

1967

U.S.S. KEARSARGE CVS-33
C/O FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA

CVS33/5720
ll:PLR:jbm
Ser 0111

~~CONFIDENTIAL~~

OPNAV Report 5750-1

16 AUG 1968

~~CONFIDENTIAL~~ (Unclassified upon removal of enclosure)

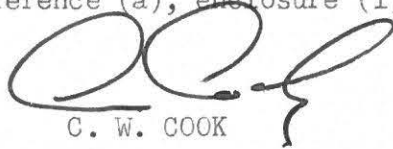
From: Commanding Officer, USS KEARSARGE (CVS-33)
To: Chief of Naval Operations (OP-05A5G)

Subj: Command History for 1967; submission of

Ref: (a) OPNAVINST 5750.12 CH-1

Encl: (1) Command History of USS KEARSARGE (CVS-33)

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



C. W. COOK

Copy to:
CNO(OP-09B9)
CINCPACFLT
COMNAVAIRPAC(Code 10)

DECLASSIFIED

Reg. 3137X

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

COMMAND HISTORY OF USS KEARSARGE: 1967

COMMAND HISTORY OF USS KEARSARGE, 1967

The USS KEARSARGE (CVS-33) is a 41,000 ton, antisubmarine warfare aircraft carrier, homeported in Long Beach, California. KEARSARGE was commissioned on March 2, 1946 and has had a long and proud history. Annex (a) to this document is an outline of the ships history from commissioning to the present.

On January 25, 1967, the first of four major changes of command occurred aboard the "Mighty Kay", when Rear Admiral B. H. Shupper relieved Rear Admiral E. T. Reich as Commander of Anti-submarine Warfare Group FIVE. During 1967 KEARSARGE served as Rear Admiral Shupper's flagship and the heart of ASW Group FIVE.

Command of KEARSARGE exchanged hands on March 24, 1967, when Captain Ben C. Tate relieved Captain W. L. Nyburg. The ceremony marked the twenty-first change of command for the "Kay", but she did not lose the services of Captain Nyburg, who moved across the passageway to assume the duties of Chief of Staff for Admiral Shupper. Following the ceremony, Admiral Shupper presented the Battle Efficiency "E" Award to Captain Nyburg. This award was presented to KEARSARGE for her excellent record as the best CVS in the Pacific Fleet during the 18 month cycle ending on December 31, 1966.

Captain Tate, after six months of service as Commanding Officer of the KEARSARGE, was compelled to return home due to a grave illness in his family. Accordingly, on October 7, 1967, he was relieved by Captain Creighton W. Cook, while the ship was moored in Yokosuka, Japan.

Facing the difficult task of assuming command of a ship during deployment, Captain Cook had the assistance of Captain P. F. Hunter, who had become Executive Officer of the KEARSARGE on August 28, 1967.

Biographies of Rear Admiral Shupper, Captain Nyburg, Captain Tate, Captain Cook and Captain Hunter are included with this history as Annex (b).

January and February of 1967 were passed in Long Beach, as the KEARSARGE underwent restricted availability, readiness for sea, and upkeep phases. Then, on March 13, the "Mighty Kay" put to sea for the first time. As she did, she wore the "W" denoting excellence in her weapons department and the "A" given by Commander Naval Air Force, U. S. Pacific Fleet (COMNAVAIRPAC) for ASW Excellence Competition. The letter of award read, in part, "COMNAVAIRPAC takes pleasure in awarding the pennant to USS KEARSARGE (CVS-33) for standing first in Battle Efficiency Competition among Anti-submarine Warfare Support Aircraft Carriers assigned to Naval Air Pacific during 1 July 1965 to 31 December 1966.... The outstanding effort of USS KEARSARGE was a team effort."

Displaying all of these awards, the "Mighty Kay" spent eight days at sea, through March 21, undergoing the first of four carrier qualification periods prior to deployment to the Western Pacific.

Commander A. E. Geist, the ship's Air Boss, reports, "Carrier qualifications were very successful, however these periods were marred by one fatal accident in an A-1 aircraft which involved arresting gear engine failure and was caused by maintenance error.

A recommended change was submitted by KEARSARGE to U. S. Naval Air Engineering Center to prevent the re-occurrence of this type of accident."

During the calendar year 1967, the Air Department also participated in an Administrative Inspection, the ship/air group Operational Readiness Inspection and an underway training period in the San Diego operating area. In addition to A-4's, several other types of aircraft underwent carrier qualifications (carquals), including A-1, C-1, E-1B and S-2.

In the category of unusual operations the Air Department took part in the carrier suitability evaluation of the S-2E "Bullpup", an A-4 electronics suitability check, and what is believed to be the first C-2A landing/take-off from a CVS. In recognition of this performance, the Air Department received a rating of excellent on the Administrative Inspection and an outstanding in the Operational Readiness Inspection.

A breakdown of launches and recoveries made during 1967 is included with this history as Annex (c).

If the men of KEARSARGE seem to be in high spirits as they put to sea in March, this was not due to awards alone. On March 10, the ship was visited by a group of stars including Clint Walker, Sue Ann Langdon and a host of beautiful starlets. This was the first of several big shows, which moved the ship's Public Affairs Office to dub the "Kay" the "Show Ship of the Navy."

The KEARSARGE came back to Long Beach for one day to complete a very important evolution, the embarkation of dependents. The families of the men were given a taste of Navy life during a one day family cruise on the 23rd of March.

Through March and the first part of April, the "Kay" spent most of her time in port with one week at sea for refresher training. On April 11, the training was put to the test as the ship returned to sea for a Hunter-Killer Anti-submarine Warfare Exercise, (HUKASWEX). The purpose of this particular exercise, as noted by the ship's Operations Department, was "basic intertype ASW training". This was the first opportunity of the year for the KEARSARGE and her crew to test their proficiency in the ship's primary mission of anti-submarine warfare. It also gave the embarked Air Group (CVSG-53), under the leadership of Commander F. P. Koval, the chance to refresh themselves on this basic task.

The Air Group was composed of Helicopter Anti-submarine Squadron Six (HS-6) flying the SH-3A helicopter; Air Anti-submarine Squadron Twenty-Nine (VS-29) flying the S-2E; Air Anti-submarine Squadron Twenty-One (VS-21) also flying the S-2E; and a detachment of Airborne Early Warning Squadron One Hundred Eleven (VAW-111) flying the E-1B. On this first HUKASWEX of the year, the Operations Department reported that, "significant air crew ASW training was achieved."

Operations Department records state that the latter half of April and the early part of May were passed with more carrier qualifications and upkeep periods in Long Beach. A complete calendar of the year's activities of the KEARSARGE is attached as Appendix (d). This calendar

does not mention some things which the crewmen considered very important. For example, a visit by Miss Eva Gabor on May 3, 1967.

On May 11, with the deployment to the Western Pacific (WESTPAC) drawing steadily closer, the "Kay" again took to the waters of Southern California for ASW exercises. This time special emphasis was placed on intertype and screen penetration exercises, giving the six destroyers which regularly operate with KEARSARGE a chance to prepare for the activities in the Gulf of Tonkin. As the ship was returning from these exercises, ceremonies were held in the hangar bay to honor the men of HS-6. Commander W. H. Lockwood, the squadrons Commanding Officer, accepted the Navy Unit Commendation on behalf of his men on May 16.

Again the "Mighty Kay" returned to Long Beach for upkeep which took most of the latter half of May. Additional CARQUALS were performed as well during three days of this period.

It is easy to dismiss periods of time as having been spent in "upkeep." This can be deceptive. During these long weeks much unseen and unsung work was accomplished. Although the KEARSARGE did not undergo a major yard overhaul period in calendar 1967, a great many important changes were wrought in her physical plant during upkeep periods. The Engineering Department reports the completion or near completion of six major ship alterations during 1967. These included the installation of a vertical bar drop line light system, improvement of the overhead floodlighting of the ship's flight deck, and the installation of a sequence flashing light controller system. Additionally, a class "F" supplementary radio facility was installed, the ship's

laundry was expanded and the ship attained single probe fueling capabilities.

While the engineers were making these basic alterations, their daily work continued. It was especially important in 1967 as the ship prepared for an extended deployment to the Western Pacific that would last well into 1968. A record of that cruise is included with this history, separately bound under the title of USS KEARSARGE (CVS-33): 1967-68 WESTPAC CRUISE REPORT.

The unheralded work of "upkeep" was successful in 1967. This is attested by the facts which the Engineering Department cites on the ship's performance. "During calendar 1967, the KEARSARGE steamed 58,033.5 engine miles. The ship was at sea for 180 days of the year, during which over nine million gallons of fresh water were distilled and 10,139,079 gallons of fuel oil were consumed." A logistical report for calendar year 1967 is included with this history as Appendix (e).

Meanwhile, under the eye of the ship's Damage Control Assistant, training for all emergencies went forward. Much of this training was aimed at the ever dangerous enemy--fire. While the men were being trained, new equipment and systems were being installed to prepare for emergencies of every kind. An Engineering Maintenance Control Center was established to receive trouble calls for immediate repair. PKP (Purple K) portable fire extinguishers were employed in limited quantity.

On June 1, KEARSARGE left port for another HUKASWEX with special

emphasis on basic Destroyer/Anti-Submarine Squadrons/Helicopter Air Anti-Submarine Squadrons exercises and coordinated operations. Two days later the training and planning of the engineers were brought into play to fight disaster. On June 3rd, an explosion occurred in the after oxygen-nitrogen generating plant causing 90% damage to the plant compressor room and minor damage to the adjacent berthing compartment and to the torpedo work shop above the compressor room. Considerable structural damage was incurred in the surrounding compartments. Due to quick action by the crew, there were no major personnel casualties resulting from this explosion and fire.

Later in the year, Torpedoman Third Class Glenn F. Odom was awarded the Navy Commendation Medal for his "heroic achievement in rescuing a fellow shipmate from death by fire on board the USS KEARSARGE on June 3, 1967." Odom and another man were working in the assembly compartment of the torpedo shop when the explosion occurred. Odom quickly recovered from the effects of the blast and saw that his shipmate was running blindly from the smoke and fire area with his clothing ablaze. Odom used his own body to smother the burning clothing and then assisted the man to a first aid station.

From June 9, 1967 through July 10, 1967, KEARSARGE underwent more CARQUALS. Then the ship returned to sea for ten days, her last at sea preparation for the coming deployment to the Western Pacific. To a greater degree than any previous operation this one was aimed directly toward WESTPAC training. First, the ship took part in

exercise "Dynamic Action." This was a highly complex operation involving ASW and Surface/Sub-surface Surveillance Coordination. As these were to be the two primary tasks of the "Mighty Kay" in the Gulf of Tonkin, "Dynamic Action" was of particular importance.

This was followed by another HUKASWEX from July 14 to July 16. Then on July 17 the KEARSARGE began a HUKASWEX as part of her Operational Readiness Inspection "Designed to inspect the ships readiness for the forthcoming deployment."

This completed, the ship returned to Long Beach on July 20th for her last in-port period prior to deployment. This preparatory period was not all work and no play. On August 4th, the Hollywood Comedy Club and Masquer's Club came aboard to present a variety show on the flight deck. Pat O'Brien, Maureen O'Hara, Ed Begley, and some 50 other stars were featured.

On August 12, 1967, the Weapons Department brought home a prize of which they could be justifiably proud. At the First Annual Sea Festival of Long Beach, the Captain's gig of KEARSARGE came in second in open competition. This was quite a tribute to the hard work of the Weapons Department personnel, for the gig is 12 years old and was competing against many brand new craft.

Finally, on August 17th, the KEARSARGE departed from Long Beach on what was to become a record breaking cruise. Before it was over the "Mighty Kay" would support the American defense posture not only in the Gulf of Tonkin, but in the waters of Korea as well.

All of this was not known as the ship put to sea and most of the men were thinking of Hawaii, which lay two weeks of hard work away. In those two weeks the ship and her crew made ready for all that lay ahead. The Operations Department reports five basic types of training were carried out. First, flight operations for familiarization with the Large Area Surveillance Tactic for ASW Groups (LASTAG) and other entirely new types of ASW tactics which the KEARSARGE would employ in the Western Pacific. Second, day and night carrier qualifications were held. Third, the helicopters practiced day and night in-flight refueling from destroyers. Finally, Air Defense Gunnery with Ultra High Frequency/High Frequency (UHF/HF) relay drills were held.

On August 23rd, the ship changed operational command to that of Commander Anti-submarine Warfare Forces, Pacific (COMASWFORPAC), based in Hawaii. This command administered the Operational Readiness Evaluation (ORE) to the KEARSARGE. At the same time, the ASW Group studied noise radiation of each of its units and the detection capability of submarine sonar in the passive mode.

Having been evaluated ready for the combat zone, the "Kay" and her crew were ready to see Hawaii, where they arrived on September 1, 1967.

While the men enjoyed the sun and sand of Honolulu, the ship received a most important visitor. The Crown Prince of Nepal, Behendra Shah, was welcomed aboard the KEARSARGE on September 5, 1967. The 21 year old prince is also chairman of his nation's Regency Council, which

rules the country in the King's absence. After his tour of the "Kay", the Crown Prince went on to the east for a year of study at Harvard University.

On September 6th, the ship left Pearl Harbor and headed toward WESTPAC. While making this transit, the Operations Department reports that the ship carried out special training to "further familiarize, test and evaluate coordinated ASW Group tactics concerning LASTAG, collect data on ASW effectiveness and optimize ASW Group readiness to prosecute open ocean contacts."

During this same period the KEARSARGE answered the first of several calls of help which were to come her way during the cruise. In this instance the KEARSARGE was called on for assistance by the ARCTURUS, a Lyberian freighter, in distress.

As the "Mighty Kay" passed close by the ARCTURUS a message by flashing light was sent requesting fuel and water. Acting quickly, the KEARSARGE dispatched two helicopters to deliver 100 gallons of gasoline and 25 gallons of potable water to the ARCTURUS. The SS ELIZABETH was discovered to be in the area and the pilots of HS-6 contacted her. The ELIZABETH closed and rendered further assistance as the "Kay" continued her journey to Japan.

The KEARSARGE arrived in Yokosuka, Japan, in early October 1967, for a five day in-port period. During this time Rear Admiral Shupper of ASW Group FIVE assumed command of the Seventh Fleet's Anti-submarine Warfare Group. Admiral Shupper received the traditional mace from Rear Admiral

W. J. Moran. Admiral Shupper became the fourteenth holder of the mace, which was first exchanged in September 1961.

On October 23, 1967, following a four day transit, the KEARSARGE arrived in the Gulf of Tonkin and assumed as Surface/Sub-Surface Surveillance Coordinator in support of the Seventh Fleet off the coast of Vietnam.

The "Mighty Kay", now under Captain C. W. Cook, who had assumed command in Yokosuka, faced a complex problem in the form of SSSC. To keep track of every ship in the Gulf of Tonkin, day and night, while simultaneously providing support facilities to the Task Force, maintaining anti-submarine warfare readiness and performing Search and Rescue (SAR) missions was no mean task.

SSSC, perhaps more than any other operation in modern warfare, requires the highest proficiency in the field of communications in order to be effective. This proficiency was consistently demonstrated by the Communications Department of the KEARSARGE. This department reports the handling of 109,584 separate messages during calendar year 1967. Furthermore, Communications Department figures show a normal monthly flow of 9,132 messages, which jumped dramatically to 11,500 per month during Yankee Station Operations. The quality of the service rendered in this area can be gauged by the reliability index. Over the full year, 1967, KEARSARGE message reliability measured 93% in traffic sent and 97% in traffic received. This excellent job was done in spite of equipment problems which are described by the Communications Department in these terms: "One massive failure of insulators occurred due to obsolete

equipment. Some of the older equipment suffered recurring casualties, but backup gear was always adequate to handle any serious crisis. Much of the radio equipment (send and receive) was not designed to handle the extremely heavy traffic of Yankee Station. Most other WESTPAC ships have made similar evaluations. However, due to sufficient backup gear, KEARSARGE has been able to "hack the load." Alterations and new equipment to be added during the upcoming yard period should be more than adequate to handle the needs of the next cruise."

Indeed, the "Mighty Kay" did "hack the load" for nearly three weeks on Yankee Station and then on November 12th the ship headed for Subic Bay, Republic of the Philippines, for an upkeep period.

While enroute to Subic Bay the KEARSARGE received a message from Commander Naval Base, Philippines, asking her to render assistance to a grounded ship, the JIN YANG. Two helicopters were immediately dispatched from HS-6. The JIN YANG, a Korean vessel, had struck the Scarborough Shoal in the South China Sea about 150 miles west northwest of Manila. The aground ship sent a distress message saying that it had lost power and its engine room was flooding. The entire crew of 27 men was safely lifted from the JIN YANG to the "Kay" where the men were fed and given medical attention. When the KEARSARGE steamed into Subic Bay the men were safely delivered.

From November 14th to November 23rd, 1967, the KEARSARGE underwent upkeep in Subic Bay. The crew, after nearly one month at sea, were ready to see the town. Nonetheless, the deportment of the men was a source of pride to the ship at all times. One of the most onerous tasks aboard a

ship is that of the legal officer, who must handle the cases of men who get into trouble, legal or financial. During 1967, the legal office of KEARSARGE reports it handled 499 cases by non-judicial punishment. In addition, the men of legal had to prepare and execute eight Summary Courts Martial and thirty-three Special Courts Martial. During this same period, 1,185 letters of indebtedness were processed.

As the KEARSARGE departed from Subic Bay, she prepared to take part in exercise SILVERSKATE 67, one of the largest Seventh Fleet Anti-submarine Warfare exercises ever conducted in the South China Sea. This took four days from November 24th through 28th. The exercise simulated actual wartime conditions in which the opposing forces, comprised of three submarines, were tasked to attack all ships in the exercise area.

The purpose of the exercise as reported by the Operations Department was to conduct "coordinated ASW training with Chinese Nationals in cold war and hot war environments consisting of surveillance and ASW operations."

SILVERSKATE was broken down into four phases. The first phase simulated hot war conditions, as the ASW Group sortied from Subic Bay. With this crucial part of the operation completed, the exercise moved to cold war conditions in phase two. The two objects of this phase were "1) To conduct overall surveillance to locate, identify and maintain contact with non-friendly submarines. 2) To carry out SSSC operations in the exercise area with special emphasis on locating and tracking non-participating ships".

Hot war conditions were resumed as the exercise entered its third phase. Upon commencement of hot war the KEARSARGE and her attached destroyers were tasked to "seek out and simulate destruction of enemy submarines." In addition the "Kay" had to "provide ASW escort for participating friendly logistics ships in the exercise area."

Phase four consisted of a reconstruction of the entire exercise. The problems inherent in so complex and realistic a test of battle readiness are clear. Added to the normal difficulties, was the language problem which had to be faced with two Nationalist Chinese destroyers involved in the exercise. All problems were successfully surmounted and the smooth operation of the Chinese ships in conjunction with the regular ASW Group was an especially rewarding facet of the operation.

Upon completion of Exercise SILVERSKATE 67, the KEARSARGE returned to the Gulf of Tonkin, where she arrived on November 29th. Again, the ship was scheduled for a three week stay in the war zone. The ability of the American Navy to remain at sea for extended periods is one of the central factors in its deterrent strength. This ability rests largely on the logistics ships of the fleet. During 1967, the "Mighty Kay" saw a great deal of these vessels. The Weapons Department has provided the following information on underway replenishments. "During 1967, KEARSARGE conducted 158 underway replenishments with various types of ships. Of these, 118 were destroyers (DD's), 31 were oilers (AO's), 3 were ammunition ships (AE's), 2 were stores ships (AK's), and 4 were refrigerator ships (AF's). One new rig taken during replenishment was the Regulus rig, named for the inventing ship. Essentially, this is an all wire highline with the delivery ship

providing the winch power for both the inhaul and outhaul. KEARSARGE considers the rig to be outstanding."

Of course, the Weapons Department performed other functions besides underway replenishment. The handling of ordnance is one of the department's primary tasks and they reported the following figures on ammunition expenditures: "in training exercises throughout the year, 150 rounds of 5"/38, Variable Time Fuze Non-fragmenting, 121 rounds of 5"/38 Variable Time Fuze Fragmenting, 32 rounds of 5"/38 Anti-aircraft Common, and 57 rounds of 5"/38 blank loaded and plugged. In addition, the aviation ordnance expenditures consisted of MK 24 paraflares used for night identification of surface vessels, and the expenditures of LAU-60 2.75 rockets for training. Advanced undersea weapons expenditures consisted of 88 MK 44 exercise torpedoes which were used in ASW training exercises."

"Combat ordnance expenditures consisted of a small quantity of 7.62 mm ammunition fired by the SH-3A SAR helicopters and 25 "Bullpup" air-to-surface missiles fired by the S-2E aircraft against waterborne logistics craft." The use of these "Bullpup" missiles marked the first occasion on which they had been employed in combat by aircraft launched from a CVS.

The material which the Weapons Department brings aboard while at sea is under the care of the ships Supply Department. 1967 was a successful year for Supply. The department as a whole was awarded the COMNAVAIRPAC Award for Supply Excellence. The reasons were clear from a review of the Departments activities as contained in their report.

Several major changes were instituted. For example, "S-1 Division incorporated the surface 3-M reporting system into document flow to allow automatic Data Processing extraction and reporting of 3-M information from

requisitions for repair parts. S-2 Division replaced the excess free milk program with an additional monetary allowance. S-3 Division installed a high speed shirt press and also offered haircut service 16 hours a day. S-7 Division started a daily tape dump of MDR data, which cut down machine time for the computer operation."

Thus, the Weapons and Supply Departments deserve a large part of the credit for the extended operations of KEARSARGE during 1967.

After three weeks in the Tonkin Gulf, the "Mighty Kay" pointed to the North and began her transit to Sasebo Bay, Japan, where she would undergo upkeep and Christmas Holiday liberty. The men were in the spirit of the season, due to recording star Connie Francis' having entertained aboard KEARSARGE on December 8th.

As the ship was about to moor in Sasebo Bay, with all thoughts on impending liberty, disaster struck. In the words of the Engineering Department report, "On 23 December 1967 an oxygen fed fire occurred in the aviation storeroom, compartment C-411-A causing extensive electrical cable damage in adjoining compartments and the deaths of three personnel. No structural damage was incurred." This event cast a pall over the holiday atmosphere. Moreover, it caused the entire crew to pay more attention to the hazard of fire. This enemy had been recognized previously by Captain Cook, who had taken specific action to fight it. At the Commanding Officer's direction a team of highly trained fire fighters, known as the "flying wedge", was formed. These men were on constant alert and when the word of fire was announced, they proceeded directly to the scene with all available fire fighting equipment. In one instance, the "flying wedge"

was on the spot and had successfully extinguished a potentially dangerous fire in less than three minutes. As the early stages of a fire are known to be the most crucial, it is felt that this new unit was largely responsible for the KEARSARGE's subsequent ability to effectively control fire hazards.

This sad note is not the concluding one in the history of KEARSARGE 1967. Several brighter spots followed in the remaining days of December. The crew was again host to a visiting group of entertainers, this time the Guy Mitchell troupe which performed on December 27th.

The day after the Guy Mitchell show, the men of KEARSARGE under the leadership of their Chaplain's Office had an opportunity to show some Christmas spirit. On December 28th, the World Mission to Children Orphanage visited the "Kay". As a special gift to the children from the officers and men of KEARSARGE, Captain Cook presented Miss Elsie Grenz, director of the orphanage, with 90,000 Yen.

A good index of the success of any command is its ability to re-enlist competent personnel. Re-enlistments constitute a kind of seal of approval by the men. In this area the KEARSARGE enjoyed an enviable record. The ship's career counselor reports that 19 non-career personnel and 30 career personnel re-enlisted, during 1967. These figures were to grow as the cruise continued, reflecting the high morale and professionalism which had been engendered throughout the year.

DOCUMENTARY ANNEX (a)

PUBLIC INFORMATION OFFICE
U.S.S. KEARSARGE (CVS-33)
CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA
96601

SHIP'S HISTORY

In the Southeastern ranges of New Hampshire's White Mountains there stands an obscure peak bearing the name KEARSARGE. From a small girl's early impression of this little known, picturesque mountain, a tradition was born of which the United States Navy has always been proud. For on November 5, 1861, Ellen Stanton, daughter of a U.S. Congressman, christened a 1,031-ton sloop-of-war, USS KEARSARGE. In the ensuing century, three ships have borne this illustrious name, all adding honorably to our Navy's heritage.

KEARSARGE first saw action during the latter stages of the Civil War under the direction of Captain John Winslow. After patiently waiting for five days outside the harbor of Cherbourg, France, the challenge posed by KEARSARGE was finally accepted by the notorious Confederate blockade runner ALABAMA.

In a bitterly contested battle lasting 65 minutes, the ALABAMA expended 370 rounds of ammunition to that of 173 by KEARSARGE. However, the first from KEARSARGE proved to be far more accurate than her opponent's and the ALABAMA was sunk.

So outstanding was the career of the first KEARSARGE that the Secretary of the Navy, Hilary A. Herbert, urged upon President Cleveland and Congress that a battleship be designated KEARSARGE. Through this proposal, by an act of Congress, a battleship was so named in 1865 and commissioned in 1898. In so doing, the second KEARSARGE became the only battleship of the Navy not named for a state.

Weighing 11,525 tons and having a complement of 39 officers and 618 enlisted men, the KEARSARGE was a first class battleship. Her firepower consisted of four 3-inch guns, four 8-inch breech-loading rifles, twenty 6-pounders, one Gatling gun, and one field piece which, combined with a top speed of 16 knots, made the second KEARSARGE the pride of the Navy.

Among the more notable achievements of the battleship was her participation as a member of the Great White Fleet which sailed around the world in 1908. After searching for German submarines during the early part of the First World War, KEARSARGE was used as a training ship. In this capacity she saw more Navy personnel on her decks than any other five ships combined. Still her service was not at an end.

At the close of World War One KEARSARGE was converted to a craneship and, as Craneship No. 1, assisted in raising the S.S. SQUALUS which had sunk off the coast of New Hampshire.

Following the attack on Pearl Harbor, 43 years after her launching, KEARSARGE was towed to Pearl Harbor where she was used in the extensive salvage operations. Presently, the craneship gives a full measure of service in the Boston Navy Shipyard and remains one of the largest floating cranes in the Navy.

When Congress convened in 1942 it authorized a new 41,000-ton aircraft carrier to further bear the proud name and tradition of KEARSARGE. On March 2, 1946, it was commissioned.

After extensive operations on the East Coast, including training and cruises to the Mediterranean, KEARSARGE participated in the all important integration of jet propelled aircraft to carrier conditions.

On August 29, 1947, KEARSARGE loaded two new aircraft known as Phantoms and proceeded to catapult these jets for their part in the National Air Races in Cleveland. It was the first time a jet-propelled fighter plane had taken off from a carrier at sea and landed at an inland base.

The years 1948-49 were spent training, exercising and operating on the East Coast, doing much the same type of work the battleship KEARSARGE had done 30 years before.

Then, on January 21, 1950, the carrier steamed from Boston Harbor to San Diego via the Panama Canal; and on June 16 of the same year she was converted from the Essex Class carrier to an Oriskany Class. In 20 months the KEARSARGE was given the capabilities which enabled her to handle the faster and more versatile types of naval jet aircraft.

Recommissioned February 15, 1952, the carrier was tested in combat for the first time the following winter off the coast of Korea. She didn't return to the U.S. until February 1953, and then it was for only a short stay as she was ordered back to the Far East in July where she patrolled the China Sea for six months.

Despite the truce in Korea, KEARSARGE toured the Oriental water during 1954-55...her third and fourth trips. On her third cruise she operated with the U.S. Seventh Fleet taking part in the Tachen Islands evacuation of many Nationalist Chinese fleeing the Communist-threatened area.

In July 1956 KEARSARGE began a series of modernizations at the Puget Sound Naval Shipyard in Washington state. Among the changes included a new angled deck and an enclosed hurricane bow. One year later in San Francisco Bay, KEARSARGE led an armada of 20 ships in our nation's first Fleet review.

U.S.S. KEARSARGE
HISTORY
PAGE FOUR

Later that year, the "Mighty Kay", as she had become known, set out on her fifth Far East cruise during which she tested her cold weather capabilities off the Siberian coast. Eight months later she returned to San Diego, Calif.

Another chapter of KEARSARGE history was begun October 1, 1958, when she was redesignated a CVS - antisubmarine aircraft carrier. At the completion of five months of overhaul and adaption to her new mission, KEARSARGE left the Long Beach Naval Shipyard equipped to hunt, discover and kill enemy submarines.

Equally important, however, is the peace-time role KEARSARGE plays as a training ship and public relations instrument for the Secretary of the Navy.

Between July and September 1959, the carrier conducted several midshipmen and reservists' cruises as well as two SecNav Guest cruises. Shortly afterward KEARSARGE began her sixth Western Pacific tour.

Enroute to Yokosuka, she was diverted to Nagoya, Japan, where for six days her crew rendered aid to victims of typhoon Vera. Carrier helicopters carried many persons to safety, medical assistance was provided and the crew donated money and clothing.

It appeared the remainder of the cruise would be routine until, on the return trip homeward, the KEARSARGE rescued four Russian soldiers who had been adrift in their disabled landing craft for 49 days.

Between March 1960-61 KEARSARGE operated off the West Coast. Then on March 4 she got underway for her seventh Far East cruise returning in November of that year.

Again the carrier was sent to Puget Sound for overhaul repairs, emerging after six months as the most modern antisubmarine aircraft carrier in the fleet.

U.S.S. KEARSARGE (CVS-33)
HISTORY
PAGE FIVE

Her newest capabilities proved infallible on October 3, 1962, as she gained world-wide recognition for her pinpoint recovery of Navy Cdr. Walter M. Schirra, Jr., and his space craft Sigma Seven. They splashed into the Pacific Ocean near Midway Island only five miles from KEARSARGE after orbiting the earth six times. With this mission, the carrier became the first ship to track both visually and instrumentally the re-entry phase of a Mercury capsule through impact.

After several months of various operations off the coast of California, KEARSARGE again entered the world spotlight. This time on May 16, 1963, by recovering astronaut Air Force Major L. Gordon Cooper and his Faith Seven space capsule in which he orbited the earth 22½ times.

The fanfare over, KEARSARGE returned to her routine operations and departed Hawaii for her eighth Far East tour in June 1963. The seven months of steaming were highlighted by the ship's first trip to Hakodate on the Island of Hokkaido, northernmost island in the Japanese chain. KEARSARGE returned to the U.S. December 3, 1963.

On June 19, 1964, KEARSARGE began her ninth Western Pacific cruise. It was one-hundred years to the day that the first KEARSARGE fought and sank the ALABAMA.

While visiting Yokosuka, Japan, on August 5, the carrier was called upon to provide antisubmarine protection to U.S. Seventh Fleet ships involved in the Gulf of Tonkin Crisis. For this service, between August and November 1964, the KEARSARGE crew was awarded the U.S. Armed Forces Expeditionary Medal.

U.S.S. KEARSARGE (CVS-33)
HISTORY
PAGE SIX

December 16, 1966, brought an end to KEARSARGE'S ninth cruise and with it the beginning of a six month overhaul in the Long Beach Naval Shipyard. During the yard period the carrier was fitted with the latest naval radar equipment, and aluminum flight deck and numerous other up-to-date facilities.

In June of 1965, KEARSARGE took to sea once again and conducted sea-trials and various operations off the coast of California. Then during the first half of 1966, the Mighty Kay conducted exercises and made preparations for her forthcoming Western Pacific Cruise.

Prior to leaving the states, KEARSARGE held a series of onboard dances for schools of communities surrounding her home port of Long Beach. In May, she served as "rescue ship" for South Torrance High School's Senior Prom, when the school lost its ballroom accommodations in a reservation mix-up.

KEARSARGE steamed more than 35,000 miles on Yankee Station during 1966, at which time the ship and embarked Antisubmarine Air Group 53 maintained an around-the-clock surface and subsurface watch on the waters of the Tonkin Gulf. Pilots from Antisubmarine Helicopter Squadron Six rescued 16 downed American fliers, frequently braving heavy enemy fire. For their outstanding display of professionalism and heroism, the men of KEARSARGE and Air Group 53 received more than 400 awards with Helicopter Squadron Six receiving the Navy Unit Citation. Other awards included Navy Crosses, Silver Stars, Distinguished Flying Crosses, Purple Hearts, Navy Commendation Medals and letters of commendation.

U.S.S. KEARSARGE (CVS-33)
HISTORY
PAGE SEVEN

In October, the carrier was called to transport President Johnson's helicopter through the strait of Malacca while the President visited Malaysia. At the same time, KEARSARGE helicopters were temporarily in Manila, providing transportation for the Presidential party at the Seven Nation Summit Conference. While thus deployed to Sangley point, Philippine Islands, these helos ferried emergency medical teams and supplies to the scene of the ship collision in Manila Bay which claimed at least 44 lives.

During the carrier's return from her Malaysia mission, she dipped below the equator, and Trusty Shellback (men who had made the crossing before) initiated more than 2,000 Slimy Pollywogs into "the solemn mysteries of the deep."

Also during her six and a-half month deployment, KEARSARGE as a unit of ASW Group FIVE, participated in Antisubmarine Warfare exercises with the navies of Australia, Great Britain, Japan, and Korea. Exercise SILVERSKATE, conducted in waters west of the Philippines, was the most intricate of these exercises. Aside from ASW Group FIVE, SILVERSKATE included units of the United States Air Force and the particularly heavy shipping between the Philippines and ports of South Vietnam.

On December 20, 1966, KEARSARGE'S tenth deployment came to an end as the 41,000 ton carrier steamed into Long Beach harbor in time for a well earned Christmas at home.

~~SECRET~~

DOCUMENTARY ANNEX (B)

REAR ADMIRAL BURTON H. SHUPPER, U. S. NAVY

COMMANDER
ANTISUBMARINE WARFARE GROUP FIVE

Rear Admiral Burton H. Shupper assumed command of Antisubmarine Warfare Group FIVE, aboard his flagship, USS KEARSARGE, January 25, 1967. Prior to assuming command of ASW Group FIVE, Admiral Shupper spent three years in the Bureau of Naval Personnel, where he was Assistant Chief for Plans and Programs.

Admiral Shupper received a principal appointment to the Naval Academy after taking a competitive exam in New York State. He attended Dwight Prep School, New York City, in preparation for the examination. While attending the Naval Academy, Admiral Shupper was on the wrestling team, the track squad, and participated in the intra-mural sports of swimming, baseball and soccer. He was also a varsity cheer leader.

Upon graduation from the U. S. Naval Academy in June 1937, he was assigned to the USS ASTORIA at Long Beach, California. After 18-months with the ASTORIA, he was transferred to the USS CHICAGO for duty on the Staff of Commander Cruisers, Scouting Force.

Admiral Shupper then served seven years aboard destroyers in the Pacific, commencing with the USS FLUSSER in the Hawaiian Detachment. As Gunnery Officer of the USS SOUTHARD, he was operating out of Honolulu December 7, 1941, when the Japanese attacked Pearl Harbor. The SOUTHARD participated in the Guadalcanal Campaign receiving the Navy Unit Commendation for her performance. Admiral Shupper then served as Executive Officer of the USS LONG until completion of the Attu Campaign

In 1943, Admiral Shupper served as Executive Officer in the USS HAGGARD immediately after its commissioning. He was ordered to his first command, the USS MACDONOUGH, in 1944. His next command was the USS BELL until it was decommissioned in 1946. While in command of the MACDONOUGH and the BELL, he participated in Central and Southwest Pacific actions from Leyte to Balikpapan.

After World War II, Admiral Shupper served in the Navy's Bureau of Naval Personnel (BUPERS) for two years. He then attended the Naval War College at Newport, after which he returned to the Pacific Fleet as Surface Operations Officer on the Staff of Commander Carrier Division 15. During this tour, the Staff was actively engaged in the Korean War. After

serving as Executive Officer of the Naval Mine Depot at Yorktown, Virginia, he served as Executive Officer of the heavy cruiser USS NEWPORT NEWS, the flagship of the Commander SIXTH Fleet. After this assignment, he was ordered to command Destroyer Division SIX ZERO ONE, followed by a second tour with BUPERS. After graduating from the National War College, he went to Pacific Fleet Headquarters and served as Assistant Chief of Staff for Plans on the Staff of the Commander-in-Chief, Pacific Fleet, until ordered to command the guided missile cruiser USS PROVIDENCE. While under his command, the PROVIDENCE served as flagship for the Commander SEVENTH Fleet, in the Far East, and received its third consecutive Battle Efficiency and Majorie Sterrett awards.

Rear Admiral Shupper pinned his stars on August 1, 1965. During his Naval career, Admiral Shupper has received the following medals and awards: Bronze Star with Combat "V", Gold Star in lieu of 2nd Bronze Star, Commendation Medal with "V", Star in lieu of 2nd Commendation Medal, Navy Unit Commendation, two stars in lieu of 2nd and 3rd Navy Unit Commendations, American Defense Service Medal with Fleet Clasp, American Campaign Medal, Asiatic-Pacific Medal with 8 battle stars, World War II Victory Medal, Navy Occupation Service Medal, China Service Medal, National Defense Service Medal with Bronze Star, Korean Service Medal with 3 stars, United Nations Service Medal, Philippine Liberation Ribbon with 2 battle stars, Philippine Presidential Unit Citation, and the Korean Presidential Unit Citation.

The Admiral and his wife, Barbara, reside in quarters on the Long Beach Naval Station. They have a son Thomas, who recently earned the wings of a Naval Aviator, and a son John, who is a Naval Reserve Midshipman at the University of South Carolina. Their only daughter Diane, is married to Mr. Donald Cox of Arlington, Virginia. Admiral and Mrs. Shupper have two grandchildren.

BIOGRAPHY
OF
CAPTAIN WILLARD L. NYBURG, U.S. NAVY
CHIEF OF STAFF
ANTISUBMARINE WARFARE GROUP FIVE

On March 24, 1967, Captain Willard L. Nyburg assumed his duties as Chief of Staff for Rear Admiral B.H. Shupper, Commander Antisubmarine Warfare Group FIVE, after being relieved of his command of the USS KEARSARGE(CVS-33).

Captain Nyburg graduated from Woodbury High School, Woodbury, New Jersey, in 1937. In 1938, he entered the Naval Academy at Annapolis, Maryland, with a Presidential "at large" appointment. While at the Naval Academy he was active in swimming, sailing, football, and track. He was commissioned an Ensign on December 19, 1941.

Captain Nyburg first served aboard the USS PHILADELPHIA in the Atlantic and participated in the North African invasion, and invasions of Sicily, Salerno and Anzio, Italy, and Southern France. He was designated a Naval Aviator in 1946 and assigned as Executive Officer of Attack Squadron 5A, at North Island, California.

Captain Nyburg was in one of the early classes to train in the F-80 jet aircraft. This was followed by tours on the staffs of Commander Fleet Air West Coast, as Carrier Operations Officer, and Commander Naval Air Force Pacific Fleet, as Flight Safety Officer.

From 1951-53, Captain Nyburg served in the Office of Naval Material, Washington, D.C., as Head of the Aircraft and Guided Missile Production Branch. In addition, he served as Bureau of Aeronautics Consultant for Controlled Materials and Navy Liaison Officer to Aircraft Production Resources Agency, Wright-Patterson AFB, Ohio. He also served on the staff of the Special Assistant to the Secretary of Defense for Military Production, as Production analyst and expeditor.

In 1953-55, Captain Nyburg commanded ALL-weather Atomic Delivery Squadrons embarked in SIXTH Fleet carriers USS MIDWAY and USS CORAL SEA, deployed in the Mediterranean. From 1955-57, he served as Executive Officer of the Navy Atomic Weapons and Guided Missiles School in Norfolk, Virginia.

From 1957-58, Captain Nyburg attended the Air Force's Air War College, as an exchange student. After completion, he was

-more-

CAPTAIN WILLARD L. NYBURG
PAGE TWO

assigned as a Navy representative at the Lockheed Missile and Space Division, at the POLARIS production facility in Sunnyvale, California.

After serving as Executive Officer of the USS YORKTOWN for sixteen and a half months, Captain Nyburg was transferred to the office of the Deputy Chief of Naval Operations for Research and Development, for a year. He was then assigned to the Nuclear Branch, Strategic Plans and Policies within the organization of the Joint Chiefs of Staff.

A veteran of Vietnam, the Captain served consecutive tours as Commanding Officer of the ammunition ship USS HALEAKALA and the USS KEARSARGE during operations in support of the SEVENTH Fleet in 1965-66.

Among his medals and awards are the Bronze Star with Combat "V", the Navy Unit Citation, and various theater and campaign awards, covering service in the Atlantic, European-Middle East, and Pacific. On board the USS ENTERPRISE in the Tonkin Gulf, in March 1967, Captain Nyburg was awarded the National Order of Vietnam, Fourth Class, and the Cross of Valor with Bronze Palm by General Van Thieu, South Vietnam's Head of State, and Premier Ky.

Captain Nyburg is married to the former Olga Hendrickson, of Woodbury, New Jersey. They maintain a residence with three of their six children, in San Jose, California. Their oldest daughter is pursuing a graduate degree program at San Jose State College; a married daughter and her husband are teaching in Alaska with the VISTA program; and their oldest son is attending the Naval Academy at Annapolis, Maryland.

-USN-

CAPTAIN BENJAMIN C. TATE
21st COMMANDING OFFICER
USS KEARSARGE (CVS-33)

In assuming command of KEARSARGE, Mar. 24, 1967, Capt. Benjamin C. Tate brought with him an honored background in antisubmarine warfare experience. He wears the Navy Cross, Distinguished Flying Cross, Purple Heart and other decorations from World War II. Tours of duty have included Executive Officer and Commanding Officer of ASW squadrons and as Commander of an ASW air group.

Capt. Tate entered the Navy in late 1941 via the Naval Aviation Program and began his flight training at Anacostia Naval Air Station, Washington, D.C. He was commissioned Ensign in 1942. His first assignment was with Torpedo Squadron 24, attached to the USS BELLEAU WOOD (CVL-24).

During the second half of 1943 and early 1944, the Captain participated in numerous strikes against islands of the Pacific while flying the TBF torpedo plane. He was awarded the DFC for sinking a Japanese Merchant ship by skip-bombing near the Bonin Islands in the Western Pacific, as well as the Purple Heart and Navy Cross following a torpedo attack on a Japanese carrier in the First Battle of the Philippine Sea. Later that year, he was assigned to VF-150, attached to the USS CHAMPLAIN, and flew the F6F Grumman fighter.

After the war, Capt. Tate was attached to VP-3, stationed at Coco Solo in the Canal Zone, and flew PV-2 and P2V patrol aircraft. He subsequently served as flight and scheduling officer for the Naval Aviation Ordnance Test Station, Chincoteague, Va.

-more-

CAPTAIN BENJAMIN C. TATE
PAGE TWO

Capt. Tate next reported to the USS LEYTE as Assistant Air Officer. That assignment was followed by appointment as Executive Officer of VS-30, one of the first squadrons to convert from AF aircraft to the S2F.

The Captain also has served as Air ASW Systems Officer in the Air Branch of the Office of Naval Research in Washington, D.C.; XO and CO of VS-36; Air Systems Officer in ASWFORLANT; Commander ASW Air Group 58; and Operations Officer and XO of the USS RANDOLPH. Upon completing studies at the Industrial College of the Armed Forces, he served with OPNAV, where his work concerned research and development. Prior to assuming command of KEARSARGE, he commanded the Seventh Fleet oiler, USS NAVASOTA.

Capt. Tate is married to the former Jane Eaton of Winchester, Ky., where they live with their three children: Robin, Casey and Jane.

-USN-

CAPTAIN CREIGHTON W. COOK
22ND COMMANDING OFFICER
USS KEARSARGE (CVS-33)

A 1943 graduate of the U.S. Naval Academy at Annapolis, Captain Creighton W. COOK was promoted to his present rank in September 1963. Prior to receiving orders to command the USS KEARSARGE, Captain COOK served as Assistant Chief of Staff for Readiness on the staff of Commander Fleet Air Wings, Atlantic Fleet.

During World War II, Captain COOK served with the Pacific Fleet Submarine Force and earned his submarine "Dolphins" while attached to USS PARGO (SS 264). He was also awarded the submarine combat insignia with five gold stars, the Navy Unit Commendation, and Silver and Bronze Star Medals while in PARGO. Taking to the air in 1946, Captain COOK received his wings and assignment to Pacific Fleet Patrol Squadron 42 in 1948. Flying with this seaplane unit in Korea he received the Air Medal with Gold Star and Letter of Commendation with Pendant.

In 1954 Captain COOK was awarded the Degree of Master of Science in Aeronautical Engineering by the Massachusetts Institute of Technology. He then returned to operational anti-submarine warfare assignments with Patrol Squadron 24 and Commander Fleet Air Wings, Atlantic Staff. Joining the Bureau of Ordnance Special Projects Office in 1957, he was awarded a Secretary of the Navy Commendation in 1960 for his contributions to POLARIS Missile design.

As Commanding Officer of the first P-3 ORION Squadron, Patrol Squadron EIGHT, Captain COOK served as an operational commander during the Cuban Quarantine, for which duty he was awarded a Commander Anti-Submarine Warfare Force, Atlantic Fleet Letter of Commendation.

In June 1963 he reported to the U.S. Naval Ordnance Laboratory as Applications Officer for underwater weapons, then assumed command of USS ARNEB (AKA 56). This latter tour with the Atlantic Fleet Amphibious Force included operational employment during the Dominican Republic crisis.

A native of Syracuse, New York, Captain COOK is married to the former Miss Betty Jean Combs of Daytona Beach, Florida. They maintain their residence in Huntington Beach, California, with their children Sharon and Creighton, Jr.

BIOGRAPHY
OF
CAPTAIN P. FRANK HUNTER, III
EXECUTIVE OFFICER
USS KEARSARGE (CVS-33)

A native of Herristown, Pennsylvania, Captain P. Frank Hunter, III entered the Navy via the Naval Academy. After graduation and receiving his commission in 1946, Captain Hunter served aboard the USS MIDWAY in the Atlantic and Mediterranean.

Leaving the MIDWAY in 1948, Captain Hunter went to Pensacola, Florida for basic flight training and then to Corpus Christi, Texas where he was designated a Naval Aviator. In 1950 Captain Hunter was assigned to VP-5 based in Jacksonville, Florida flying P2V aircraft.

Captain Hunter then became an Instructor Pilot for ATU-601 based in Hutchinson, Kansas, and in 1955 he reported to the Naval Air Technical Training Center in Memphis, Tennessee as a student at the Aircraft Maintenance Officer School.

After serving two years in Patuxent River, Maryland, flying the Early Warning Barrier for VW-13, Captain Hunter was then assigned to the Staff of Naval Air Atlantic in Norfolk, Virginia. He returned to Patuxent River in 1959 for three consecutive tours of duty which started as a student at the Test Pilot School. Following this he became an Antisubmarine Warfare Branch Head for the Service Test Division. From 1962-1965 Captain Hunter subsequently served as Operations Officer, Executive Officer and Commanding Officer of VP-44 flying the P3A Orion. Major deployments for Captain Hunter were spent in Argentina, Newfoundland and Malta.

-MORE-

During 1965 Captain Hunter attended the National War College in Washington, D.C. He then reported to the USS KEARSARGE as Navigator in June, 1966. Captain Hunter assumed his new office as Executive Officer of KEARSARGE on August 28, 1967.

Captain Hunter is married to the former Miss Ellen Jones. The Hunters make their home in Los Alamitos, California, with their five children, Virginia, Beth, Frank IV, Alice and Bill.

-USN-

DOCUMENTARY ANNEX (c)

DOCUMENTARY ANNEX (c)

LAUNCH AND RECOVERY
STATISTICS: 1967

A total of 7014 Aircraft Catapult Launches were made during the calendar year 1967. Of this total, 4374 launches were made on the starboard catapult and 2640 launches were made on the port catapult.

A total of 7758 fixed wing arrested recoveries were made, during the calendar year 1967, broken down by engine as follows:

<u>Engine Number</u>	<u>Number of Recoveries</u>
One (1)	1411
Two (2)	2063
Three (3)	2356
Four (4)	1319
Five (5)	609
Six (6) (Barricade)	0
Total:	<u>7758</u>

DOCUMENTARY ANNEX (d)

DOCUMENTARY ANNEX (d)

USS KEARSARGE OPERATING SCHEDULE: 1967

1 Jan - 24 Feb	Restricted Availability
25 Feb - 27 Feb	Readiness for Sea Period
28 Feb - 12 Mar	Upkeep, Long Beach
13 Mar - 21 Mar	CARQUALS, Southern California
22 Mar	In Port, Long Beach
23 Mar	Family Day Cruise
24 Mar - 26 Mar	In Port, Long Beach
27 Mar - 2 Apr	Refresher Training
3 Apr - 10 Apr	In Port, Long Beach
11 Apr - 18 Apr	HUKASWEX 3A-67. Purpose: Basic intertype ASW training. Significant Air Crew ASW training achieved.
19 Apr - 23 Apr	Upkeep, Long Beach
24 Apr - 1 May	CARQUALS, Southern California
2 May - 10 May	Upkeep, Long Beach
11 May - 17 May	HUKASWEX 3B-67. ASW, with emphasis on intertype and screen penetration exercises.
18 May - 21 May	In Port, Long Beach
22 May - 25 May	CARQUALS, Southern California
26 May - 31 May	In Port, Long Beach
1 Jun - 8 Jun	HUKASWEX 4-67. ASW, with emphasis on basic DD/VS-HS exercised and coordinated operations.

9 Jun - 16 Jun Leave and Upkeep, Long Beach

17 Jun - 18 Jun Upkeep, Long Beach

19 Jun - 25 Jun Carquals, Southern California

26 Jun - 9 Jul Upkeep, Long Beach

10 Jul - 13 Jul Fleetex 2A-67 "Dynamic Action". ASW/SSSC exercise in preparation for WESTPAC deployment.

14 Jul - 16 Jul HUKASWEX 5-67

17 Jul - 19 Jul HUKASWEX 6-67 (ORI). Southern California operations designed to inspect the ship's readiness for the forthcoming deployment.

20 Jul - 16 Aug Preparation for overseas movement.

17 Aug - 22 Aug Enroute to Pearl Harbor.

23 Aug - 31 Aug Changed operational command to that of ASWFORPAC and received Operational Readiness Evaluation (ORE).

1 Sep - 5 Sep In Port, Pearl Harbor.

6 Sep - 11 Oct Special Operations.

12 Oct - 17 Oct In Port, Yokosuka

18 Oct - 22 Oct Enroute to Tonkin Gulf

23 Oct - 11 Nov Yankee Station Operations

12 Nov - 13 Nov Enroute to Subic Bay.

14 Nov - 23 Nov Upkeep, Subic Bay

24 Nov - 28 Nov Exercise Silverskate 67

29 Nov - 19 Dec Yankee Station Operations

20 Dec - 23 Dec Enroute to Sasebo

24 Dec - 31 Dec Upkeep Sasebo

DOCUMENTARY ANNEX (e)

DOCUMENTARY ANNEX (e)

USS KEARSARGE LOGISTICS REPORT: 1967

DAYS UNDERWAY	180
DAYS NOT UNDERWAY	185
FUEL (NSFO) USED UNDERWAY	10,139,079
FUEL (NSFO) NOT UNDERWAY	1,715,527
TOTAL HOURS STEAMING	7,637
TOTAL HOURS NOT STEAMING	1,107
NUMBER OF TIMES REFUELED	59
NUMBER OF DD'S REFUELED	110
FUEL OIL (NSFO) RECEIVED	17,708,920
FUEL OIL (NSFO) TRANSFERRED	6,200,952
DIESEL OIL USED	20,267
MAIN ENGINE LUBE OIL USED	11,564
BOILER FIRESIDES CLEANED	40
BOILER WATERSIDES CLEANED	18
FRESH WATER DISTILLED	9,141,318
FRESH WATER RECEIVED	8,136,671
FEED WATER DISTILLED	11,187,341
FEED WATER USED	10,560,355
FRESH WATER USED	17,156,681