

DECLASSIFIED 1/66-7/66

U.S.S. HANCOCK (CVA-19)  
F.P.O. SAN FRANCISCO 96601

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IN REPLY REFER TO

CVA19/32:gh  
5750-1  
Ser 0049

31 OCT 1987

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From: Commanding Officer, USS HANCOCK (CVA-19)  
To: Chief of Naval Operations  
(Attn: OP-05A5G)

Subj: Command History for 1966; submission of (U)

Ref: (a) OPNAVINST 5750.12  
(b) CINCPACFLTINST 5750.2

- Encl:
- (1) USS HANCOCK (CVA-19)/ATTACK CARRIER AIR WING TWENTY ONE (CVW-21) INTELLIGENCE REPORT, 10 Nov 1965 - 1 Aug 1966
  - (2) USS HANCOCK (CVA-19)/ATTACK CARRIER AIR WING TWENTY ONE (CVW-21) WESTPAC CRUISE REPORT, 10 Nov 1965 - 1 Aug 1966
  - (3) USS HANCOCK (CVA-19)/ATTACK CARRIER AIR WING TWENTY ONE (CVW-21) WESTPAC CRUISE BOOK 1966 - removed, copy in Navy Dept. Library
  - (4) PRESENTATION OF THE NAVY UNIT COMMENDATION AND CHANGE OF COMMAND OF THE UNITED STATES SHIP HANCOCK (CVA-19) 10 Dec 1966

A. Brief Chronology of Outstanding Events.

1. 1 January 1966 thru 7 July 1966: USS HANCOCK (CVA-19), with Carrier Air Wing TWENTY ONE (CVW-21) embarked; under the operational control of Commander U.S. SEVENTH Fleet, conducted highly successful air strikes in support of military operations in Southeast Asia.

a. March 1966 - The first aerial photographs were obtained of an enemy Surface to Air Missile (SAM) in flight.

b. May 1966 - The HANCOCK/CVW-21 Surgical Team, in a dramatic five hour operation, successfully reconnected the nearly-severed arm of a seaman.

c. Jun 1966 -

(1) HANCOCK fighter pilots were credited with downing the thirteenth and fourteenth MIG aircraft of the Vietnam War; damaging one MIG aircraft, and possibly damaging another.

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(2) Attack aircraft destroyed or damaged over eighty percent of the Bac Giang POL Storage Facility during a single attack; and dropped three spans of the Me Xa Highway Bridge.

d. July 1966 - HANCOCK aircraft sank a North Vietnamese Torpedo Patrol Boat; and destroyed or damaged seventy percent of the remaining facilities of the Haiphong POL Storage Area.

2. 12 August thru 29 October 1966.

a. While under the administrative control of Commander Naval Air Forces, U.S. Pacific Fleet, HANCOCK underwent a restricted availability period at the San Francisco Naval Shipyard, Hunter's Point Division, for upkeep and modification.

3. 29 October thru 31 December 1966.

1. While under the operational control of Commander First Fleet, HANCOCK, (with Carrier Air Wing FIVE (CVW-5) embarked) , conducted refresher training, weapons training exercises, and operational readiness evaluation.

B. Command Organization and Relations.

a. Captain Harold P. STREEPER, 240425/1310 relieved Captain James C. DOLALDSON, 165324/1310 as Commanding Officer, USS HANCOCK (CVA-19), during ceremonies conducted on board HANCOCK at U.S. Naval Air Station, Alameda, California, on 10 December 1966.

b. Homeport - Naval Air Station, Alameda, California.

c. Home Yard - Puget Sound Naval Shipyard, Washington.

4. Mission and Function of Command.

1. HANCOCK's primary mission during 1966 was to develop and maintain the highest practicable state of training and readiness in order to be prepared to conduct offensive operations throughout the Pacific Command

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in time of war, to augment the U.S. Seventh Fleet with ready forces during contingencies short of general war, and to support national cold war objectives.

5. Composition of Command. (January 1966 - August 1966)

1. Carrier Air Wing TWENTY ONE (CVW-21)

- a. Fighter Squadron TWENTY FOUR (VF-24)
- b. Fighter Squadron TWO HUNDRED ELEVEN (VF-211)
- c. Light Attack Squadron TWO HUNDRED FIFTEEN (VA-215)
- d. Light Attack Squadron TWO HUNDRED SIXTEEN (VA-216)
- e. Heavy Attack Squadron FOUR, Detachment LIMA (VAH-4)
- f. Airborne Early Warning Squadron ELEVEN, Detachment LIMA (VAW-11)
- g. Photographic Reconnaissance Squadron SIXTY THREE, Detachment LIMA (VFP-63)

2. Helicopter Composite Squadron ONE, Detachment LIMA (HC-1)

6. Composition of Command (November 1966 - December 1966)

1. Carrier Air Wing FIVE (CVW-5)

- a. Fighter Squadron FIFTY ONE (VF-51)
- b. Fighter Squadron FIFTY THREE (VF-53)
- c. Light Attack Squadron NINETY THREE (VA-93)
- d. Light Attack Squadron NINETY FOUR (VA-94)
- e. Light Attack Squadron ONE HUNDRED FIFTEEN (VA-115)
- f. Heavy Attack Squadron FOUR (VAH-4), Detachment BRAVO
- g. Airborne Early Warning Squadron ELEVEN, Detachment BRAVO (VAW-11)

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h. Photographic Reconnaissance Squadron SIXTY THREE, Detachment BRAVO (VFP-63)

2. Helicopter Composite Squadron ONE, Detachment BRAVO (HC-1)

7. Ship's Complement At End of Year:

a. Officer - 136

b. Enlisted - 2010

c. Civilian - 0

d. Flight Personnel - 0 (No squadrons on board)

8. Chronological Discussion.

1. 22 January 1966 marked the end of a thirty seven day line period for HANCOCK operations, which alternated between Dixie and Yankee Stations.

a. Dixie Station operations consisted basically of providing close air support for friendly forces against the insurgent Communist Forces (Viet Cong) in South Vietnam. All air strikes were conducted under direct control of airborne Forward Air Controllers.

b. Yankee Station operations consisted primarily of interdicting lines of communication and striking military installations in North Vietnam and Laos. Combat missions included armed reconnaissance, photographic reconnaissance and combat support flights. Results of the first line period are contained in enclosures (1) and (2).

c. (S) On 27 January 1966, while enroute to Yokosuka, Japan, for upkeep, HANCOCK conducted an exercise ("Autumn Flower") against the Japanese Air Defense System.

d. After completing eight days of scheduled upkeep in Yokosuka, Japan, 28 January thru 5 February, HANCOCK conducted three exercises while enroute to the South China Sea:

(1) "Tiger Tail" on 7 February.

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(2) Air Defense exercise utilizing Air Force Faker aircraft on 8 February.

(3) "Blue Sky" on 9 February.

e. HANCOCK resumed air strikes from Dixie Station on 12 February; moved north to Yankee Station on 21 February to conduct daily attacks until relieved on 5 March. The second line period (22 days) continued to be hampered by the monsoon rainy season. During a routine flight over North Vietnam on 4 March, an RF-8 Crusader jet, attached to Photo Reconnaissance Squadron SIXTY THREE, Detachment LIMA, successfully evaded and photographed an SA-2 "guideline" Surface to Air Missile in flight. This photograph was the first of its kind of the enemy missile. Results for this period are contained in enclosures (1) and (2).

f. Following the second line period, HANCOCK proceeded to Subic Bay, P.I, for three days (7-11 March 1966), then to Hong Kong for five days of additional rest and recreation (14-19 March 1966). While in Hong Kong, men from the HANCOCK aided the city's "Rooftop Children" by donating \$1000.00 to the Chu Lap Kok Camp project, and working with picks and shovels to clear a site for the camp.

g. HANCOCK commenced her third line period on 22 March 1966. During the period 27 to 31 March, while on Dixie Station, the ship provided close air support for operation "Jack Stay", a Marine amphibious assault on the delta region Southeast of Saigon. HANCOCK conducted the remainder of the line period on Yankee Station from 1 to 9 April 1966. The men of HANCOCK

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paused briefly Easter Sunday to observe religious services. More than 500 men gathered for an Easter Sunrise Service on the flight deck, before a giant 15 foot white cross erected on the bow. Also during April, twenty children were the recipients of "HANCOCK hospitality". They were adopted by more than 100 men in response to ship-wide campaign for Foster Parents' Plan, Inc.

h. 14-23 April 1966, HANCOCK underwent an upkeep period in Sasebo, Japan.

i. HANCOCK's fourth line period consisted of 25 days on Yankee Station (28 April - 8 May), and seven days on Dixie Station (9-15 May). Major strikes during the thirty two day period included multiple strikes on the Vinh complex, an SA-2 site, POL areas, and rolling stock. Details of major strikes and total results for this period are contained in enclosures (1) and (2).

j. A Naval Surgical Team, headed by the ship's surgeon, successfully reconnected the nearly-severed arm of [REDACTED], SN, USNR, First Division, in a dramatic five hour operation during strike operations.

k. The ship revisited Hong Kong for a six day rest and recreation period from 31 May - 5 June.

l. HANCOCK's final period of combat operations included 25 days on Yankee Station (6-12 June, 30 June - 8 July) and 8 days on Dixie Station (22-29 June). During June, fighter pilots from Fighter Squadron TWO HUNDRED ELEVEN downed two MIG-17 jet aircraft with Sidewinder Missiles (the thirteenth and fourteenth MIG's of the Vietnam War). In addition, a third

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and possibly a fourth MIG-17 were damaged by cannon fire. The credited "kills" were the first achieved by the F-8 Crusader aircraft in a combat air patrol. Attack aircraft from the HANCOCK were also very productive against major POL storage areas in the Haiphong/Hanoi complex during this line period. See enclosures (1) and (2) for details.

m. (S) Upon being relieved, HANCOCK proceeded to Subic Bay, and transferred final war assets prior to departing for 5 days upkeep (16-21 July) in Yokosuka, Japan.

n. HANCOCK chopped to Commander U.S. First Fleet on 25 July, and arrived in Alameda on 1 August, receiving traditional honors.

o. The ship got underway on 11 August for ammunition anchorage thirty-eight prior to entering Hunter's Point Naval Shipyard, San Francisco, on 12 August for a thirteen week restricted availability period. Significant alterations and improvements installed during that period included:

a. Establishment of the three level (MMM) Aircraft Maintenance System.

b. Modernization of Main Communication Spaces.

c. Installation of thirty-five spot air conditioning units.

d. Installation of an additional Worthington high pressure air compressor to provide better liquid oxygen production reliability.

p. The ship moved to NAS Alameda on 29 October. On 31 October she departed for ammunition anchorage thirty-eight prior to commencing sea trials (1-5 November) to determine the ship's material readiness. In addition, training was conducted in preparation for a scheduled interim refresher training period. HANCOCK arrived in San Diego on 5 November.

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q. The first week of refresher training was conducted 7-10 November, followed by a second week of training from 14-18 November. Commander Fleet Training Group personnel supervised the training and evaluated the readiness of the ship throughout the training period in the San Diego area.

r. (S) HANCOCK, assigned to Task Unit 17.4, departed Alameda on 25 November, and proceeded to NAS North Island, San Diego, to embark Carrier Air Wing FIVE. Refresher air operations, consisting of day and night CARQUALS and cyclic operations, were conducted in the San Diego OP area from 26 November thru 4 December. During the period 5-8 December 1966, HANCOCK participated in composite training unit exercise (COMPTUEX 34-66) to exercise the Ship/Air Wing nuclear and conventional weapons system in a realistic operational environment commensurate with safety. The COMPTUEX was an ungraded and non-competitive composite team training exercise of the intermediate type, wherein participating units have an opportunity to counter threats of graduated magnitude in accordance with their overall state of readiness.

s. On 13 December, HANCOCK sortied from NAS Alameda to participate in COMPTUEX 39-66 during the period 13-20 December. COMPTUEX 39-66 included an Operational Readiness Evaluation (ORE), graded by COMCARDIV SEVEN (Chief Observer). The purpose of the ORE was to provide COMNAVAIRFAC with a measurement of the Ship/Air Wing Weapons System capability, and the ability to execute assigned missions.

t. On 20 December, HANCOCK returned to NAS Alameda for the remainder of the year.

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2. Statistical Data

a. WESTPAC. All available statistics for the period of the Western Pacific deployment are comprehensively presented in the HANCOCK/ Attack Carrier Air Wing TWENTY ONE WESTPAC Cruise and Intelligence Reports for the period 10 Nov 1965 thru 1 Aug 1966.

b. EASTPAC. The following is additional statistical data for the period 1 August thru 31 December 1966:

(1) Aviation fuels statistics from 1 Oct - 31 Dec 1966:

	<u>JPS</u>	<u>AV GAS</u>
Total aviation fuels received (at sea and in port)	1,372,217	378,018
Aviation fuels issued	845,876	92,386
Total gallons surveyed	144,388	69,632

(2) Launch and recovery statistics from 1 Oct - 31 Dec 1966:

Catapult launches	1862
Carrier landings	1968

(3) Ships Replenishment statistics from 1 Oct - 31 Dec 1966:

28 Nov 1966 - Delivered 30334 gallons NSFO to USS A.J. ISBELL (DD-869)

15 Dec 1966 - Delivered 41318 gallons NSFO to USS HENDERSON (DD-785)

15 Dec 1966 - Delivered 35425 gallons NSFO to USS PICKING (DD-685)

18 Dec 1966 - Delivered 39523 gallons NSFO to USS PICKING (DD-685)

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(4) Medical Department statistics from 18 Oct - 31 Dec 1966:

	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>
Patient visits	4641	3038	4201
Complete physical exam	81	49	117
Immunization	1368	12	44
Prescriptions	543	874	1399
Lab Tests	580	449	619
X-Rays	255	158	198
Inpatients	5	11	15
Injuries Treated	34	42	104
Lost Time Injuries Treated	2	2	3

(a) 3 and 4 October - Annual chest X-rays for the crew.

Mobile X-ray bus provided by COMTWELVE.

(b) 21, 22 and 23 November - Annual chest X-rays for the crew - stragglers. Mobile X-ray bus provided by COMTWELVE.

(c) 5 December - Enlisted crew member died of cardiac arrest. Remains flown to NAS Alameda for further transfer to USNH Oakland for preparation and encasement.

(5) Retention statistics July - December 1966:

	<u>Eligible 1st En.</u>	<u>No. Reen.</u>	<u>Elig Car.</u>	<u>No. Reen.</u>	<u>Total Elig.</u>	<u>Total Reen.</u>
<u>JUL</u>	<u>5</u>	<u>3</u>	<u>7</u>	<u>7</u>	<u>12</u>	<u>10</u>
<u>AUG</u>	<u>133</u>	<u>2</u>	<u>4</u>	<u>2</u>	<u>137</u>	<u>4</u>
<u>SEP</u>	<u>166</u>	<u>1</u>	<u>6</u>	<u>2</u>	<u>172</u>	<u>3</u>
<u>OCT</u>	<u>40</u>	<u>2</u>	<u>3</u>	<u>0</u>	<u>43</u>	<u>2</u>
<u>NOV</u>	<u>32</u>	<u>1</u>	<u>4</u>	<u>3</u>	<u>36</u>	<u>4</u>
<u>DEC</u>	<u>18</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>22</u>	<u>0</u>
<u>TOTAL</u>	<u>393</u>	<u>9</u>	<u>28</u>	<u>14</u>	<u>425</u>	<u>23</u>

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(6) Legal statistics from 1 Oct to 31 Dec 1966:

(a) <u>Court Martials</u>	<u>Number</u>
Summary	7
Special	4
Total	11

(b) NJP. Number of cases where Article 15 punishment was imposed:

<u>OFFICERS</u>	<u>E-9</u>	<u>E-8</u>	<u>E-7</u>	<u>E-6</u>	<u>E-5</u>	<u>E-4</u>	<u>E-3</u>	<u>E-2</u>	<u>E-1</u>	<u>TOTAL</u>
0	0	0	1	4	9	51	95	67	2	229

(c) Punishment Imposed:

Admonition	0
Restriction	97
Forfeiture of pay	153
Correctional Custody	62
Reprimand	3
Extra Duty	52
Reduction in Grade	59
Confinement on B and W or diminished rations	27

(d) Medals/Awards presented in 1966:

(1) Legion of Merit	1
(2) Bronze Star Medal	1
(3) Navy Commendation Medal	16
(4) Secretary of Navy Achievement	28
(5) Navy Unit Commendation	25

(7) Lessons Learned. Lessons learned, conclusions, and recommendations are contained in HANCOCK/Attack Carrier Air Wing TWENTY-ONE WESTPAC Cruise and Intelligence Reports for the periods 10

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November 1965 thru 1 August 1966.

(8) Documentary Annexes. All available samples of documents are included as enclosures.

  
H. P. STREEPER

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CNO (Attn: OP-09B9) less enclosures))