recreation.
- 26 July Conducted Administrative and Material Inspection.
- 30 July Attack Carrier Air Wing FIFTEEN (CVW-15), commanded by CDR Kenneth Wallace, embarked.
- 13 August Conducted Carrier Qualifications for Air Wing FIFTEEN.
- 22 August Inport Alameda for upkeep and pre-deployment briefs; CORAL SEA awarded the Battle Efficiency Award.
- 24 August Dependent's Day Cruise.
- 28 August Rear Admiral John P. Weinel, Commander Carrier Division Three broke his flag on board CORAL SEA.
- 7 September Embarked 15 SECNAV guests for cruise to Hawaii enroute WESTPAC. Departed Alameda for WESTPAC.
- 12 September Arrived Pearl Harbor, Hawaii, for Operational Readiness Inspection.
- 16 September Chief of Naval Operations designates CORAL SEA 1968 Marjorie Sterrett Battleship Fund award winner; RADM Gerald E. Miller relieved RADM John P. Weinel as COMCARDIV THREE.
- 23 September Changed operational command to COMSEVENTHFLT.
- 25 September Arrived Yokosuka, Japan, for turnover briefings with USS BON HOMME RICHARD before going to Yankee Station.
- 6 October Arrived Subic Bay, Philippines, to load for line.
- 11 October Arrived Yankee Station and commenced fourth Vietnam combat deployment operations.
- 19 October Visit by U.S. Ambassador to Australia, W. H. Crook.
- 1 November President Johnson declares bombing halt over North Vietnam.
- 4 November Arrived Subic Bay for upkeep.
- 11 November Commander Carrier Division Three, RADM Miller shifts his flag to the USS RANGER.
- 17 November Martha Raye show in Hangar Bay ONE.
- 12 December Arrived Yokosuka, Japan, for rest and recreation; "To Tokyo with Love" tour with 250 wives lands in Tokyo.
- 26 December Departed Yokosuka enroute to Yankee Station.

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Enclosure (2)
USS CORAL SEA HISTORY

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"My concept of our mission is as follows:

1. To be prepared for immediate and fully effective action against the enemy in the defense of our nation, her principles, or policies.
2. To train personnel for the most effective use of all installed equipment, weapons, and weapons systems as a fighting unit. Qualifications for on-the-job and in-rate training are most important.
3. To evaluate, modify, and improve tactical procedures which will improve the offensive and defensive capabilities of this ship in time of war.

My concept of my job, as your Commanding Officer, is to provide for your health, comfort and welfare in every way available to me; to support you in your efforts to improve your situation; to help you to advance in the Navy - to the benefit of yourself and your family - in short, to make your life at sea more useful, fulfilling and satisfying. To that end I will work - expecting that you will work too. Without your efforts, I cannot succeed in my aims."

--- Captain James Ferris,

16 March 1968

At the beginning of 1968, USS CORAL SEA (CVA-43) was conducting air strikes against North Vietnam while on Yankee Station in the Gulf of Tonkin. CAPT William H. Shawcross, Commanding Officer of CORAL SEA, was officer in tactical command of CTG 77.6 during these special operations. Executive officer was CDR "J" "D" Ward.

The New Year found Attack Carrier Air Wing FIFTEEN aboard CORAL SEA finishing the fourth line period of the 1967-1968 deployment. The first four line periods had been devoted to conducting ALFA strikes, sometimes three per day, in the heavily defended areas of Haiphong and Hanoi.

Air operations in January were hampered by the Northeast monsoon season which left a low overcast, rain squalls, and reduced visibility over most of North Vietnam. The majority of sorties flown during this period were diverted from their primary targets in NVN to targets in SVN and Laos.

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The weather was not the only reason for these diversions; ground activity was observed to increase at this time, causing the planned New Year's truce to be cancelled. However, CVW-15 did execute major ALFA strikes in the Hanoi-Haiphong and Thanh Hoa areas whenever weather permitted.

The final four days of the line period saw two large-scale strikes flown each day. On January 3, aircraft struck the Kien An Highway Bridge and the Hai Duong Highway Bridge, and on January 4, the rail and highway bridges connecting Haiphong Harbor with the mainland were attacked. ALFA strikes were flown against Ke Sat Highway Bridge and Nam Dinh Highway Ferry on January 5, and Phung Cat Highway Ferry was attacked on the last day of the line period, January 6.

On January 11, after a one day stop in Subic Bay, Philippines, CORAL SEA and CVW-15 returned to Hong Kong for their second visit of the deployment, departing January 14.

Following this short visit, CORAL SEA returned to Yankee Station and Special Operations, but again, strikes were hampered by poor weather over North Vietnam.

Operations continued as before immediately after returning to the line on January 16. ALFA strikes were flown against the Dong Phong Thuong Railway and Highway Bridges on January 18 and 19.

January 20 brought about a significant change to the war in the South. Weather conditions became much worse and the NVA troops, which had been massing near the 17th parallel in South Laos, saw an opportunity to infiltrate I CORPS south of the DMZ under cover of monsoon rains.

Key target of the rapidly advancing enemy forces was Lang Vei Special Forces Camp and Khe Sanh Airfield, both located directly on, and controlling the main infiltration into I CORPS, Highway NINE. Lang Vei was overrun and Khe Sanh placed under siege almost immediately by the NVA who had infiltrated in such large numbers as to completely stop friendly operations in that area.

CORAL SEA/CVW-15 were called to the defense of both locations. The "Spads" of VA-25 frequently found themselves flying close air support with ground controllers in the Lang Vei area and attacking troops entrenched within the perimeter of Khe Sanh.

Meanwhile, the A4E's of VA-153 and VA-155 concentrated on artillery positions, supply routes and troop concentrations in Laos and Western I Corps.

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On January 23, the news of the capture of the intelligence ship USS PUEBLO arrived. At this time, the USS ENTERPRISE was already enroute from Sasebo, Japan, to the Sea of Japan, and it soon became apparent that one of the CVA's already on Yankee Station would be called to join her.

When word finally arrived, it was the USS RANGER who left the line and steamed north, and with her, any hope that CORAL SEA would be returning to San Francisco on schedule.

Commander Thomas Woolcock, after flying a strike against an enemy position in SVN on January 25, was downed by one of two SAM missiles fired at his aircraft while trying to defend Australia's HMAS PERTH which had come under fire by a NVN coastal defense site.

Commander Woolcock ejected safely and was flown aboard the HMAS PERTH, shortly after he was recovered in NVN coastal waters by helicopter.

Lt. Fred Myers, whose aircraft had also been heavily damaged by the same exploding SAM, was escorted back to the ship while being continuously refueled by a KA3B tanker from VAH-10. Lt. Meyers landed aboard using the ship's arresting barrier and was not injured. The damage to his aircraft from the exploding missile rendered it a total loss.

CDR Woolcock, who was the commanding officer of VA-153, was returned to CORAL SEA a few days later after having been treated on the PERTH for shrapnel injuries sustained during his encounter with the SAM.

There were now only two CVA's on the line, KITTY HAWK and CORAL SEA. SEVENTH AIR FORCE regained control of the increased enemy activity in I CORPS and for a few days, operations resumed as before in NVN. ALFA strikes were flown against the Thanh Hoa Railroad Highway Bridge and the Vinh Transshipment Point and staging area on January 28.

Then on January 29, the TET offensive got underway in full strength. For the first few days of the offensive, Air Force and Marine units were severely disabled due to heavy mortar attacks at key friendly airfields. All Navy sorties were diverted to SVN and LAOS and were flown under FAC and SKYSPOT control, directed by the SEVENTH AIR FORCE.

The 3rd of February, the day previously scheduled to be our last on the line for the cruise, passed almost unnoticed.

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CORAL SEA aircraft continued to support ARVN and THIRD MARINE DIVISION forces in the counter offensive named "OPERATION NIAGARA." The NIAGARA area of operation consisted of the major infiltration and supply routes either side of the Laotian border for a distance of about 20 miles.

The final aircraft loss of the cruise occurred on February 14 when LT(jg) Joseph Dunn of VA-25 was downed by a Chinese Communist Mig after straying too close to the island of Hainan while on a ferry mission from Cubi Point in the Philippines to the CORAL SEA on Yankee Station. Both CORAL SEA and KEARSARGE conducted an electronic search of the area of the downed aircraft but no results were obtained and the search was terminated at noon of the next day.

CORAL SEA resumed operations that evening in support of "OPERATION NIAGARA," and continued to support ground forces in SVN until February 20 when she left Yankee Station for the last time in the deployment enroute to Sasebo, Japan, and the Sea of Japan.

While enroute to Subic Bay, CAPT Shawcross and CDR James Linder, Commanding Officer of CVW-15, announced to the crew that CORAL SEA and CARRIER AIR WING FIFTEEN had together launched 11,238 combat and combat support missions against the enemy during the deployment.

After a stop of only one day in Subic Bay, CORAL SEA was underway for Sasebo, Japan. During the eight-day period inport Sasebo, extensive intelligence research was carried on to prepare the air wing for operations in the Sea of Japan.

Also, while in Sasebo, a change of command ceremony conducted by Vice Admiral W. F. Bringle, Commander Seventh Fleet, took place on CORAL SEA. CAPT William H. Shawcross was relieved by CAPT James Ferris.

Following the inport period in Sasebo, CORAL SEA relieved the USS RANGER in the Sea of Japan. Considerable liaison was conducted between the two ships, and when the final turnover occurred on March 4, FORMATION STAR began for CORAL SEA. FORMATION STAR was the code name for cold weather training operations conducted in the Sea of Japan.

On March 6, two F4B aircraft from VF-161 intercepted a Russian BADGER bomber 90 miles north of the ship. The CORAL SEA fighters escorted the BADGER to within 52 miles of the ship when the bomber turned north and departed the area. During the time the CORAL SEA aircraft were escorting the Russian bomber, the Soviet crewmen appeared relaxed and made friendly gestures to the F4B crewmembers. Some were observed photographing the escorts with hand-held cameras.

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This was the only significant event of the FORMATION STAR period and by mid-March, CORAL SEA was relieved of its extended commitments and on March 19 arrived in Yokosuka, Japan.

While in Yokosuka, CORAL SEA held briefings with the USS BON HOMME RICHARD (CVA-31), the relieving carrier, before departing for CONUS on March 27.

On April 6, CORAL SEA arrived at the U.S. Naval Air Station, Alameda, California, its home port. The ship shifted to San Francisco Naval Shipyard at Hunter's Point for a restricted availability yard period on April 12.

After the much-needed two-month period at Hunter's Point, CORAL SEA left for San Diego on June 17. CORAL SEA also had a new Executive Officer, CDR Fredrick Nelson. June 21 to 25 was spent inport San Diego in a pre-refresher training inspection. This was followed by a brief jaunt out to sea and then back to San Diego for three days of rest and recreation.

CORAL SEA departed San Diego to conduct her refresher training cruise. The cruise was completed on July 5 and the following official grades were assigned for the final battle problem: ship control, excellent; CIC, good; electronics, good; personnel casualty control, good; engineering, excellent; damage control, good; air, outstanding; navigation, excellent; communications, good; and gunnery, satisfactory.

On July 17, forty Sea Cadets embarked on CORAL SEA for a visit that lasted until July 25. The cruise on CORAL SEA was designed to give the boys, ages 14 through 17, a basic orientation to the Naval service.

Two important events took place on CORAL SEA on July 18. The first was the carrier suitability trials of the F-4K, the Royal Navy's version of the Phantom. The second was the embarkation of 15 guests of the Secretary of the Navy for an overnight visit.

The purpose of the embarkation of SECNAV guests was to acquaint them with the Navy and the role of sea power in relation to national security. A list of the guests, all community leaders, and their home towns, follows: Norman S. Altman, Washington, D.C.; Dr. John S. Atwater, Atlanta, Ga.; Dr. Preston Breed, Boston, Mass.; Dr. John E. Champion, Tallahassee, Fla.; David Cochran, Washington, D.C.; Dr. William Duhamel, Rapid City, S. D.; Lamantine G. Hardman Jr., Commerce, Ga.; Viv T. Kidd, Seattle, Wash.; A. Ray McChord, Dallas, Tex.; John R. Moore, El Segundo, Calif.; Cruse W. Moss, Toledo, Ohio; Charles J. Redmond, Seattle, Wash.; Mr. David Williams, New York, N.Y.; Dr. Jetson T. Tatum, Meridian, Miss.

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On July 23 and 24, CORAL SEA conducted the only carrier suitability tests of the F-111B, the Navy's version of the multi-service F-111. The fighter with the variable sweep wings made 10 arrested landings and eight touch-and-go landings on the ship. Tests were also conducted to see how the F-111B performed on the ship's elevators and towing procedures. The plane had to be lowered on Elevator One empty of fuel. V-1 Division personnel noted that the elevator's maximum weight load is 74,000 pounds; the F-111B, when fueled weighed 74,500 and when empty about 56,000. There was also very little clearance for the plane on the elevator. The F-111B was then towed from the elevator to hangar deck control. The feeling of V-3 Division personnel was that the plane was inconsistent with the size of the ship, large and unwieldy, and difficult to move. The plane was then taken back to the flight deck via the elevator.

On July 26, CORAL SEA underwent an Administrative and Material inspection. The results of that inspection follow:

Executive	97.85	Outstanding
Operations	91.80	Excellent
Navigation	95.10	Outstanding
Air	94.88	Excellent
Weapons	92.34	Excellent
Engineering	94.38	Excellent
Supply	95.00	Outstanding
Communications	94.83	Excellent
Medical	95.23	Outstanding
Dental	96.60	Outstanding

The final overall grade for the ship was 95.26, an Outstanding.

CVW-15, commanded by CDR Kenneth Wallace, deployed on CORAL SEA on July 30 for a two week period of CARQUALS and weapons training exercises. This occasion marked the first time that an A6A INTRUDER squadron had deployed aboard a MIDWAY class carrier. The weapons exercise was held off the coast of Southern California as a prelude to the Ship/Air Wing Operational Readiness Exercise (ORE) to be held prior to WESPAC deployment.

On August 22, Vice Admiral Allan Shinn, Commander Naval Air Force, U.S. Pacific Fleet, designated CORAL SEA the best attack aircraft carrier in the Pacific Fleet and awarded her the Battle Efficiency Award, "The Battle E". As part of the award, CORAL SEA displayed a large "E" on her superstructure and flew the "Battle E" pennant from her mast. Enlisted crewmembers were also entitled to wear the uniform insignia in recognition of their outstanding performance which earned the "E" for their ship.

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Congratulations swamped CORAL SEA for the award. Among them was one from Admiral John J. Hyland, CINCPACFLT: "My personal congratulations to the officers and men of CORAL SEA for your achievement in winning the CVA Battle Efficiency Award for competitive cycle 1967-68. This accomplishment, attained while executing a demanding employment schedule, is indicative of a determination to excel and a sustained high state of readiness. By your competitive spirit, professionalism and exemplary team work, you have earned this prized award. Well done."

While the painted "E" on the superstructure was still drying, families of the officers and men of the ship enjoyed a day at sea when CORAL SEA had its annual "Family Day Cruise" on August 24. CAPT Ferris welcomed the 3,297 dependents aboard, saying, "The officers and men are happy to have you with us and we hope the time you are able to spend on board will be both enjoyable and informative."

The following week, on August 28, the CORAL SEA again rolled out its red carpet of welcome, this time for COMMANDER CARRIER DIVISION THREE, RADM John P. Weinel, who embarked his staff in anticipation of the ship's future deployment.

The month of September again found CORAL SEA the recipient of a prestigious award. A message received on September 16 from the Chief of Naval Operations declared: "CNO takes pleasure in announcing fiscal year 1968 Marjorie Sterrett Battleship Fund award winners as follows...Pacific Fleet, USS CORAL SEA (CVA-43). I extend my heartiest congratulations to the officers and men of the award winning ships." This message was followed by another from CNO to CAPT Ferris:

"Congratulations to you, your officers and men on the occasion of the award of the Marjorie Sterrett Battleship Fund prize to USS CORAL SEA. The history of the Marjorie Sterrett Battleship Fund is a manifestation of the faith that the American People have in our country and in our way of life and of the trust placed in the Navy to safeguard these ideals. The achievement of winning this honor during the battle efficiency competition conducted by Commander Naval Air Force, U.S. Pacific Fleet during Fiscal Year 1968 reflects the highest standards of performance in leadership on the part of all hands. This attainment by your command is an outstanding example of readiness; further exemplified by the fine manner in which CORAL SEA has carried out her assigned mission under battle conditions. Well done!! Sincerely, T.H. Moorer, Admiral, U.S. Navy."

And from COMNAVAIRPAC: "Congratulations and a hearty well-done to the officers and men of the USS CORAL SEA for winning the fiscal year 1968 Marjorie Sterrett Battleship Fund Award. Your selection as the best "E" award ship in the Pacific Fleet is an outstanding honor. The dedication to duty, high standards of performance and personal efforts of your personnel demonstrates professional achievement in the battle readiness of our Navy. Vice Admiral Allan M. Shinn."

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While CORAL SEA was still savoring the sweet taste of her recent honors, she departed NAS Alameda on September 7. First stop on the Pacific transit was Pearl Harbor and the Hawaiian Islands area where CORAL SEA and AIR WING FIFTEEN would undergo the Operational Readiness Inspection.

Embarked on the ship when she departed for Hawaii were 15 SECNAV guests. They were: Walton B. Sommer, Peoria, Ill., Albert A. Morey, Chicago; James W. Steckel, Columbus, Ohio; Dr. Prezell R. Robinson, Raleigh, N.C.; Brooks J. Keogh, Keene, N.D.; William G. Menzen, Morristown, N.J.; Bertrand M. Harding, Washington, D.C.; Frank M. Hunt, Lake Wales, Fla.; Lewis W. Dymond, Denver, Colo.; Joe M. Dealey, Dallas, Tex.; Andrew Wick, Seattle, Wash.; Morris B. Zale, Dallas, Tex.; Judge Gerald S. Levin, San Francisco; Harold L. Coons, Peoria, Ill.; and F.A. Mechling, Joliet, Ill.

CORAL SEA arrived in Pearl Harbor on September 12. After debarking her guests she prepared for ORI, a graded exercise of the ship's ability to function as an effective team in conventional and nuclear warfare. Following the exercises, on September 18, the grades listed below were assigned CORAL SEA for the ORI:

Air (overall)	95.00	Outstanding	VAH-10	92.10	Ex.
Pri Fly	94.00	Excellent	VAW-13	89.20	Ex.
Flight Dk Control	97.00	Outstanding	VFP-63	89.06	Ex.
Hangar Deck	94.00	Excellent	VAW-116	95.00	Outs.
Catapults	96.00	Outstanding	CIC		
Arresting Gear	96.00	Outstanding	General	62.83	Sat.
Aircraft Refueling	94.00	Outstanding	ECM/ECCM	48.10	Unsat.
Support Equipment	97.00	Outstanding	ASW	84.50	Good
Drills	94.00	Excellent	AAW	70.27	Good
Safety	93.00	Excellent	EOD	95.00	Outs.
Combat Air Strikes	96.67	Outstanding	Conventional	96.00	Outs.
Nuclear Strike Ops	92.33	Excellent	Nuclear	94.00	Ex.
Intelligence	85.50	Good	Gunnery	57.50	Unsat.
Air Weapons	81.22	Good	Battle Problem	65.00	Sat.
G Div	79.00	Good	Gunnery Shoot	40.00	Unsat.
GM Div	98.00	Outstanding	Damage Control	82.00	Good
Conventional Warfare	78.03	Good	Nuclear Defense	75.70	Good
NOREX	98.35	Outstanding	Interior Comm	85.00	Ex.
CVW-15 Squadrons			Pers Casualty Control	90.33	Ex.
VF-151	82.12	Good	Comm	83.45	Good
VF-161	81.22	Good	CATTC/CCA	86.22	Good
VA-52	86.18	Good	Ship Control	95.00	Outs.
VA-153	87.20	Good	Navigation	95.00	Outs.
VA-216	86.40	Good	Main Propulsion	81.60	Good
			Electrical	82.50	Good

The overall grade for the ship was 83.37.

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During one of the inport periods while conducting ORI, on September 16, a change of command ceremony took place on CORAL SEA. RADM Gerald E. Miller assumed command of Carrier Division Three, relieving RADM Weinel. Also during the ceremony, RADM Weinel became the second Yankee Station Commander to receive the highly coveted Distinguished Service Medal.

With the ORI completed and a new COMCARDIV THREE on board, CORAL SEA departed Pearl Harbor and proceeded to Yokosuka, Japan, to relieve the USS BON HOMME RICHARD which had just returned from Yankee Station. She arrived on September 25 for the briefings and departed the 28th.

CORAL SEA "came of age" when she celebrated her 21st birthday on October 1, 1968 while in Subic Bay, Philippines, prior to starting her first line period on Yankee Station. The ship was christened the USS CORAL SEA (CVB-43) at Newport News, Virginia, in 1947.

The first period of Special Operations in the deployment began on October 11 with air operations over North Vietnam. The conduct of the war had changed considerably since May 1, 1968, when President Johnson ordered a complete bombing halt north of 20 degrees North in NVN. Further restrictions laid on by higher military authority reduced the Navy operation area to the section of NVN between 18 and 19 degrees North.

Operations in the Navy area of responsibility were characterized by a lack of lucrative targets, poor weather, and crowded air spaces due to the daily operations of three carriers. The month of October was devoted to striking a series of traffic control points (TCP's) along the major highways of the Navy area in an effort to impede the logistics flow into SVN. Significant TCP's struck most frequently during this period were the Vinh Highway Ferry, Thanh Dam Highway Ferry, Trung Hoi Highway Segment, and Truong Xay Choke Point.

On October 13, during a night mission over NVN, CDR Q.R. Orell, Executive officer of VA-52, and Bombardier-Navigator, LT J.D. Hunt went down when their A6A was lost to unknown causes. Both officers are still listed as missing in action.

A special visit was paid to CORAL SEA on October 19. United States Ambassador to Australia, W.H. Crook, came aboard on his return trip to Australia after a visit to Saigon where he met with U.S. Ambassador to Vietnam, Ellsworth Bunker. He was greeted by VADM W.F. Bringle, COMSEVENTHFLT, RADM Miller, CAPT M.G. O'Neill, Chief of Staff for CARDIV THREE, and CAPT Ferris. After a tour of the ship and observation of flight operations he departed for Manila and eventually to Australia.

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While Mr. Crook was aboard, CORAL SEA's bake shop baked a 100-pound cake in the shape of Australia's flag to send to Australian Prime Minister John Gorton as a gesture of friendship between the United States and his country. CORAL SEA achieved world-wide notoriety when, upon the cake's arrival, one piece was found missing and in its place a frosting-smearred note saying, "The Phantom strikes again, ha ha!" When this was discovered, CORAL SEA immediately sent a bigger and better cake to Mr. Gorton. However, headlines and news stories around the world enjoyed the humorous angle of this vignette.

President Johnson ordered a complete bombing halt over NVN north of 17 degrees North on November 1, and moved all carriers into waters south of 17 degrees North. From this point, CORAL SEA aircraft flew all strike sorties into SVN or LAOS, and almost daily photographic reconnaissance missions in NVN. Shortly after the bombing halt, the ship returned to Subic Bay for a nine-day inport period. During this time, RADM G.E. Miller, COMCARDIV THREE, shifted his flag to the USS RANGER.

The following message was received by CORAL SEA from COMCARDIV THREE on November 12: "Captain Ferris: As my staff and I depart from your fine company, I wish to express my sincere appreciation for making our stay such a memorable one. Your Ship-Air Wing performance has been superb. I am proud to have been part of your team. Thank you very much and happy hunting. RADM MILLER."

The second period of Special Operations began with air operations on the morning of November 14. By this time, all carriers had moved back to Yankee Station for air operations. CORAL SEA aircraft continued to fly strike missions in SVN and LAOS. All air operations within U.S. Air Force areas of control in Steel Tiger (South LAOS) or SVN were conducted under the control of airborne controllers or radar controllers located at Camp Carroll, Dong Ha, and Da Nang. All air operations within the territorial air space of NVN were prohibited with exception of the photographic reconnaissance flights.

The RF-8G detachment from VFP-63, escorted by F4B aircraft, flew an average of about one photo mission per day in NVN. During one such photo mission flown on December 3, a SAM missile was fired from a site located in the vicinity of Vinh at a RF-8G piloted by LTJG James S. Ozbirin. LTJG Ozbirin successfully evaded the missile and continued his planned mission. This was the last encounter between NVN surface-to-air missiles and CORAL SEA aircraft in 1968.

On the morning of November 21, an A4C aircraft piloted by CDR Marvin J. Naschek, Executive Officer of VA-216, flew into the ocean only one-half mile from the ship immediately after launch. The subsequent sea and air search confirmed CDR Naschek had been killed in the crash. This was the last aircraft loss of 1968.

Gradually, all strike missions were flown in LAOS to the almost virtual exclusion of SVN which was covered by Seventh Air Force and USMC squadrons. Throughout this period of time, all U.S. military air operations in LAOS were classified SECRET so that little news of the actual events ever reached the public's attention.

However, the month of November had many events which did reach the public's attention through newspaper releases, television and radio.

The biggest entertainment event of the month was the arrival of the Martha Raye show on November 17. Miss Raye was lowered from a helicopter to CORAL SEA's deck, and clad in army fatigues, met CAPT Ferris.

The crew on the aircraft carrier USS HANCOCK, where Miss Raye had previously performed, decided to extend the joke of Mr. Gorton's missing piece of cake and gave Miss Raye a name tag inscribed: "Phantom." They also sent a small foil-covered box which supposedly contained "the missing piece" which Miss Raye presented to the Captain and Executive Officer, CDR Fred Nelson. Later, in the wardroom where the container was opened, the dubious piece turned out to be a muffin. Miss Raye presented her show in Hangar Bay One to the delight of the crew and left the next day.

Hot on the heels of one USO show came another. "The Cascades," a popular rock and roll recording group arrived on November 22 and presented their show of modern American music in Hangar Bay One. Three days later on November 25, an Australian music group, which played pop and country and western music, arrived for a big Thanksgiving Day show in Hangar Bay One. Called "Gale Burnett and the Network," the group held an impromptu show on the mess decks and the big show on the hangar deck which included a musical comedy review by Miss Burnett.

Thanksgiving week (November 25-29) was also a busy week with embarked newsmen scurrying about gathering interviews for Christmas release to media in the states. The most noteworthy embarkation was the arrival of NBC-TV's Pentagon Correspondent, Robert Goralski. Mr. Goralski was aboard to film an in-country mission in one of CORAL SEA's F4B Phantoms. He rode back seat to CDR Russell Davis, Commanding Officer of VF-151, in a mission against suspected Viet Cong buildings and bunkers. The entire mission was filmed and tape recorded. Mr. Goralski later flew to Da Nang where he completed and sent his news film to New York. During the first week in December it was aired as part of NBC'S Huntley-Brinkley Newscast.

Mr. Goralski said that "this was the first time any network news team has filmed a complete F4 mission from a carrier on Yankee Station."

Also aboard was Frank Mariano of ABC Radio. He did a radio story on the ship's internal entertainment system: KCVA-TV, KYC Radio, and the Public Affairs Office. Jack Hines, a top television newsman from Boston, along with a camera crew, filmed hometown TV releases which were aired prior to Christmas. Rod Norberg, a free lance newsman from Minnesota, did radio and TV hometowners for CORAL SEA crewmembers from that part of the country and John Jenkins recorded interviews of crewmen from the Long Island, N.Y., area where he worked for a radio station. These news stories were aired during the holidays to bring to people at home the story of the Navy away from their families during Christmas.

November was also a month of charity on board CORAL SEA. The ship raised a record \$26,937 for the Combined Federal Campaign Drive. The amount represented \$6.60 per man aboard.

The second special operations period ended on December 8 when the ship departed Yankee Station for Japan. She arrived on December 12 with the expectation of spending Christmas on the beach. On December 18 CDR Edward V. Laney became CORAL SEA's third Executive Officer of 1968.

There were other expectations in the wind when CORAL SEA pulled into Yokosuka. After four months of planning - and waiting - "To Tokyo with Love" had finally arrived. "To Tokyo with Love" was a project to bring as many as possible of the crew's wives to Japan to spend the Christmas holidays with their husbands. On a first-come, first-served basis, 250 wives arrived on a chartered plane on December 12. The number of wives that arrived was about evenly distributed between officers and enlisted men.

Four of Tokyo's largest hotels were the scene of the happy reunions. For 10 days the CORAL SEA crewmembers forgot the arduous line periods and shared the pre-Christmas period with their loved ones amid the mystique and oriental beauty of Japan.

"To Tokyo with Love" was the first time a U.S. Naval ship had taken on the immense task of chartering a passenger aircraft; making hotel reservations; arranging for shots, passports and visas and completely handling the disbursement and monetary collections for such a huge project. It was an enormously successful project and showed that the Navy has a concern for its "family" and the hardships placed on married personnel with their long separations from friends and family. CORAL SEA will repeat the project in 1969 and recommends it to any and all Naval vessels who have extensive at-sea periods.

On December 24, CORAL SEA received the following telegram from the Honorable Joseph Alioto, Mayor of the City and County of San Francisco: "My sincerest holiday greetings to Captain Jim Ferris and the fine crew of the great USS CORAL SEA - San Francisco's own. All the people of San Francisco join me in this holiday greeting."

CORAL SEA left Japan the day after Christmas, and the end of the year was celebrated during the third line period of 1968's special operations. The period was characterized by increasingly poor weather and the continuation of CORAL SEA's bombing role in LAOS.

SPECIAL TOPICS

Aircraft Intermediate Maintenance Department

For many years intermediate level maintenance was performed aboard carriers by the V-6 Division of the Air Department and supplemented with personnel by the Carrier Air Wing. The nucleus of ship's company personnel was very small and consequently continuity was lost between deployments.

With the development of more advanced aircraft, the support equipment required to maintain highly sophisticated systems demanded advance planning and training as well as good management practices. In essence, aircraft carriers have reached the "big business" era. To implement this era, the AIMD was organized to encompass an AIMD Officer as Department Head, Maintenance/Material Control Officer (IM-1), General Maintenance Division Officer (IM-2) and Avionics/Armament Maintenance Division Officer (IM-3). AIMD's complement of men has been established at 131 and is to be supplemented by the Carrier Air Wing when embarked with approximately the same number of men.

CORAL SEA was notified to lay the ground work and proceed with implementation of the AIMD in January 1968. During the summer of 1968 CORAL SEA was visited several times by COMNAVAIRPAC Maintenance Material Management Team which aided in establishing the AIMD.

CORAL SEA was deployed September 7 for a 7½ month WESTPAC Cruise along with her first AIMD. The latter part of September CORAL SEA underwent an ORI off Hawaii and was inspected by the COMNAVAIRPAC team. The results of this inspection prompted a message from COMNAVAIRPAC (CNAP 150108Z OCT 68) stating that CORAL SEA AIMD was established and functioning in accordance with COMNAVAIRPAC Inst. 4700.9. Thus the birth of AIMD aboard CORAL SEA.

Since that time AIMD had been supporting Carrier Air Wing FIFTEEN while undergoing combat operation in the South China Sea. With heavy emphasis placed upon the A6A aircraft all-weather capability, AIMD established a Semi-Automatic Checkout Equipment (SACE) Shop. With about \$11 million in capital assets, such as the Diane Computer, Search Radar, Computer Indicator and Card Module Analyzer System, the SACE Shop supports the A6A Intruder and E-2A Hawkeye.

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Overall AIMD is equipped with about \$22 million worth of facilities, test equipment, and special tooling to perform intermediate level maintenance on 10 different types of aircraft. During the 1968-1969 WESTPAC deployment AIMD processed an average of 8000 items per month of which about 91% of these items were repaired aboard Coral Sea and returned to the supply system for use by the Air Wing.

As Coral Sea progresses and prepares for the 1969-1970 WESTPAC Cruise plans are being formulated to incorporate still another Avionics Shop and Jet Engine Support Equipment to accommodate the A7A Corsair II aircraft which will be a part of the Air Wing inventory. With the establishment of AIMD and Maintenance Material Management Concept enormous quantities of data have been generated and analyzed to provide meaningful feedback information which enables AIMD to operate more efficiently through maximum utilization of available assets..

SACE Shop Installation

During the Coral Sea RAV at Hunter's Point Naval Shipyard from April 15 to June 10, 1968, another "Navy First" was accomplished. This was the installation of three and one half million dollars worth of sophisticated electronic test consoles and associated equipment in preparation for the A6A "Intruder's" debut aboard a MIDWAY Class Carrier.

The consoles included Semi-Automatic Checkout Equipment (SACE) and Module Analyzer Test Consoles (MATC). The installation feat was accomplished by ship yard personnel with technical assistance and guidance furnished by Grumman Aircraft Corporation engineers and technicians. On-site coordination and liaison with ship's force was the responsibility of USS CORAL SEA's AIMD Officer. After the equipment was "in-place" the verification and acceptance for the Navy was performed by Avionics personnel from ATKRON Five Two working closely with GAEC technicians. The entire energy and time expended in this effort was not without reward as the shop has been referred to by knowledgeable persons as the "The Best SACE Shop in the Fleet." It has repeatedly lived up to this distinguished reputation by its can-do attitude and top notch support of the A6A during the 1968-69 West Pac Deployment.

Air Department

Upon completion of CORAL SEA's third WESTPAC deployment the ship entered San Francisco Naval Ship Yard for a two month RAV (restricted availability) on April 12. During the RAV approximately 30,000 square feet of flight deck was scraped by V-1 division and yard personnel. A new coating of non-skid was applied to the entire flight deck and 02 level catwalks.

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Other accomplishments included: changing the FLOLS from a MK 6 MOD 2 prototype; Peen Service Change 234 on all catapults; removing, inspecting, and readjusting the launch valve assemblies on all catapults; removing and rebuilding the lifting cylinders and accumulators on all jet blast deflectors; and restacking numbers one, two, three, and four arresting gear engine crosshead sheave assemblies. Also, V-2 Division forces removed and cleaned number two catapult launching cylinders. V-3 Division was kept constantly active with the job of scraping the deck with tentant machines and applying a new coat of non-skid on the hangar deck.

Before entering the ship yard, V-4 Division set about the task of flushing out the Aviation Gasoline tanks. The system was gas-freed throughout and the associated tanks and cofferdams opened, cleaned and inspected by the division force. One hundred and sixty-two fueling hoses, one-and-one-half miles in length, were pickled after connecting them together at the NAS Alameda Fuel Farm. The hoses were filled with fuel and left there until June 9, when they were emptied and returned to the ship ready for use. Once in the yard, forty-six JP-5 tank level gauges were removed and repaired by the ship yard. The division force then installed and tested the gauges and also overhauled 40 nozzles and coupling housings.

When the flight deck Tillie broke down on the eve of departure for WESTPAC, ORISKANY generously offered its recently overhauled Tillie. The exchange of Tillies was accomplished with only a slight delay in getting underway.

V-2 Division experienced the only major maintenance problem. The jet blast deflectors on number one and two catapults failed intermittently during the carrier qualification periods. The problem was corrected when the ship arrived at Subic Bay in October where yard personnel reworked the four-way valves.

In June, V-1 Division laid two test patches of Devoe-Reynolds 237A non-skid in the landing area. They held up exceptionally well. Devoe-Reynolds 237A is considered to be superior to all other non-abrasive type non-skids presently in use.

V-4 Division accomplished fifty-one fuel UNREPS taking on 19,059, 432 gallons of JP-5, 414,069 gallons of AV/GAS and 10,060 gallons of lube oil.

V-2 Division recorded 14,448 catapult shots and 13,945 arrested landings

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Communications Department

During the last RAV in Hunter's Point the Communications Department received the following major equipment installations: the addition of three new GRC-27 transceivers, installation of a switching matrix for the secure voice capability system, and the replacement of one whip antenna and the starboard long wire antenna. The broadband antenna on the mast was completely rewired. The crypto gear received an annual overhaul by the Crypto Repair Facility at Hunter's Point.

Communications personnel were kept busy with annual maintenance of the gear. All communications antennas were taken down and completely cleaned and repaired before replacing. All the receivers were tested and aligned and the WRT-1 and WRT-2 transmitters were completely overhauled, a two-day job for two men for each transmitter. The antenna patch panels were all checked as were all trunk lines for remote communications gear. All teletype units and related equipment were cleaned and repaired and modifications made where needed.

While at sea two major equipment evolutions of equipment installation were accomplished; the addition of five SB 1203 switchboard units and eight channels to the ship/shore termination.

Through strict PMS and skillful operation, CORAL SEA Communications has proven itself to be the best of it's kind in the fleet. Recognition of this is shown through the awarding of the Green "C", by COMNAVAIRPAC, for Communications Excellence for 1968.

The major research project of the Communications Department was the installation and related testing of the ADP (Automatic Data Processing) system. This system will alleviate the majority of all Supply Department Traffic which is currently processed through Communications Department. When operational, ADP will allow Supply to transmit Milstrip requisitions by a direct card-to-card data process system.

Continued testing of Clarinet Racer, has yielded promising results toward complete operational use of the system.

Previous WESTPAC cruises have geared for and given the Communication Department a solid background for handling the load of Vietnam-area traffic. The average WESTPAC deployment will bring the incoming traffic figure well over the 100,000 message mark. Improvements to both the internal and outgoing message routing files have made traffic handling much smoother and more efficient.

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CORAL SEA's fine communication reputation has made it not uncommon to find it receiving requests for a helping hand by other Yankee Station-deployed ships. These requests are answered whenever possible. Most recently CORAL SEA communicators have answered CAMDEN, HORNET, and KITTY HAWK to help them solve some of their technical problems.

No major work was performed on CS Division spaces in 1968 by San Francisco Naval Shipyard. However, minor repair and maintenance work was done all year, accomplished by ship's force and CS Division personnel. On June 21 the infrared and yardarm blinker transmitting set was found to be inoperative. Attempts by the ship's force to repair this problem were unsuccessful and it was found that an entirely new wiring system would be needed. Later, the 24" carbon arc search light used for rescue, illumination, and long range signaling had to be replaced due to a shorted electric motor. On September 6 a replacement was finally installed. Other maintenance problems included instant repairs on the 12" search lights used for most visual signaling, replacement of halyard lines every 3 or 4 months and replacement of torn signal flags.

In October of 1968, a survey was completed to determine the feasibility of using BREVTAC procedures for tactical visual traffic. As a result, it was decided that all Mike Corpens and Mike Speed signals be in BREVTAC format while all others be in normal form. (BREVTAC procedures consist mainly of sending the tactical signal in abbreviated form whereas normal procedure calls for each word or letter in the signal to be spelled out: i. e. normal - MIKE CORPEN ONE TWO ZERO, BREVTAC - MC 120.)

During the year 1968, signals sent and received 6,941 tactical signals and 2,852 visual messages. Of the tactical signals 6,932 were sent out by flashing light and 9 by flaghoist. There was little change in traffic load from 1967, but of course WESTPAC operations had nearly twice the amount of traffic load. Flashing light was the major means of sending messages or signals; however, flaghoist and semaphore were used when conditions permitted. NANCY (infrared flashing light) was not used during 1968 because of inoperative yardarm transmitting sets and the fact that CORAL SEA's unique lighting configuration for the flight deck made the use of infrared transmitting gear from the signal bridge nearly impossible.

CS Division's most notable accomplishment was helping Communications Department in winning the coveted Green "C" for Communication Excellence during the ORI in Hawaii on September 15. Signals scored an outstanding for their part of the Z-20-C exercise.

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Operations Department

While at the San Francisco Naval Shipyard for overhaul all the radar antennas were removed, overhauled, repaired and reinstalled. The AN/SPS-30 antenna was replaced with one from the restoration program.

Four AN/GRC-27 Radio Sets were installed replacing the TED/RED type equipment. These sets allow Combat Information Center more flexibility in frequency selection and provided better quality communications with aircraft.

During the first week in September, the AIO Division installed a Closed Circuit Television (CCTV) for briefing flight crew in their respective Ready Rooms. The CCTV has made pilot briefing a much more exact and less tedious chore than before, when as many as 60 crewmen would be crowded into one briefing room to attend an ALFA strike brief.

During the year, 13,945 arrested landings were logged.

RECORDS OF THOUSANDTHS LANDING FOLLOWS:			
17 JAN	179,000	LCDR R.E. RENNER	VF-151
25 JAN	180,000	LT. F.P. MEYER	VA-153
6 FEB	181,000	LCDR R.C. JOHNSON	VAH-2
19 FEB	182,000	LCDR F.J. RESLER	VF-161
4 JUL	183,000	CDR S.W. TURNER	VF-161
19 JUL	184,000	LT. G.L. GORSBERG	VA-128
31 JUL	185,000	LT. D. K. SMITH	VF-161
15 AUG	186,000	LCDR N.B. TEMPLE	VF-161
1 OCT	187,000	CDR R.J. DAPGONY	VA-153
14 OCT	188,000	LCDR D.G. HOECH	VA-153
23 OCT	189,000	CDR R.E. SHEETS	VF-161
14 NOV	190,000	LT. J.P. GAY	VA-216
27 NOV	191,000	LT. G.L. HALL	VA-153
31 DEC	192,000	LCDR R.M. CHAPMAN	VAH-10

During Special Operations on Yankee Station CORAL SEA launched 11,238 combat sorties.

On August 30, Commander Naval Air Force Pacific awarded the CORAL SEA Operations Department the Battle Efficiency "E".

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SUPPLY

Two supply and logistic evolutions of significance occurred during 1968, one of which was the incorporation of the maintenance support package (MSP) within the aviation supply operations of the ship. Initially, 70,000 items were offered by COMNAVAIRPAC as 'potential' MSP items. These items were reviewed by the ship and a determination made that approximately 25,000 items should comprise the MSP for CORAL SEA. Action was then taken by COMNAVAIRPAC to acquire these items and store them in portable drawer-type cabinets. One hundred of these stocked cabinets were delivered to the ship early in August and positioned adjacent to the AIMD engine shop in Hangar Bay II. Unlike other carriers when the MSP concept was adopted, CORAL SEA determined what items should be included in this support package.

The second major supply evolution was the conversion of manual supply and accounting records to mechanized procedures. Subsequent to the installation of the UNIVAC 1500 computer and peripheral equipment, action was commenced in April to transfer information on approximately 110,000 stock items to magnetic tape. This conversion was accomplished in early May and on May 11, 1968, CORAL SEA's supply and accounting procedures became mechanized. Except for some minor problems, and a brief debugging period, this conversion was effected expeditiously and smoothly.

A total of 1,100 tons of provisions, 365 tons of general stores, and 60 tons of aeronautical stores were received from AF, AFS, AKS, AO and AOE underway replenishment ships during the year.

Weapons

Summary of work performed by San Francisco Naval Shipyard:
All bomb elevators including SASS were tested. New piping installed on bomb elevators number one, three and five upper stage. New gaskets were installed on number one, three, and five upper stage, plus both SASS upper stage. (This still did not reduce the water intrusion problem.) Two additional ready service flare lockers were also installed.

Magazine sprinkling system was overhauled.

All chain hoists in magazine and decanning booms on the hangar deck at bomb elevators three and five upper stage were weight tested.

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A-0213-M, B-110M and B-128M were reconfigured by Eureka Marine to accommodate the LAU 68-69 2.75 rocket pods. This reduced the stowage capability by 34 rocket pods.

Modification was accomplished on hypergolic stowage area for the BULLPUP missile to meet minimum standards.

Connection with manual control valves was made on the fire main in the vicinity of forward and after bomb assembly areas, so the sprinkler installation could be made as material became available.

Two old MK 56 GFCS directors, SKY1 and SKY 3, were replaced with new ones.

The MK 37 GFCS director SKY 2 was lifted to replace the roller bearing.

The MK 1A computer in Plot was completely re-adjusted.

A complete battery alignment was held between the director and the mounts. The minor work done during RAV consisted mainly of adjusting the fire control systems and work on the MK 5 TDS.

An overhaul of all recoil systems was performed, with the replacement of the recoil liners in MT 51, and the recoil rods in MT 51 and 53.

All three mounts were kicked out of battery and returned into position, to check needle valve settings in the recoil system and to reset, if necessary.

All projectile hoists were overhauled, with the bell cranks and clutches being replaced.

The MK 84 and MK 85 pointer and trainer telescopes were re-glassed.

The shipyard had to manufacture and replace the shaft in the train drive clutch on MT 51.

Three elevation and three train amplifiers were removed from ship to shop, calibrated, and bench tested.

All gauges were calibrated.

All hydraulic fluid had a hydroscopic test.

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A major battery alignment was held. Roller paths were checked with gunner's quadrant, and all roller path compensators were corrected.

Major work performed by the ships force included:

- (a) Resetting 3 train slip clutches to 8 inch-lbs.
- (b) Overhaul of the differential system on MT 51.
- (c) The replacement of the link pins on the projectile hoist in MT 51.
- (d) The replacement of the weather seal on the gun port shield of MT 53.
- (e) Replacement of all firing leads.

Aero 12C bomb skids and Aero 21A skids remained out of commission due to lack of spare parts such as hydraulic seal kits, springs, draw bars, and side plates for Aero 12C skids.

Fastening devices on straps are not sturdy enough for constant heavy duty usage.

Difficulty was experienced in acquiring bottle connectors for the Passive Filtration Unit; it took over 60 days on Priority 2. Because of this delay, an attempt was made to have the old bottle connectors rethreaded by the Engineering Department. One of the men in the division acquired the bit necessary for the job from his father's business; thus the machine shop was finally able to provide bottle connectors.

Under direction from COMNAVAIRPAC, the USS CORAL SEA has been participating in the Air-Launched Guided Missile Weapons Systems Performance Data Reporting Program. The purpose of this program is to collect vital wear-out data on specific missile components during captive flight. Recent incidents, some of which compromise flight safety, appear to be related to missile component wear-out resultant from sustained shipboard operations. Specifically, captive flight operations are known to subject the missile round to severe physical stress with each take-off and recovery. Upon departing CONUS, the USS CORAL SEA was issued a number of Shake Test AIM-7E. Directions from NWS Concord required data on every launch, trap, flight time, station carried, and test results in comparison to AIM-7E without the Shake Test. CORAL SEA has been submitting all required data.

During the first line period, October 10 -- November 4, of the 1968-69 Cruise, CORAL SEA experienced an unusually large number of AIM-9D breaking up on launch and recovery. The point of breakage was between the warhead and the motor. The problem seems to have

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almost eliminated itself, since the Sidewinders have been carried only on the outboard stations. It was suspected that the inboard stations on F-4B's cause severe physical stress on AIM-9D, causing the breakups.

At the beginning of the 1968-69 deployment a new ordnance safety program was initiated, consisting of an Ordnance Safety Policy Council and an Ordnance Safety Team. The Council meets at frequent intervals to discuss any changes to ordnance handling practices and recommends the adoption of any change to the Captain. The Ordnance Safety Team, under LCDR Doughdrill, is comprised of a number of Warrant Officers and senior enlisted observers. Through the missionary efforts of the Ordnance Safety Team, the cooperation of the Air Wing and other departments was outstanding.

A significant accomplishment of the Weapons Department was the fact that 872 rounds of 5"/54 ammunition have been expended since July 1, 1968. This total exceeds the previous four-year total by 109 rounds. Marines were trained and incorporated into the gunnery team; although not a first in the Navy, this is a first on CORAL SEA.

CORAL SEA conducted replenishment at sea operations with the following type vessels in 1969

<u>TYPE</u>	<u>NUMBER OF UNREPS</u>
AO	28
AOE	15
AE	22
AF	7
AKS	5
AFS	1
DD	29

During the course of these UNREPS, the following items were received:

NSFO	18,227 M Gallons
JP-5	14,545 M Gallons
Stores	11,000 Tons
Provisions	365 Tons
Ammo	6,500 Tons

Total number of UNREPS 99
(CORAL SEA also conducted 10 VERTREPS)

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Spare parts and repair lists for ordnance handling equipment are difficult to obtain and often non-existent. Deployment ships should be able to stock as bin spares enough seals, "G" rings, pumps and cylinders to completely overhaul four Aero 33 C/D trucks. A minimum of three spare control switches, for electric pallet lifts, should be on board before deployment. One hundred percent of spare contact points for both pallet lifts and electric reach forks should be on board before deployment.

Two battery chargers for electric lifts and reach forks were installed; of these, one was continually out of commission.

Three battery chargers as a minimum should be available, in order to maintain batteries in good condition, to meet the high usage requirement of replenishments.

Water intrusion around the hatches causes many electrical problems resulting in uncertain and unsafe operation of elevators and in many extra hours of maintenance and repair. A major concern is the hazard of a fuel spill in the vicinity of the elevator, since the fuel has a path to the main and second deck. A major effort needs to be undertaken to eliminate leakage around these hatches.

MEDICAL

During the 1968 San Francisco Naval Shipyard period there was no major work done to the Sick Bay spaces. Medical department personnel installed new vinyl-asbestos tile in the ward, the ward, Doctor's Office, sick call check-in area and port passageway. Painting of all sick bay spaces was accomplished prior to installation of deck tile. Hospital corpsmen attended Fire Fighting School, Nuclear, Biological and Chemical Warfare School, Career Counsel School and Damage Control School while in the yard.

Medical Statistics for 1968:

Outpatient Visits	16,421
Immunizations given	16,972
Prescription filled	67,612
Laboratory tests	9,834
X-rays	3,941
Electrocardiograms	223

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Eye refractions	383
Flight Physical Examinations	248
Other Physical Examinations	1,209
Admitted to Sick List	230
*Deaths	4

The following illnesses were treated in 1968:

Bronchitis, acute	66
Diarrhea, acute	68
Hepatitis, infectious	1
Mononucleosis, infectious	1
Pneumonia	29
Heat exhaustion	2
Heat cramps	5
Upper respiratory infection	2,424
Streptoccal sore throats	618
Gonorrhea, acute	276
Urethritis, non-specific	337
Syphilis, early	3
Influenza	22
Chancroid	2
Lymphogranuloma venereum	2
Viral Syndrome	124

SURGICAL PROCEDURES

Bowel resection	1
Closed reduction, shoulder	3
Excision, imbedded fingernail	3
Tendon repairs	3
Proctoscopies	3
Excision, varicocele	1
Vein stripping	1
Excision, cysts	27
Excision, ganglion	5
Hemorrhoidectomy	4
Appendectomy	2
Hernias, inguinal	9
Circumcisions	14
Tracheotomy	1
Repair amputation, 3rd digit	3
Excision, venereal warts	8

Deaths;

SN T. J. BITTER: At approximately 0815, July 30, 1968, SN Bitter was performing duties on the forecastle in connection with getting the ship underway. A five inch nylon line, which was attached to a yard tug, parted and struck SN Bitter. The force of the recoiling line knocked him down rendering him unconscious. Mouth-to-mouth resuscitation and external cardiac massage was initiated by hospital corpsmen at the scene of the accident. Upon arrival of the medical officer the patient was cyanotic, without heartbeat and had bilateral dilated pupils. No response to resuscitation efforts was noted. Patient was administered 120cc's of NAHCO3 and an intracardiac injection of epinephrine. Extensive efforts to revive the patient continued for approximately forty-five minutes. The patient was pronounced dead after all efforts were exhausted.

CDR M. J. NASCHEK:USN: The deceased was the pilot of an A4C aircraft which failed to climb, dropped its port wing, and impacted with the water about one-half mile off the bow after a normal catapult shot. The accident occurred on November 21, 1968.

STG2 J. E. HILBY:USN: Medical officers of USS Coral Sea (CVA-43) responded to request for emergency medical assistance from USS PHILIP (DD-498) at about 2330, August 17, 1968. On arrival of medical officer, two corpsmen were actively treating the patient who had a well-placed metallic airway. Oxygen and external cardiac massage was being applied. Examination of patient revealed dilated and fixed pupils and total absence of heart beat or carotid arterial pulse. The patient was pronounced dead at 2345, August 17, 1968, due to electrical shock.

HM1 J. W. DOBY:USN: The deceased of the USS Munsee (ATF-107) was reported to have complained of a pain in his left shoulder region, difficulty in breathing and dizziness. He then fell down unconscious and stopped breathing. Mouth-to-mouth resuscitation was begun immediately and continued until the medical officer from USS CORAL SEA (CVA-43) arrived. The man was pronounced dead at 2330 local time February 6, 1968. Probable cause was myocardial infarction.

The major medical facilities consist of: operating room, treatment room, 29-bed ward, pharmacy, laboratory, medical record office, X-ray, doctor's office, ENT room, sick call check-in area and aviation examination room. There are seven battle dressing stations and four decontamination stations plus ten medical chests and four decontamination lockers located in various parts of the ship.

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DENTAL

The Dental spaces received no major work or alterations during the yard period at Hunter's Point Division, San Francisco Naval Shipyard. Major equipment on board is antiquated but keeps performing adequately with no major casualties during the year. New equipment is proposed during the regular overhaul.

No research evaluation or development projects were assigned to the Dental Department.

Major activities within the department have been two-fold. Primary endeavors were directed to providing restorative, prosthetic, endodontic, periodontic, and surgical treatment for ship's company and attached Air Wing personnel. The secondary effort was the preventive dentistry program. The three-agent stannous fluoride treatment was administered to personnel on an appointment basis the last part of the year and a divisional basis the first part of the year. Evenings and Saturday were set aside for this treatment.

During the year the listed procedures were accomplished:

Operative	4,720
Prosthetic	291
Endodontic	114
Periodontic	1,612
Surgical Treatments	664
Stannous Fluoride	1,436

ENGINEERING

The Engineering Department celebrated the arrival of the year 1968 on Yankee Station in Southeast Asia steaming at high speeds and providing the invaluable steam for launching aircraft from CORAL SEA's three steam catapults.

The first three months of 1968 were relatively uneventful from an engineering standpoint. In March, before returning to CONUS, #1A S/S turbo generator developed "O" ground and was repaired by Yokosuka Naval Shipyard. A four-hour full-power run (Z-110-E) was conducted while enroute to CONUS and a final grade of 91.1 was given.

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Some of the major jobs accomplished are listed below:

- a. Overhauled ship's service turbo generator, electrically and mechanically.
 - b. Installed 400 cycle motor generator sets.
 - c. Wheelerized and repaired numerous JP-5 tanks and piping.
 - d. Overhauled and tested numerous ordnance handling winches and associated equipment.
 - e. Inspected and repaired as necessary three $O_2 N_2$ plants, nitrogen flasks and associated Liquid Oxygen equipment.
 - f. Overhauled air ejectors, main feed pumps, Leslie regulators, throttle valves, flow control valves, fire and flushing pumps and eductors.
 - g. Inspected and repaired as necessary numerous auxiliary and main steam valves, main steam stops and auxiliary steam stop valves.
 - j. Rigged temporary firemain system and removed and re-worked 86 firemain valves.
 - i. Installed L.P., H.P and M.P. air compressors and installed one new high capacity H.P. air compressor and dehydrated air lines.
 - j. Installed 16 package air conditioning units.
 - k. Replaced boiler brickwork and numerous tubes. Overhauled blowers and associated piping, uptakes, fuel oil lines and strainers.
 - l. Replaced all plexiglass on the bridge and installed new windshield wipers.
 - m. Installed new washing machine in ship's laundry.
 - n. Tested and repaired magazine sprinkling systems.
 - o. Repaired fuel oil lines and tanks.
 - p. Replaced numerous valves and piping and relagged as necessary.
 - q. Tested and repaired as necessary the complete steering system.
 - r. Re-tubed numbers 2, 3 and 4 vent condensers.
 - s. Renewed numbers 1, 2, 3, and 4 cooling water systems.
 - t. Completed shipalfts for increasing crews berthing.
- Installed two new berthing compartments aft in hangar deck.
- u. Installed AN/WRL-3.
 - v. Inspected and repaired as necessary, TACAN, surface search radar, air search radar, height finding radar, IFF radar, CCA radar and radar repeaters.
 - w. Repaired and tested all life rafts.
 - x. Installed new nose gear launching system in #3 catapult.

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The yard period, although brief, was relatively successful in the amount of work accomplished by both ship's force and yard workers. The total amount of money spent during the RAV was \$2,700,000 on repair work and \$1,700,000 on alterations.

The next event of the year was the refresher training period with FLETRAGRU in San Diego, June 21 to July 5, and the preparation. Many hours were spent training the crew and re-organizing the Damage Control organization. These efforts paid off CORAL SEA as an overall grade of excellent was received for the Refresher Training Period. During Underway Training the thrust bearing on numbers 1B and 2B S/S turbo generators were wiped and repaired by ship's force.

On June 29, A-704-E flooded with oily salt water, damaging #1 fuel oil transfer pump, #2 fire and flushing pump and both controllers. All equipment except #1 fuel oil transfer pump was repaired by ship's force. SUPSHIP 12 rewound #1 fuel oil transfer pump in place.

In July a thrust bearing in #1A S/S turbo generator was wiped and repaired by ship's force.

August was a busy month for the engineers. While in port, Alameda, the forward magazine A-606 and trunk were flooded. The salt water damaged several electrical circuits, controls and various other gear. The repair work was accomplished by Ship's Force. A thrust bearing on #1B S/S turbo generator was wiped and also repaired by ship's force. On August 25 work on cages in the hangar deck was completed by the Metal Shop. During the August availability, 72 superheater tubes were removed in #4B boiler and renewed. Numbers 3 and 4 air ejector condensers in the after evaporators were retubed.

CORAL SEA set a first among CVA's during August by converting to the Extended Waterside Program. This has resulted in tremendous man-hour saving in a relatively short period of time. The ship has had excellent results with this program by adapting to a rotation schedule which allows boilers to be removed from operation and bottom blown every 48 hours.

During the month of September, modifications to the ship's photo lab were made by the ship's force to allow for the installation of new equipment.

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The ingenuity of two of the Engineering Department's Electricians Mates resulted in the development of a new testing device for checking the phase rotation sequence of the Hertz aircraft servicing stations. The testing device is the only one of its kind in the fleet of CVA.'s.

In November #4A S/S turbo generator developed "O" ground in the rotor due to an oil leak. The repair attempts by ship's force were unsuccessful. Yokosuka Naval Shipyard washed and baked the rotor but made no significant improvement in its operation. On November 5 the steam drain line to #1 catapult was repaired by ship's force.

During the November line period an F-4 Phantom was accidentally backed into the catwalk surrounding the flight deck. With assistance being provided by the Damage Control Shop and Carpenter Shop, the aircraft was successfully removed without injury to personnel and with only slight damage to the aircraft. This incident resulted in the completion of a safety combing around the flight deck by ship's force.

In December the flight deck edge lights were raised while in Yokosuka to compensate for the new safety combing on the edges of the flight deck. New carbon rings were installed in #3 L.P. turbine during availability from 12 to 15 December. On 28 December the carbon rings gave out and #3 main shaft was locked for repairs. The needed repairs were completed in record time by ship's force and the shaft was unlocked and returned to service.

During non-flying hours much maintenance was accomplished by the Engineering Department to maintain its high state of readiness and dependability. This enabled CORAL SEA to complete another year of "Non Water-hours" steaming.

CORAL SEA was refueled 43 times by oilers during which 18,227,225 gallons of NSFO was received along with 8,242 gallons of lube oil, type 2190 TEP. CORAL SEA refueled 29 destroyers, transferring a total of 3,241,702 gallons of NSFO.

CORAL SEA steamed 87,007 nautical miles and burned 26,205,660 gallons of fuel during the year 1968. The ship used 301.2 gallons of fuel per mile.

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