

U. S. S. SHANGRI-LA CVA-38

1964

- Jan. 1 -** Anchored in anchorage X-2, Naples, Italy.¹
Anchored Naples, Italy.²
- Jan. 2 -** Anchored in anchorage X-2, Naples, Italy.¹
Anchored Naples, Italy.²
- Jan. 3 -** 0000hrs. Anchored in anchorage X-2, Naples, Italy.¹
0831hrs. Called away the Sighting Team. A Cuban merchant stood into the harbor.¹
1330hrs. CDR Lawrence M. RAYBURN, USN, departed the ship to proceed to CNAVANTRA NAS Corpus Christi for duty as CO of TRARON 29.¹
Anchored Naples, Italy.²
- Jan. 4 -** 0000hrs. Anchored in anchorage X-2, Naples, Italy.¹
1002hrs. Underway for Palma, Mallorca, (Balearic Island) Spain in accordance with CTF-60 Op Order 50-64.¹
1105hrs. Locked no. 4 shaft due to hot spring bearing.¹
1117hrs. Unlocked no. 4 shaft.¹
1213hrs. Refueled from CHIKASKIA (AO-54). Commenced transferring material.¹
1250hrs. Assumed tactical command of WALDRON (DD-699).¹
1309hrs. Commenced flight operations.¹
1506hrs. Completed flight operations.¹
Positions: 1200 - Lat. 40-26.5N, Long. 13-46.1E; 2000 - Lat. 40-26.8N, Long. 13-24.5E.¹

1964

Departed Naples, Italy. Conducted live close air support strikes at Capo Teulada, Sardinia as part of MEDLANDEX 1-64.²

Jan. 5 - 0000hrs. Steaming in company with WALDRON (DD-699) and PUTNAM (DD-757) enroute from Naples, Italy to Golfo di Palmas, Sardinia.¹

0135hrs. Commenced pumping bilges.¹

0545hrs. Executed Plan Quick Switch.¹

0653hrs. Commenced flight operations.¹

1808hrs. Completed flight operations.¹

1845hrs. Released WALDRON.¹

Positions: 0800 - Lat. 41-06.5N, Long. 11-02.3E; 1200 - Lat. 41-10.8N, Long. 11-06.4E; 2000 - Lat. 40-36.1N, Long. 11-23.4E.¹

At Sea. MEDLANDEX 1-64.²

Jan. 6 - 0000hrs. Steaming enroute from Naples, Italy to Golfo di Palmas, Sardinia in company with PUTNAM (DD-757).¹

0757hrs. Commenced flight operations.¹

1902hrs. Completed flight operations.¹

1910hrs. Detached PUTNAM.¹

2032hrs. Commenced refueling from CALOOSAHATCHEE (AO-98).¹

Positions: 0800 - Lat. 38-17N, Long. 08-52E; 1200 - Lat. 38-19N, Long. 09-00E; 2000 - Lat. 38-35.4N, Long. 09-00E.¹

At Sea. MEDLANDEX 1-64.²

Jan. 7 - 0000hrs. Steaming enroute from Naples, Italy to Palmas, Mallorca in HENLEY (DD-762).¹

0110hrs. Port running light reported out. Emergency light put in operation.¹

0700hrs. Commenced flight operations.¹

0930hrs. Launched aircraft no. 415.¹

1724hrs. Recovered one aircraft with fuel leakage.¹

1950hrs. Launched one aircraft. Aircraft, A4C type, hit water ahead of this ship, dropped his fuel tanks and became airborne again.¹

2005hrs. Called away all fog foam stations.¹

2017hrs. Recovered one A4C in the barricade. Pilot uninjured.¹

Positions: Lat. 40-29N, Long. 11-26E; 1200 - Lat. 40-41N, Long. 11-32E; 2000 - Lat. 40-49N, Long. 11-38E.¹

At Sea. MEDLANDEX 1-64.²

Jan. 8 - 0000hrs. Steaming in company with TU-60.2.9 composed of DEWEY (DLG-14), COMDESRON-26 embarked, and HENLEY (DD-762) operating in the Tyrrhenian Sea enroute from Naples, Italy to Palma, Mallorca in accordance with CTF-60 Op Order 50-64.¹

0440hrs. COMDESRON-8 (CTF-60.2) assumed tactical command of this vessel.¹

0704hrs. Commenced replenishment from HYADES (AF-28).¹

0913hrs. CDR CARRIER, Air Officer, was given the conn.¹

1127hrs. Commenced rearming from DIAMOND HEAD (AE-19).¹

1251hrs. Commenced refueling from MISSISSINEWA (AO-144).¹

1400hrs. Took command of STEINAKER (DDR-863).¹

1430hrs. Took command of DUPONT (DD-941).¹

Positions: 0800 - Lat. 39-09N, Long. 09-59E; 1200 - Lat. 39-50N, Long. 10-02E; 2000 - Lat. 38-40N, Long. 09-50E.¹

At Sea. MEDLANDEX 1-64.²

Jan. 9 - 0000hrs. Steaming in the Tyrrhenian Sea enroute from Naples, Italy to Palma, Mallorca in company with STEINAKER (DDR-863) and DUPONT (DD-941) conducting operations in accordance with CTF-60 Op Order 50-64. OTC is Commanding Officer of this vessel; SOPA is COMDESRON-22 in DUPONT.¹

0736hrs. Man overboard drill.¹

0810hrs. Secured from man overboard drill.¹

0900hrs. Commenced flight operations.¹

1532hrs. RADM A. M. SHINN, COMCARDIV-6, arrived and broke his flag on this vessel.¹

2130hrs. Completed flight operations, having recovered 11 aircraft. Negated Plan Quick Switch and ordered STEINAKER to screen this vessel against submarines.¹

2315hrs. Held engineering drills.¹

2322hrs. Secured from engineering drills.¹

Positions: 0800 - Lat. 38-03N, Long. 09-15E; 1200 - Lat. 30-03N, Long. 09-06E; 2000 - Lat. 38-32N, Long. 10-01E.¹

At Sea. MEDLANDEX 1-64.²

Jan. 10 - 0000hrs. Steaming enroute from Naples, Italy to Palma, Mallorca in company with STEINAKER (DDR-863) and DUPONT (DD-941) conducting operations in accordance with CTF-60 Op Order 50-64.¹

0705hrs. Released STEINAKER.¹

0720hrs. Man overboard drill, DUPONT picking up dummy.¹

0740hrs. Secured from man overboard drill.¹

0927hrs. Commenced flight operations.¹

1137hrs. RADM J. V. SMITH, COMCRUDESFLOT-8, arrived for an official visit.¹

1149hrs. Recovered helo no. 0155 from ALBANY (CG-10).¹

1211hrs. Launched helos no. 52 and 54 and the ALBANY helo.¹

1255hrs. Detached DUPONT to proceed as directed and took tactical command of PUTNAM (DD-757) and ordered her to operate independently within visual range.¹

1415hrs. Sighted two aviation fuel tanks in the water abeam to port at about two miles. Ordered PUTNAM to investigate and pick up tanks if possible.¹

1500hrs. PUTNAM reported that both drop tanks were taken onboard and she was rejoining this vessel.¹

2150hrs. Completed flight operations.¹

2155hrs. Detached PUTNAM. DUPONT is stationed in the wake of this vessel.¹

2342hrs. Maneuvering to take station alongside DIAMOND HEAD (AE-19).¹

Positions: 0800 - Lat. 38-26N, Long. 08-08E; 1200 - Lat. 38-26N, Long. 080-08.5E; 2000 - Lat. 38-05N, Long. 08-31.5E.¹

At sea. MEDLANDEX 1-64. Participated in a convention expenditure exercise at the Capo Teulada, Sardinia impact area.²

Took part in an Expenditure Exercise, dubbed "Expendex." As the Marine Detachment hit the beach CAW 10 provided close air support at the Italian artillery range on Cape Teulada, Sardinia.²

Jan. 11 - 0000hrs. Steaming in company with DIAMOND HEAD (AE-19) and DUPONT (DD-941), COMDESRON-22 embarked, enroute from Naples, Italy to Palma, Mallorca.¹

0021hrs. Commenced rearming from DIAMOND HEAD (AE-19).¹

0831hrs. COMCARDIV-6 departed.¹

0912hrs. Refueled from CALOOSAHATCHEE (AO-98).¹

1157hrs. Anchored in anchorage X-4, Golfo di Palmas, Sardinia in 12 fathoms of water, mud and weed bottom, with 90 fathoms of chain to the port anchor. SOPA is COMCRUDESFLOT-8 aboard ALBANY (CG-10). Ships present in fleet anchorage: ALBANY, DEWEY (DLG-14), STEINAKER (DDR-863), PUTNAM (DD-757), WALDRON (DD-699), and HENLEY (DD-762).¹

1510hrs. COMDESRON-26 arrived.¹

1532hrs. COMDESRON-26 departed.¹

Positions: 0800 - Lat. 38-25N, Long. 08-06E.¹

Fleet anchorage, Golfo di Palmas, Sardinia. MEDLANDEX 1-64.²

Jan. 12 - Anchored in anchorage X-4, Golfo di Palmas, Sardinia.¹

Fleet anchorage, Golfo di Palmas, Sardinia. MEDLANDEX 1-64.²

Jan. 13 - 0000hrs. Anchored in anchorage X-4, Golfo di Palmas, Sardinia.¹

0803hrs. Underway for Naples, Italy as a unit of TG-60.2 in compliance with CTF-60 Op Order 50-64.¹

0825hrs. Commenced flight operations.¹

1500hrs. Held barricade drill.¹

1700hrs. Detached HENLEY (DD-762) and PUTNAM (DD-757).¹

1705hrs. Completed flight operations.¹

2041hrs. WALDRON (DD-699), COMDESDIV-222 embarked, rendezvoused with this ship. Assumed tactical command of WALDRON and formed TU-60.2.9. Ordered WALDRON to screen this ship against submarines.¹

2349hrs. DUPONT (DD-941), COMDESRON-22 embarked, rendezvoused with this formation.¹

Positions: 0800 - Lat. 38-25N, Long. 08-30E; 1200 - Lat. 38-26N, Long. 08-31E; 2000 - Lat. 38-52N, Long. 10-10E.¹

At sea.²

Jan. 14 - 0000hrs. Steaming in company with DUPONT (DD-941) and WALDRON (DD-699) enroute from Golfo di Palmas, Sardinia to Naples, Italy in accordance with CTF-60 Op Order 50-64.¹

0541hrs. Formed column in order: ALL STAR, HANOVER, UPTOWN.¹

0641hrs. Released DUPONT to proceed independently.¹

0702hrs. Launched one F3B.¹

0703hrs. Released WALDRON to proceed to anchorage.¹

0755hrs. Anchored in anchorage X-2, Naples, Italy in 37 fathoms of water, mud bottom, with 105 fathoms of chain to the port anchor.¹

1158hrs. Underway from Naples, Italy enroute to Palma, Mallorca in accordance with CTF-60 Op Order 50-64 and CTG-60.2 141553Z.¹

1500hrs. General Quarters.¹

1529hrs. Secured from General Quarters.¹

1641hrs. Recovered one F8U.¹

1654hrs. Launched helo no. 57 to photograph merchantman.¹

1726hrs. USSR merchantman identified as TALLIN.¹

Positions: 0800 - Lat. 40-58.2N, Long. 11-06.3E; 1200 - Lat. 40-26.8N, Long. 11-15.2E; 2000 - Lat. 40-53.2N, Long. 11-38.8E.¹

At sea.²

Jan. 15 - 0000hrs. Steaming in company with WALDRON (DD-699) and DUPONT (DD-941) enroute from Naples, Italy to Palma, Mallorca. SOPA id COMDESDIV-222 in WALDRON. OTC is Commanding Officer SHANGRI-LA.¹

0110hrs. Steering to transit the Straits of Bonifacio.¹

0644hrs. COMCRUDESFLOT-8 in ALBANY (CG-10) assumed tactical command of this vessel and ordered her to come alongside ELOKOMIN (AO-55) for refueling.¹

0747hrs. Commenced refueling from ELOKOMIN.¹

Draft: mean 30' 9". Displacement: 44,000 tons.¹

1113hrs. Commenced flight operations.¹

1625hrs. Man overboard drill.¹

1636hrs. Oscar recovered by WALDRON.¹

1651hrs. Secured from man overboard drill.¹

1937hrs. Completed flight operations.¹

1941hrs. Ordered WALDRON and DUPONT to screen this vessel against submarines.¹

Positions: 0800 - Lat. 41-17.8N, Long. 06-51E; 1200 - Lat. 40-22.7N, Long. 05-46E; 2000 - Lat. 38-44.1N, Long. 04-27E.¹

At sea. 57,000th landing.²

LTJG EDWARDS, VF-13, made the 57,000th arrested landing since recommissioning in 1955.²

Jan. 16 - 0000hrs. Steaming in company with TU-60.2.9 composed of DESRON-22 and COMDESDIV-222 plus WALDRON (DD-699) and DUPONT (DD-941) enroute from Naples, Italy to Palma, Mallorca, Spain.¹

0630hrs. Reported for duty with DUPONT and WALDRON to CTG-60.2 embarked in ALBANY (CG-10).¹

0907hrs. Anchored in Palma, Mallorca in 15 fathoms of water, mud, sand and rock bottom, with 90 fathoms of chain to the port anchor. Ships present: ALBANY, ELOKOMIN (AO-55), WALDRON (DD-699), COMDESDIV-222 embarked, DUPONT (DD-941), COMDESRON-22 embarked, and MISSISSINEWA (AO-144), COMSERVFOR 6THFLT embarked.¹

Draft: mean 30' 4". Displacement: 43,300 tons.¹

Positions: 0800 - Lat. 38-20N, Long. 02-38.9E.¹

Arrived Palma, Mallorca.²

Jan. 17 - Anchored in Palma, Mallorca.¹

Anchored Palma, Mallorca.²

Jan. 18 - 0000hrs. Anchored in Palma, Mallorca.¹

1500hrs. Commenced general visiting.¹

1700hrs. Secured from general visiting.¹

1735hrs. During general visiting Mrs. L. L. CRANSTON, civilian, received abrasion to the left leg at 1630 while coming aboard from personnel boat

to forward accommodation ladder.¹

Anchored Palma, Mallorca.²

Jan. 19 - Anchored in Palma, Mallorca.¹

Anchored Palma, Mallorca.²

Jan. 20 - Anchored in Palma, Mallorca.¹

Anchored Palma, Mallorca.²

Jan. 21 - 0000hrs. Anchored in Palma, Mallorca.¹

1020hrs. Swedish Air Force Academy arrived.¹

Anchored Palma, Mallorca.²

Fifty girls from the Las MINONAS Orphanage visited the ship.²

Jan. 22 - 0000hrs. Anchored in Palma, Mallorca.¹

1500hrs. Commenced general visiting.¹

1700hrs. Secured general visiting (876 visitors).¹

Anchored Palma, Mallorca.²

Jan. 23 - Anchored in Palma, Mallorca.¹

Anchored Palma, Mallorca.²

Jan. 24 - 0000hrs. Anchored in Palma, Mallorca.¹

1006hrs. Underway from Palma, Mallorca to Cannes, France in accordance with CTF-60 Op Order 50-64.¹

1130hrs. Commenced flight operations.¹

1200hrs. Commenced streaming spar.¹

1500hrs. Conducting flight operations.¹

1634hrs. Completed flight operations, having recovered 23 aircraft.¹

1733hrs. Refueled from CALOOSAHATCHEE (AO-98).¹

1958hrs. COMDESRON-22 in DUPONT (DD-941) gave this vessel permission to proceed on duty assigned. Formed TU-60.2.9 with Commanding Officer of this vessel as OTC, HENLEY (DD-762) made screen commander in order to screen this vessel against submarines. Screen consisted of DUPONT and HENLEY.¹

Positions: 1200 - Lat. 39-28N, Long. 01-57E; 2000 - Lat. 40-08.5N, Long. 02-36E.¹

Departed Palma, Mallorca.²

Jan. 25 - 0000hrs. Steaming in company with DUPONT (DD-941) and HENLEY (DD-762) enroute from Palma, Mallorca to Cannes, France operating off the coast of Menorca in accordance with CTF-60 Op Order 50-64.¹

0816hrs. Commenced streaming the spar.¹

0830hrs. Ordered HENLEY and DUPONT to operate independently within visual range.¹

0900hrs. Commenced flight operations.¹

1355hrs. General Quarters.¹

1421hrs. Secured from General Quarters.¹

1535hrs. Secured from AAW stations.¹

2040hrs. Recovered aircraft no. 211 ahead of schedule due to low engine oil pressure.¹

2115hrs. Completed flight operations.¹

2118hrs. Released BIDDLE (DDG-5) and HENLEY for ECM exercise.¹

Positions: 0800 - Lat. 40-08.5N; Long. 02-36.5E; 1200 - Lat. 40-50N, Long. 05-18E; 2000 - Lat. 41-42N, Long. 05-00E.¹

At sea.²

Jan. 26 - 0000hrs. Steaming in company COMDESDIV-262, embarked in BIDDLE (DDG-5), and HENLEY (DD-762) enroute from Palma, Mallorca to Cannes, France conducting operations in accordance with CTF-60 Op

Order 50-64.¹

0707hrs. Refueled BIDDLE.¹

1400hrs. Conducting flight operations.¹

2101hrs. Completed flight operations.¹

Positions: 0800 - Lat. 38-40N, Long. 05-49E; 1200 - Lat. 38-33N, Long. 05-55E; 2000 - Lat. 38-02N, Long. 06-55E.¹

At sea.²

Jan. 27 - 0000hrs. Steaming in company with BIDDLE (DDG-5) and HENLEY (DD-762) enroute from Palma, Mallorca to Cannes, France operating off the coast of Menorca in accordance with CTF-60 Op Order 50-64.¹

0618hrs. Refueled from ELOKOMIN (AO-55).¹

1310hrs. Commenced flight operations.¹

1332hrs. Streamed the target spar.¹

1340hrs. AAW stations.¹

1715hrs. Secured from AAW stations.¹

1937hrs. Completed flight operations.¹

Positions: 0800 - Lat. 38-55N, Long. 05-55E; 1200 - Lat. 38-20N, Long. 06-17E; 2000 - Lat. 38-08N, Long. 07-06E.¹

At sea.²

Jan. 28 - 0000hrs. Steaming in company with BIDDLE (DDG-5), COMDESDIV-262 embarked, and DUPONT (DD-941), COMDESRON-22 embarked, enroute from Palma, Mallorca to Cannes, France.¹

0644hrs. Commenced flight operations.¹

0915hrs. Conducting flight operations.¹

1700hrs. Conducting flight operations.¹

1958hrs. Completed flight operations.¹

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Positions: 0800 - Lat. 37-49N, Long. 02-52E; 1200 - Lat. 38-02.2N, Long. 02-56E; 2000 - Lat. 38-59N, Long. 02-43E.¹

At sea.²

Exercise POOPDECK III. Aided by exceptionally good weather, CAW-10 piled up over 1000 hours of flying during the three and one-half day exercise with the Spanish and U.S. Air Forces. Antisubmarine and anti-air warfare were also major features of POOPDECK III. The exercise provided valuable training to ship and AIR WING personnel in sustained strike operations within a well-devised and realistic scenario.²

Jan. 29 - 0000hrs. Steaming enroute from Palma, Mallorca to Cannes, France in company with BIDDLE (DDG-5) and DUPONT (DD-941).¹

0436hrs. Took tactical command of ELOKOMIN (AO-55).¹

0516hrs. Refueled from ELOKOMIN.¹

0645hrs. Commenced flight operations.¹

0700hrs. Ordered screen plan Quick Switch.¹

1901hrs. Completed flight operations.¹

Positions: 0800 - Lat. 38-27.3N, Long. 02-10E; 1200 - Lat. 38-08.3N, Long. 02-52.5; 2000 - Lat. 38-29N, Long. 02-50.3E.¹

At sea.²

Exercise POOPDECK III.²

Jan. 30 - 0000hrs. Steaming in company with TU-60.2.9 composed of this vessel, DEWEY (DLG-14), COMDESRON-26 embarked, and DUPONT (DD-941), COMDESRON-22 embarked, enroute from Palma, Mallorca to Cannes, France.¹

0646hrs. Commenced flight operations.¹

0720hrs. Class C fire in starboard catwalk approximately frame 75.¹

0721hrs. General Quarters.¹

0726hrs. Fire out.¹

0738hrs. Secured from General Quarters.¹

0831hrs. Conducting flight operations.¹

1445hrs. Conducting flight operations.¹

2037hrs. Completed flight operations.¹

2208hrs. Refueled from ELOKOMIN (AO-55).¹

Positions: 0800 - Lat. 37-56N, Long. 01-11.7E; 1200 - Lat. 37-51N, Long. 01-34E; 2000 - Lat. 37-58.5N, Long. 01-33.3E.¹

At sea.²

Exercise POOPDECK III. Dr. W.G. POLK of the State Department Policy Council arrived aboard. He was accompanied by Mr. Don W. CLARK and COL HATCH and they received a comprehensive briefing on the concept of the Exercise.²

Jan. 31 - 0000hrs. Steaming enroute from Palma, Mallorca to Cannes, France in company with DEWEY (DLG-14), COMDESRON-26 embarked, and DUPONT (DD-941), COMDESRON-22 embarked.¹

0300hrs. DEWEY held sonar contact, possible sub, 050, 6,000 yards, investigating same.¹

0645hrs. Commenced flight operations.¹

0754hrs. General Quarters.¹

0756hrs. Manned all weapons loading stations.¹

0816hrs. Secured from General Quarters.¹

1547hrs. Refueled from CALOOSAHATCHEE (AO-98).¹

1358hrs. Completed flight operations.¹

Positions: 0800 - Lat. 38-26.5N, Long. 02-45E; 1200 - Lat. 38-49N, Long. 02-53E; 2000 -Lat. 39-52.2N, Long. 04-31.5E.¹

At sea.²

Exercise POOPDECK III.²

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Feb. 1 - 0000hrs. Steaming in company with DUPONT (DD-941), COMDESRON-22 embarked, BIDDLE (DDG-5), COMDESDIV-262 embarked, PUTNAM (DD-757, and STRONG (DD-758) enroute from Palma, Mallorca to Cannes, France.¹

1337hrs. Refueled HENLEY (DD-762).¹

1836hrs. Anchored in anchorage C, Cannes, France, in 43 fathoms of water, mud bottom, with 140 fathoms of chain to the port anchor.¹

Positions: 0800 - Lat. 40-31.1N, Long. 05-12E; 1200 - Lat. 42-14N, Long. 06-05E.¹

Arrived Cannes, France.²

Feb. 2 - 0000hrs. Anchored in anchorage C, Cannes, France.¹

1810hrs. In accordance with BuPer orders 028680, dated 7 October 1963, CAPT Irvin G. PETERS, USN, 83522/1310, reported on board for duty as Commanding Officer.¹

Anchored Cannes, France.²

Feb. 3 - 0000hrs. Anchored in anchorage C, Cannes, France.¹

0818hrs. CAPT PETERS, prospective new Commanding Officer of SHANGRI-LA came aboard for an unofficial inspection of the ship.¹

0915hrs. Models came aboard for the shipboard fashion show.¹

Anchored Cannes, France.²

Feb. 4 - Anchored in anchorage C, Cannes, France.¹

Anchored Cannes, France.²

Feb. 5 - 0000hrs. Anchored in anchorage C, Cannes, France.¹

1010hrs. RADM A. SHINN, COMCARDIV-6, came on board for change of command ceremonies.¹

1040hrs. VADM GENTNER, COMSIXTHFLT, broke his flag on this vessel for change of command ceremonies.¹

1042hrs. American Consul, Nice, France came aboard.¹

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1048hrs. CAPT L. H. ALFORD, COMDESRON-22, CDR A. E. WHITE, CO HENLEY (DD-762), and CDR J. M. HORN BROOK, CO DUPONT (DD-941) came aboard.¹

1057hrs. CDR J. T. NEVILLE, CO PUTNAM (DD-757) came aboard.¹

1100hrs. Commenced change of command ceremonies.¹

1120hrs. CAPT E. L. DASHIELL was relieved of command of this vessel by CAPT I. G. PETERS.¹

1135hrs. CO DUPONT departed.¹

1145hrs. COMSIXTHFLT and other distinguished guests departed following change of command reception.¹

1146hrs. COMDESRON-22 departed.¹

1226hrs. CAPT E. L. DASHIELL, Jr., USN, 082745/1310, was detached from this ship with orders to report to CINC, U.S. Naval Forces Europe in London, England.

1250hrs. Took on fresh water from a commercial barge.¹

1951hrs. Commanding Officer PUTNAM, CDR J. T. NEVILLE, came aboard for medical treatment.¹

2227hrs. COMDESRON-22, CAPT L. H. ALFORD, came aboard.¹

2242hrs. COMDESRON-22 departed.¹

Anchored Cannes, France. CAPT I. G. PETERS relieved CAPT E. L. DASHIELL, Jr.²

Feb. 6 - 0000hrs. Anchored anchorage C, Cannes, France.¹

0949hrs. Underway for operations in accordance with CTF-60 Op Order 50-64 as a unit of TG-60.2.¹

1015hrs. Rendezvoused with TG-60.2.¹

1135hrs. Refueled from ELOKOMIN (AO-55).¹

1256hrs. Assumed tactical command of STEINAKER (DDR-863) and STRONG (DD-758) to form TU-60.2.9.¹

1416hrs. Commenced flight operations.¹

1600hrs. Completed flight operations.¹

2110hrs. Commenced transit of the Straits of Bonifacio.¹

2317hrs. Completed transit of the Straits of Bonifacio.¹

Positions: 1200 - Lat. 43-19N, Long. 07-09E; 2000 - Lat. 41-38.6N, Long. 08-23E.¹

Departed Cannes, France.²

Feb. 7 - 0000hrs. Steaming enroute from Cannes, France to Naples, Italy in company with STEINAKER (DD-863) and STRONG (DD-758).¹

0700hrs. Commenced flight operations.¹

1023hrs. Completed flight operations.¹

1331hrs. Anchored in anchorage X-2, Naples, Italy in 36 fathoms of water, mud bottom, with 100 fathoms of chain to the port anchor.¹

1712hrs. Underway from Naples, Italy to Taranto, Italy in accordance with CTF-60 Op Order 50-64.¹

1809hrs. Called away nuclear weapons loading stations. Secured from flight quarters.¹

1906hrs. Secured from nuclear weapons loading stations.¹

Positions: 0800 - Lat. 40-26.5N, Long. 12-35.6E; 1200 - Lat. 40-34.5N, Long. 13-48.5E; 2000 - Lat. 40-18N, Long. 13-16E.¹

At sea.²

Feb. 8 - 0000hrs. Steaming independently enroute from Naples, Italy to Taranto, Italy and conducting operations in accordance with CTF-60 Op Order 50-64.¹

0800hrs. Commenced flight operations.¹

1705hrs. Completed flight operations.¹

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Positions: 0800 - Lat. 38-32.3N, Long. 11-03.2E; 1200 - Lat. 37-37N, Long. 11-22E; 2000 - Lat. 36-41.3N, Long. 13-54.5E.¹

At sea.²

Feb. 9 - 0000hrs. Steaming in company with TG-60.2 enroute from Naples, Italy to Taranto, Italy in accordance with CTF-60 Op Order 50-64.¹

0446hrs. Refueled from CHIKASKIA (AO-54).¹

0704hrs. Assumed tactical command of GREAT SITKIN (AE-17), STEINAKER (DDR-863) and PUTNAM (DD-757).¹

0806hrs. Rearmed from GREAT SITKIN.¹

1200hrs. Commenced flight operations. DEWEY (DLG-14), COMDESRON-26 embarked, relieved STEINAKER.¹

2020hrs. Completed flight operations.¹

Positions: 0800 - Lat. 37-03.5N, Long. 13-19.5E; 1200 - Lat. 36-27N, Long. 13-28E; 2000 - Lat. 36-29.8N, Long. 14-12.5E.¹

At sea.²

Feb. 10 - 0000hrs. Steaming in company with DEWEY (DLG-14) and PUTNAM (DD-757) enroute from Naples, Italy to Taranto, Italy.¹

0717hrs. Rearmed from DIAMOND HEAD (AE-19).¹

0826hrs. Replenished from ALDEBARAN (AF-10).¹

1058hrs. CDR KINNEAR, CO of VA-106, had the conn.¹

1154hrs. Refueled from CHIKASKIA (AO-54).¹

1320hrs. Took tactical command ALBANY (CG-10) and STRONG (DD-758).¹

1700hrs. Commenced flight operations.¹

2006hrs. Completed flight operations.¹

2020hrs. COMCRUDESFLOT-8, embarked aboard ALBANY, assumed tactical command of this vessel and ordered her into the wake of ALBANY

at a distance of one mile.¹

Positions: 0800 - Lat. 37-11N, Long. 16-12.5E; 1200 - Lat. 37-43N, Long. 16-56E; 2000 - Lat. 38-25.5N, Long. 18-03.7E.¹

At sea.²

Feb. 11 - 0000hrs. Steaming in company with ALBANY (CG-10), CTG-60.2 embarked, and STRONG (DD-758) enroute from Naples, Italy to Taranto, Italy.¹

0946hrs. Anchored in anchorage Y-7, Taranto, Italy in 16 fathoms of water, mud bottom, with 100 fathoms of chain to the port anchor. Ships present are STRONG, CHIKASKIA (AO-54), and DIAMOND HEAD (AE-19).¹

Positions: 0800 - Lat. 40-16.2N, Long. 17-19.8E.¹

Arrived Taranto, Italy.

Feb. 12 - 0000hrs. Anchored in anchorage Y-7, Taranto, Italy.¹
0929hrs. RADM J. V. SMITH, COMCRUDESFLOT-8, arrived aboard on official visit.¹

0952hrs. COMCRUDESFLOT-8 departed.¹

Anchored Taranto, Italy.²

Feb. 13 - Anchored in anchorage Y-7, Taranto, Italy.¹

Anchored Taranto, Italy.²

Feb. 14 - 0000hrs. Anchored in anchorage Y-7, Taranto, Italy.¹

0205hrs. Class C fire on Flight Deck aft, starboard side.¹

0215hrs. Secured after Med friendship lights, de-energized circuit.¹

0218hrs. Secured fire quarters.¹

Anchored Taranto, Italy.²

Feb. 15 - 0000hrs. Anchored in anchorage Y-7, Taranto, Italy.¹

1045hrs. Underwater diver over the port side.¹

1130hrs. Underwater diver completed his inspection and returned aboard.¹

1512hrs. Italian frigate CENTAURO anchored.¹

1645hrs. Italian frigate F-554 got underway and stood out of the harbor.¹

Anchored Taranto, Italy.²

Feb. 16 - 0000hrs. Anchored in anchorage Y-7, Taranto, Italy.¹

1158hrs. Underway for operations and Messina, Sicily in compliance with CTF-60 Op Order 51-64.¹

1258hrs. Rendezvoused with STRONG (DD-758) and formed TU-60.2.9.¹

1545hrs. Commenced flight operations.¹

1734hrs. Completed flight operations.¹

1926hrs. Rearmed from GREAT SITKIN (AE-17).¹

Positions: 2000 - Lat. 38-29N, Long. 17-54E.¹

Departed Taranto, Italy.²

Feb. 17 - 0000hrs. Steaming in company with TU-60.2.9 composed of this vessel and STRONG (DD-758) enroute from Taranto, Italy to Messina, Sicily in accordance with CTF-60 Op Order 51-64.¹

0130hrs. Commenced engineering drills.¹

0150hrs. Secured from engineering drills.¹

0731hrs. Detached STRONG with orders to operate independently within visual range.¹

0755hrs. Commenced flight operations.¹

1452hrs. Class A fire in compartment B-423-A. Manned all repair party stations.¹

1458hrs. Fire under control, no damage. Secured from fire quarters.¹

1928hrs. Recovered one aircraft in emergency condition.¹

2015hrs. Completed flight operations.¹

2145hrs. Rearmed from GREAT SITKIN (AE-17).¹

2359hrs. Ordered GREAT SITKIN to proceed on duty assigned. Ordered STRONG to follow in the wake of this vessel.¹

Positions: 0800 - Lat. 37-28N, Long. 16-49E; 1200 - Lat. 37-41.2N, Long. 16-40E; 2000 - Lat. 37-30.5N, Long. 16-44.8E.¹

At sea. 58,000th landing.²

LT DYKE, VA-106, made the 58,000th landing in an A4C .

Feb. 18 - 0000hrs. Steaming in company TU-60.2.9 composed of SHANGRI-LA and STRONG (DD-758) enroute from Taranto, Italy to Messina, Sicily.¹

0600hrs. Manned weapons loading stations.¹

0727hrs. Released STRONG with orders to operate independently within visual range.¹

0848hrs. General Quarters.¹

0938hrs. Secured from General Quarters.¹

1138hrs. Recovered two C1A aircraft.¹

1245hrs. Launched two C1A aircraft.¹

1255hrs. Recovered two C1A aircraft.¹

1348hrs. Launched two C1A aircraft.¹

1650hrs. Conducting flight operations.¹

1950hrs. Completed flight operations.¹

2220hrs. Refueled from CHIKASKIA (AO-54).¹

Positions: 0800 - Lat. 37-33.2N, Long. 16-53E; 1200 - Lat. 37-42.3N, Long. 16-52.9N; 2000 - Lat. 37-54N, Long. 16-51.2E.¹

At sea.²

- Feb. 19 -** 0000hrs. Steaming in company with TU-60.2.9 composed of STRONG (DD-758), PUTNAM (DD-757) and CHIKASKIA (AO-54) enroute from Taranto, Italy to Messina, Sicily and operating in the Ionian Sea in accordance with CTF-60 Op Order 51-64. Refueling from port side of CHIKASKIA, STRONG refueling from starboard side. PUTNAM is in lifeguard station.¹
- 0006hrs. STRONG completed refueling.¹
- 0007hrs. Ordered STRONG to lifeguard station. Ordered PUTNAM alongside starboard side of oiler.¹
- 0015hrs. Fueling complete.¹
- 0130hrs. Rendezvoused with TG-60.2.¹
- 0432hrs. Man overboard starboard side. Position 37-01.6N, 16-53E. Commenced Williamson turn, maneuvering to return through same area.¹
- 0440hrs. Commenced transit through datum, searching for man with searchlights, all hands topside performing search.¹
- 0500hrs. Continuing search of datum area.¹
- 0615hrs. Launched two helos from CVA-38 to conduct search.¹
- 0616hrs. BIDDLE (DDG-5) and PUTNAM (DD-757) arrived on scene, directed BIDDLE to take charge of PUTNAM and conduct search of area.¹
- 0630hrs. ALBANY (CG-10), STRONG (DD-758), PUTNAM, BIDDLE and DUPONT (DD-941) are in the area conducting search under tactical command of CTU-60.2.5.¹
- 0632hrs. Helo from ALBANY joined search. Completed muster, KIRBY, M. H., AE2, 430-39-37, USN, of VF-62, has not mustered, believed to be man overboard, continuing to search the ship for KIRBY.¹
- 0637hrs. Observed sunrise, continuing search for man overboard.¹
- 0722hrs. Continuing search. KIRBY, M. H., AE2, USN assumed to be overboard.¹
- 0800hrs. Steaming as before while conducting man overboard search in company with ALBANY, DUPONT, BIDDLE, STRONG, HENLEY (DD-

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762), PUTNAM, STEINAKER (DDR-863), REQUIN (SS-481), SEA POACHER (SS-406) in area of 37-01N, 16-53.2E, current in an easterly direction at .6 knots.¹

1100hrs. Secured from search. KIRBY, M. H., AE2, presumed lost at sea.¹

1232hrs. Commenced flight operations.¹

1649hrs. Completed flight operations, ordered STEINAKER to assume command of the screen and execute Plan Quick Switch.¹

1840hrs. Completed flight operations, having recovered 14 aircraft.¹

Positions: 0800 - Lat. 37-00N, Long. 16-52.1E; 1200 - Lat. 37-02.6N, Long. 16-48E; 2000 - Lat. 37-10.2N, Long. 16-58E.¹
At sea.²

Feb. 20 - 0000hrs. Steaming enroute from Taranto, Italy to Messina, Sicily in company with DUPONT (DD-941), BIDDLE (DDG-5), HENLEY (DD-762), PUTNAM (DD-757), STEINAKER (DDR-863), and STRONG (DD-758) conducting operations in accordance with CTF-60 Op Order 51-64.¹

0034hrs. Commenced zig zag plan.¹

0102hrs. Ceased zig zag.¹

0130hrs. Commenced zig zag.¹

0256hrs. Ceased zig zag.¹

0450hrs. Sighted green flare bearing 135, approximately 4,000. BIDDLE investigating.¹

0500hrs. Green sighted, bearing 170, approximately 7 miles.¹

0505hrs. Sighted green flare, bearing 125, 8 miles; VP-10 P2V aiding BIDDLE in investigation. Presumed to be released by submarine conducting exercises.¹

0514hrs. BIDDLE returned on station.¹

0623hrs. Commenced zig zag.¹

0704hrs. Ceased zig zag.¹

0800hrs. Commenced flight operations.¹

1557hrs. RADM A. M. SHINN, COMCARDIV-6, arrives on board.¹

2150hrs. Completed flight operations.¹

2336hrs. Refueled from CHIKASKIA (AO-54).¹

Positions: 0800 - Lat. 37-03.5N, Long. 17-20E; 1200 - Lat. 36-48.5N, Long. 17-05.7E; 2000 - Lat. 36-54N, Long. 16-43E.¹

At sea.²

Feb. 21 - 0000hrs. Steaming enroute from Taranto, Italy to Messina, Sicily in company with DUPONT (DD-941), PUTNAM (DD-757) and CHIKASKIA (AO-54). Presently refueling from CHIKASKIA.¹

0040hrs. DUPONT and PUTNAM detached to proceed to assigned ports.¹

0200hrs. Commenced locked shaft drills on all shafts.¹

0235hrs. Secured from locked shaft drills.¹

0727hrs. COMCARDIV-6 departed.¹

0850hrs. Moored starboard side to Pier M-3, Messina, Sicily.¹

Draft: mean 30' 2". Displacement: 43,000 tons.¹

1500hrs. At 1058 this morning, an AT3 fell from the Flight Deck into the forward gun tub. Extent of injuries were intertrochateric and subtrochateric fracture of the right femur, fracture of head of right radius, chip fracture of distal tibia. Treated medical officer.¹

1658hrs. Italian frigate VEDETTA (F-597) stood into the harbor.¹

1703hrs. Italian destroyer ALTAIR (F-591) stood out of the harbor.¹

Positions: 0800 - Lat. 40-28N, Long. 17-26E.¹

Arrived Messina, Sicily.²

Feb. 22 - Moored starboard side to Pier M-3, Messina, Sicily.¹

Anchored Messina, Sicily.²

Feb. 23 - 0000hrs. Moored starboard side to Pier M-3, Messina, Sicily.¹

1400hrs. Commenced general visiting.¹

1600hrs. Ceased general visiting.¹

Feb. 24 - 0000hrs. Moored starboard side to Pier M-3, Messina, Sicily.¹

0930hrs. Quarters for leaving port.¹

0953hrs. Underway for Souda Bay, Crete from Messina, Sicily in accordance with CTF-60 Op Order 51-64.¹

0959hrs. Ceased being aided by tugs.¹

1033hrs. General Quarters.¹

1102hrs. Secured from General Quarters.

1144hrs. Sighted a communist bloc merchant, bearing 090, about 8 miles. Called away the sighting team.¹

1330hrs. Commenced flight operations.¹

1628hrs. Completed flight operations.¹

1846hrs. Refueled from MARIAS (AO-57).¹

1902hrs. Locked no. 4 shaft due to loss of lube oil pressure.¹

1915hrs. Unlocked no. 4 shaft, rpms being built up gradually.¹

2038hrs. Commenced flight operations.¹

2322hrs. Completed flight operations.¹

2323hrs. Detached DUPONT (DD-941) and ordered PUTNAM (DD-757) to screen this unit against submarines.¹

Positions: 1200 - Lat. 37-41.1N, Long. 15-46.7E; 2000 -Lat. 36-43.7N; Long. 18-17.5E.¹

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- Feb. 25 -** 0000hrs. Steaming in company with PUTNAM (DD-757) enroute from Messina, Sicily to Souda Bay, Crete.¹
- 0721hrs. Commenced streaming target spar.¹
- 0800hrs. Commenced flight operations.¹
- 0900hrs. General Quarters.¹
- 1011hrs. Secured from General Quarters.¹
- 1323hrs. RADM E. E. GRIMM, COMCRUDESFLOT-6, and his staff came on board via helo for an informal visit.¹
- 1614hrs. COMCRUDESFLOT-6 departed.¹
- 1740hrs. Detached ALBANY (CG-10).¹
- 1741hrs. Took tactical command of GOODRICH (DDR-831) and TURNER (DDR-834).¹
- 2025hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 35-58.5N, Long. 20-38.5E; 1200 - Lat. 35-45.5N, Long. 20-46.3E; 2000 - Lat. 35-31N, Long. 21-35E.¹
- Feb. 26 -** 0000hrs. Steaming in company with TU-60.2.9 composed of this vessel, GOODRICH (DDR-831) and TURNER (DDR-823) enroute from Messina, Sicily to Souda Bay, Crete. Detached TURNER to proceed as previously directed.¹
- 0729hrs. Commenced flight operations.¹
- 1530hrs. Completed flight operations.¹
- Positions: 0800 - Lat. 34-53.8N, Long. 22-03.5E; 1200 - Lat. 34-48N, Long. 22-01.1E; 2000 - Lat. 33-23N, Long. 26-02.5E.¹
- At sea.²
- Feb. 27 -** 0000hrs. Steaming in company with ALBANY (CG-10), GOODRICH (DDR-831), PRATT (DLG-13), PUTNAM (DD-757) and TURNER (DDR-834) enroute from Messina, Sicily to Souda Bay, Crete.¹
- 0445hrs. ENTERPRISE (CVAN-65), COMCARDIV-2 embarked,

rendezvoused with this formation.¹

0447hrs. COMCARDIV-2 assumed tactical command of the formation.¹

0515hrs. SPRINGFIELD (CLG-7), COMSIXTHFLT embarked, rendezvoused with this formation.¹

0754hrs. Anchored in berth 5F2, Souda Bay, Crete in 23 fathoms of water, mud and sand bottom, with 140 fathoms of chain to the port anchor.¹

1750hrs. Commanding Officer returned from an official visit to ENTERPRISE.¹

Fleet anchorage Souda Bay, Crete.²

Feb. 28 - 0000hrs. Anchored in berth 5F2, Souda Bay, Crete. Ships present: ENTERPRISE (CVAN-65), SPRINGFIELD (CLG-7), ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7), PRATT (DLG-13), TURNER (DDR-823), GOODRICH (DDR-831), PUTNAM (DD-757), AULT (DD-698), NOA (DD-841), EATON (DD-510), KENNETH BAILEY (DDR-713), FREMONT (APA-44), TELFAIR (APA-210), MULLAFIN (AKA-61), DIAMOND HEAD (AE-19), WRANGELL (AE-12), MATTABESSETT (AOG-52), MARIAS (AO-57), CHIKASKIA (AO-54), ALLAGASH (AO-97), MISSISSINEWA (AO-144), ASHLAND (LSD-1), SPIEGEL GROVE (LSD-32), GRAHAM COUNTY (LST-1176), THORN (SS-418), DOGFISH (SS-350), REQUIN (SS-481), SEA POACHER (SS-406), DUPONT (DD-941), ALTAIR (AKS-32), ALSTED (AF-43).¹

1413hrs. Underway from Souda Bay, Crete to Athens, Greece in accordance with CTF-60 Op Order 51-64, maneuvering to clear the anchorage and take station 1,000 yards astern of ENTERPRISE.¹

1421hrs. General Quarters, simulated nuclear emergency in Hangar Bay 2, aircraft 308.¹

1454hrs. Secured from nuclear emergency drill.¹

1647hrs. Refueled from MARIAS (AO-57).¹

2200hrs. Locked no.1 for inspection and repair of a spring valve.¹

Position: 2000 - Lat. 36-04.8N, Long. 25-03.3E.¹

Fleet anchorage Souda Bay, Crete.²

Arrived Souda Bay, Crete (Fleet Anchorage).

Feb. 29 - 0000hrs. Steaming enroute from Souda Bay, Crete to Athens, Greece in company with DUPONT (DD-941) and PRATT (DLG-13) conducting operations in accordance with CTF-60 Op Order 51-64.¹

0729hrs. Commenced flight operations.¹

2208hrs. Completed flight operations.¹

Positions: 0800 - Lat. 35-44.5N, Long. 24-36E; 1200 - Lat. 35-44.8N, Long. 24-55.5E; 2000 - Lat. 30-58.5N, Long. 24-34E.¹

Departed Souda Bay.

(February 29, 1964 was the last day of typewritten Deck Logs. The logs from September 15, 1944 to February 29, 1964 were typewritten. Beginning March 1, 1964, the Deck Logs are handwritten.)

Mar. 1 - 0000hrs. Steaming in company with TG-60.2 composed ALBANY (CG-10), COMCRUDESFLOT-6 embarked, DUPONT (DD-941), COMDESRON-22 embarked, WALDRON (DD-699), COMDESDIV-222 embarked, GOODRICH (DDR-831), PRATT (DLG-13), PUTNAM (DD-757) and TURNER (DDR-834) operating in the Sea of Crete in accordance with CTF-60 Op Order 51-64.¹

0100hrs. Commenced zig zagging.¹

0200hrs. Ceased zig zag.¹

0400hrs. Commenced zig zag.¹

0500hrs. Ceased zig zag.¹

0811hrs. Commenced transferring nuclear weapons from WRANGELL (AE-12).¹

0923hrs. Commenced refueling from MARIAS (AO-57).¹

1142hrs. Recovered ALBANY's helicopter no. 56.¹

1200hrs. Commenced flight operations.¹

1548hrs. Due to heavy sea, secured the spar at 900 yards.¹

2030hrs. Completed flight operations.¹

Positions: 0800 - Lat. 36-00N, Long. 24-48.2E; 1200 - Lat. 36-02N, Long. 23-49.5E; 2000 - Lat. 36-59N, Long. 24-03.2E.¹

At sea.²

Mar. 2 - 0000hrs. Steaming enroute from Souda Bay, Crete to Athens, Greece in company with DUPONT (DD-941) and PRATT (DLG-13).¹

0901hrs. Commenced flight operations.¹

1222hrs. Took tactical command of GOODRICH (DDR-831), PUTNAM (DD-757) and DUPONT (DD-941) and placed them in bentline screen.¹

1556hrs. Fire, starboard catwalk forward. General Quarters.¹

1601hrs. Secured from General Quarters.¹

1709hrs. Completed flight operations.¹

Positions: 0800 - Lat. 39-04.3N, Long. 25-01E; 1200 - Lat. 38-21.1N, Long. 24-39.8E; 2000 - Lat. 37-37.8N, Long. 25-38E.¹

At sea.²

Mar. 3 - 0000hrs. Steaming in company with DUPONT (DD-941), GOODRICH (DDR-831) and PUTNAM (DD-757) in accordance with CTF-60 Op Order 51-64 and Quick Draw 1-64.¹

0509hrs. Secured from weapons loading stations.¹

0537hrs. Detached DUPONT and PUTNAM.¹

0654hrs. Commenced flight operations.¹

0802hrs. Refueled GOODRICH.¹

1455hrs. Sighted Russian merchant off the starboard beam, distance 5 miles. Called away the sighting team.¹

1512hrs. Secured the sighting team.¹

1553hrs. CDR William CARRIER, Jr., USN, /1310, was detached with orders to report to Commander U. S. Naval Test Center, Pax River, for

duty.¹

1604hrs. Launched one C1A.¹

1825hrs. Assumed tactical command WALDRON (DD-699) and MEREDITH (DD-

2212hrs. Completed flight operations.¹

Positions: 0800 - Lat. 37-34N, Long. 25-53E; 1200 - Lat. 38-03N, Long. 25-55.5E; 2000 - Lat. 37-57.7N, Long. 25-34E.¹

At sea. 59,000th landing onboard.²

LTJG Brian "Ben" WALKER, VF-62, made the 59,000th landing in an F8E at 1844 hrs.⁴

Mar. 4 - 0000hrs. Steaming in company with TU-60.2.9 composed of WALDRON (DD-699) and MEREDITH (DD-890) enroute from Souda Bay, Crete to Athens, Greece conducting operations in accordance with CTF-60 Op Order 51-64.¹

0716hrs. Commenced replenishing from ALSTEDE (AF-48).¹

0926hrs. Commenced rearming from DIAMOND HEAD (AE-19).¹

1029hrs. Commenced refueling from MISSISSINEWA (AO-144).¹

1142hrs. Commenced approach to take station off port quarter ALTAIR (AKS-32) for vertical replenishment.¹

1318hrs. Detached from TG-60.2. Assumed tactical command of DUPONT (DD-941) and PRATT (DLG-13). Formed TU-60.2.9.¹

1350hrs. Rendezvoused with PUTNAM (DD-757). Received one man via helo for medical treatment.¹

1636hrs. F3B, Buno. 145242, VF-13, pilot LTJG F. J. REILLY, crashed into the sea after being launched off the port catapult at 37-51N, 25-18.8E and sank in 320 fathoms of water. Right full rudder, canceled remainder of launch, maneuvering to clear crash.¹

1637hrs. Left full rudder.¹

1640hrs. Directed PRATT to remain at crash site to assist helicopters with crewman in the water, directed DUPONT to assume rescue station.¹

1651hrs. Received report from PRATT that the pilot had been picked up by their small boat, was being given oxygen, however no pulse was evident. Directed PRATT to close this ship at best speed for transfer of medical personnel.¹

1710hrs. Recovered helo 52.¹

1715hrs. Launched helo 52 with doctor enroute to PRATT.¹

1730hrs. Medical officer on board PRATT informed this vessel that LTJG REILLY, 64-50-28, USN, had expired from injuries sustained in the crash of F3B, Buno. 145242.¹

1915hrs. Rigged ship for highline transfer.¹

2005hrs. Commenced transfer of the remains of LTJG F. J. REILLY from PRATT.¹

2021hrs. Transfer complete.¹

2104hrs. Received official notification of the death of LTJG Fredrick James REILLY, USNR, VF-13.¹

Positions: 0800 - Lat. 38-53.7N, Long. 25-08E; 1200 - Lat. 38-08.5N, Long. 25-30E; 2000 - Lat. 38-12N, Long. 25-24E.¹

At sea.²

Mar. 5 - 0000hrs. Steaming in company with TU-60.2.9 composed of this vessel, DUPONT (DD-941) and PRATT (DLG-13) enroute from Souda Bay, Crete to Valletta, Malta in accordance with CTF-60 Op Order 51-64 and CTG-60.2 message 041717Z.¹

0200hrs. Reported for duty to CTG-60.2.¹

0953hrs. Left formation to conduct flight operations. PUTNAM (DD-757) took plane guard station.¹

1000hrs. Commenced flight operations.¹

1145hrs. Secured from AAW stations.¹

1630hrs. Conducting helo operations with destroyers in company.¹

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1814hrs. Refueled from MISSISSINEWA (AO-144).¹

Positions: 0800 - Lat. 35-46.3N, Long. 22-38E; 1200 - Lat. 35-38E, Lat. 20-50.5E; 2000 - Lat. 35-45N, Long. 19-21E.¹

At sea.²

Mar. 6 - 0000hrs. Steaming in company with DUPONT (DD-941), WALDRON (DD-699) and PUTNAM (DD-757) enroute from Souda Bay, Crete to Valletta, Malta conducting operations in accordance CTF-60 Op Order 51-64 and CINCMED message 050910Z.¹

0921hrs. Stopped off Valletta harbor to await entry of MISSISSINEWA (AO-144).¹

1016 to 1153hrs. Maneuvering to lower boats, launch helos and receive Pilot while maintaining position off the mouth of the harbor.¹

1153hrs. With Pilot on the bridge, got underway. Various courses and speeds to buoys 11 and 11A.¹

1640hrs. Completed mooring, two anchor chains forward to buoy 11 and three wires aft to buoy 11A. (See statement/incident report under Notes)¹

2149hrs. Fire reported in garbage barge directly astern of the fantail; fire quarters sounded for class A fire.¹

2152hrs. Fire in garbage barge reported extinguished; secured from fire quarters.¹

Positions: 0800 - Lat. 36-00N, Long. 14-46E; 1200 - Lat. 36-55N, Long. 14- 25E.¹

Arrived Valletta, Malta.²

Mar. 7 - 0000hrs. Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A. Ship present include: DIAMOND HEAD (AE-19), MISSISSINEWA (AO-144), DUPONT (DD-941), JOHN W. WEEKS (DD-701), PUTNAM (DD-757), and WALDRON (DD-699). Also present are units of the French, British and Dutch navies.¹

0923hrs. COMDESRON-22 arrived.¹

0947hrs. COMDESRON-22 departed.¹

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1000hrs. Commenced memorial service for the late LTJG REILLY.¹

1010hrs. Secured from memorial service.¹

1400hrs. Commenced general visiting.¹

1605hrs. Secured from general visiting.¹

2300hrs. A seaman from MISSISSINEWA was admitted to Sick Bay with possible appendicitis.¹

Anchored, Valletta, Malta.²

Mar. 8 - 0000hrs. Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A.¹

1400hrs. Commenced general visiting.¹

1545hrs. Secured general visiting.¹

Anchored, Valletta, Malta.²

Mar. 9 - Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A.¹

Anchored, Valletta, Malta.²

Mar. 10 - 0000hrs. Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A.¹

Commanding Officer departed on an official visit to Commodore, Malta.¹

1316hrs. Commanding Officer returned.¹

1400hrs. Commenced zone inspection.¹

Anchored, Valletta, Malta.²

Mar. 11 - 0000hrs. Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A.¹

1200hrs. Fired 21-gun salute in honor of the birth of a son to Her Royal Majesty, Queen Elizabeth, the Queen of England.¹

2154hrs. Air Vice Marshall D. C. MCKINLEY, RAF, paid an unofficial call on the Commanding Officer.¹

2212hrs. Air Vice Marshall MCKINLEY departed.¹

Anchored, Valletta, Malta.²

Mar. 12 - 0000hrs. Moored at Valletta, Malta forward to buoy 11 and astern to buoy 11A.¹

0748hrs. Underway, aided by Admiralty tugs SEA GIANT, FORWARD DIRECTOR on the port quarter and AIREDALE standing by.¹

0823hrs. General Quarters.¹

0842hrs. Fire in no. 4 shaft alley (after auxiliary room) compartment B-81. Class B fire.¹

0851hrs. Fire extinguished, secured from fire quarters.¹

1100hrs. Commenced flight operations.¹

1654hrs. Took tactical command of DUPONT (DD-941) and stationed her in this vessel's wake, detached PUTNAM (DD-757) and HENLEY (DD-762) to proceed as previously directed.¹

1900hrs. Launched one F3B.¹

1940hrs. Took tactical command of MEREDITH (DD-890).¹

2013hrs. Recovered one F3B.¹

Positions: 1200 - Lat. 35-49N, Long. 15-48E; 2000 - Lat. 35-53.9N, Long. 16-57E.¹

Departed Valletta, Malta. Exercise ²

Mar. 13 - 0000hrs. Steaming in company with DUPONT (DD-941) and MEREDITH (DD-890) enroute from Valletta, Malta to Naples, Italy.¹

0625hrs. General Quarters.¹

0651hrs. Commenced flight operations.¹

0723hrs. Secured from General Quarters.¹

1844hrs. Completed flight operations.¹

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2030hrs. Commenced search operations for A1H, side no. 406 of VA-176, pilot LT PATTERSON.¹

2040hrs. Assumed tactical command of PRATT (DLG-13). Released DUPONT.¹

Positions: 0800 - Lat. 35-20.5N, Long. 19-43.3E; 1200 - Lat. 35-12.2N, Long. 19-19.5E; 2000 - Lat. 35-19.8N, Long. 18-46E.¹

At sea.²

Mar. 14 - 0000hrs. Steaming in company with PRATT (DLG-13) and HENLEY (DD-762) enroute from Valletta, Malta to Naples, Italy. Participating in SAR operations for VA-176 A1H, no. 406, pilot LT PATTERSON, on course 355, speed 15 knots.¹

0600hrs. Commenced flight operations.¹

0711hrs. Refueled from MISSISSINEWA (AO-144).¹

1250hrs. Ordered plane guards to operate independently within visual range.¹

1811hrs. Completed flight operations.¹

Positions: 0800 - Lat. 37-00.5N, Long. 17-54.5E; 1200 - Lat. 37-15.5N, Long. 18-04.5E; 2000 - Lat. 37-53.9N, Long. 18-34E.¹

At sea.²

Mar. 15 - 0000hrs. Steaming in company with TU-60.2.9 composed of PRATT (DLG-13), HENLEY (DD-762) and this vessel enroute from Valletta, Malta to Naples, Italy.¹

0515hrs. Executed Plan Quick Switch.¹

0600hrs. Commenced flight operations.¹

0930hrs. LCDR COREY, Liaison Officer at RCC GROTTAGLIE advised us that wreckage of A1H, aircraft 406, was located at 41-53N, 16-11E. Pilot LT S. P. PATTERSON, 601453, USNR, was in aircraft. Discontinued search.¹

1807hrs. Commenced transit of the Straits of Messina.¹

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1924hrs. Completed transit.¹

Positions: 0800 - Lat. 37-01.5N, Long. 16-59.5E; 1200 - Lat. 36-57.9N, Long. 16-21.8E; 2000 - Lat. 38-29.4N, Long. 15-39.8E.¹

At sea.²

Mar. 16 - 0000hrs. Steaming independently enroute from Valletta, Malta to Naples, Italy conducting operations in accordance with CTF-60 Op Order 51-64.¹

0448hrs. Took tactical command of HENLEY (DD-762).¹

0510hrs. Took tactical command of PUTNAM (DD-757).¹

0630hrs. Skunk off the starboard quarter, distance 5 miles, identified as LENINSK, Russian tanker. Ordered PUTNAM to investigate.¹

0700hrs. PUTNAM resumed station.¹

0733hrs. Took tactical command of DUPONT (DD-941).¹

0814hrs. Commenced transferring stores to DUPONT.¹

0815hrs. Conducted memorial services for LTJG Stephen P. PATTERSON, USNR, VA-176, on the Flight Deck.¹

0825hrs. Completed transfer of stores.¹

0833hrs. Released DUPONT.¹

1000hrs. Commenced flight operations.¹

1534hrs. Refueled from MARIAS (AO-57).¹

1229hrs. Completed flight operations.¹

Positions: 0800 - Lat. 39-40.8N, Long. 14-04.5E; 1200 - Lat. 39-27.4N, Long. 13-48.2E; 2000 - Lat. 39-47N, Long. 12-21E.¹

At sea.²

Mar. 17 - 0000hrs. Steaming independently from Valletta, Malta to Naples, Italy conducting operations in accordance with CTF-60 Op Order 51-64.¹

0026hrs. Rendezvoused with ALBANY (CG-10).¹

0856hrs. Anchored in anchorage X-2, Naples, Italy.¹

0907hrs. Underway to shift anchorage due to close proximity of other ships.¹

1021hrs. Anchored in area Y-3, Naples, Italy, 28 fathoms of water, mud bottom, with 100 fathoms of chain to the port anchor. Ships present: EVERGLADES (AD-24), ALTAIR (AKS-32), TALLAHATCHEE COUNTY (AVB-2), DIAMOND HEAD (AE-19), SEA POACHER (SS-406), ALBANY (CG-10), REQUIN (SS-481), ALACRITY (MSO-520), EXPLOIT (MSO-440), OBSERVER (MSO-461) and AFFRAY (MSO-511).¹

Positions: 0800 - Lat. 40-39.6N, Long. 14-08.5E; 1200 - Lat. 40-49N, Long. 14-16E.¹

Arrived Naples, Italy.²

Mar. 18 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

1024hrs. Launched F8E, side numbers 206 and 204.¹

Anchored Naples, Italy.²

Mar. 19 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

1031hrs. Launched one aircraft.¹

1034hrs. Launched one aircraft.¹

Anchored Naples, Italy.²

Mar. 20 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

Anchored Naples, Italy.²

Mar. 21 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

0829hrs. COMFAIRJAX arrived.¹

1523hrs. COMFAIRJAX departed.¹

Anchored Naples, Italy.²

Mar. 22 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

0550hrs. Commenced boating.¹

0630hrs. Canceled boating due to sea state.¹

0715hrs. Commenced boating.¹

1000hrs. Secured boating due to sea state.¹

1015hrs. Commenced using engines to attempt to swing about anchor chain and form a lee for boating.

1035hrs. Secured engines, unable to form lee.¹

1200hrs. Anchored as before. Seas very rough. Boating is still canceled. Approximately 300 men are eating aboard other American ships within the harbor.¹

2230hrs. Resumed boating.¹

Weather: broken clouds all day at about 2,000 feet; Winds were 13 to 15 knots up to 1100, topped at noon at 20 knots and began subsiding to 16 knots and then 12 knots and then 3 knots by evening.

Anchored Naples, Italy.²

Mar. 23 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

0015hrs. Canceled boating due to heavy seas.¹

0600hrs. Lowered accommodation ladders and resumed boating.¹

1204hrs. Launched one A1H.¹

Winds: all morning up to 0900 were 0 knots; then 2-3-4 knots for the remainder of the day.¹

Anchored Naples, Italy.²

Mar. 24 - 0000hrs. Anchored in anchorage Y-3, Naples, Italy.¹

0930hrs. Quarters for leaving port.¹

0949hrs. Underway from Naples, Italy to Genoa, Italy in accordance with CTF-60 Op Order 51-64.¹

1259hrs. Refueled from MARIAS (AO-57).¹

1414hrs. Took tactical command of JOHN W. WEEKS (DD-701).¹

1416hrs. Nuclear emergency drill in Hangar Bay 1, aircraft 501, starboard side. General Quarters.¹

1455hrs. Secured from General Quarters.¹

1500hrs. Commenced flight operations.¹

2131hrs. Released ALBANY (CG-10), with COMCRUDESFLOT-6 embarked, and JOHN W. WEEKS, (DD-701).¹

Positions: 1200 - Lat. 40-39N, Long. 14-04.5E; 2000 - Lat. 40-16.2, Long. 12-48.9E.¹

Departed Naples, Italy.²

Mar. 25 - 0000hrs. Steaming independently from Naples, Italy to Genoa, Italy conducting operations in the Tyrrhenian Sea.¹

0330hrs. Assumed tactical command of PUTNAM (DD-757) and HENLEY (DD-762). Formed TU-60.2.9. Ordered Quick Switch.¹

0645hrs. Commenced flight operations.¹

0847hrs. Recovered two VR-24 C1As for weapons transfer.¹

1001hrs. Recovered one C1A for weapons transfer.¹

1100hrs. AAW stations, after gun mounts only.¹

1130hrs. Commenced firing run to port.¹

1135hrs. Ceased firing run to port.¹

1210hrs. Commenced firing run to port.¹

1214hrs. Ceased firing run to port.¹

1223hrs. Commenced firing run to starboard.¹

1234hrs. Ceased firing, having expended 31 rounds.¹

1328hrs. Commenced flight operations.¹

2220hrs. Refueled HENLEY.¹

2312hrs. Refueled PUTNAM.¹

2341hrs. Completed refueling.¹

Positions: 0800 - Lat. 38-33.5N, Long. 12-10E; 1200 - Lat. 38-40N, Long. 12-25.4E; 2000 - Lat. 38-30.8N, Long. 09-43.1E.¹

At sea.²

Mar. 26 - 0000hrs. Steaming in company with TU-60.2.9 composed of SHANGRI-LA, HENLEY (DD-762) and PUTNAM (DD-757) enroute from Naples, Italy to Genoa, Italy operating off the coast of Sardinia.¹

0150hrs. Commenced pumping contaminated tanks.¹

0640hrs. Executed Quick Switch with PUTNAM and HENLEY.¹

0710hrs. Commenced flight operations.¹

Positions: 0800 - Lat. 41-12N, Long. 06-33.5E; 1200 - Lat. 41-34N, Long. 06-06.1E; 2000 - Lat. 41-51.1N, Long. 05-50.2E.¹

At sea.²

Mar. 27 - 0000hrs. Steaming in company with PUTNAM (DD-757) and HENLEY (DD-762) enroute from Naples, Italy to Genoa, Italy.¹

0730hrs. Commenced flight operations.¹

1428hrs. Refueled from MISSISSINEWA (AO-144).¹

1706hrs. Commenced locked shaft drills.¹

1712hrs. Secured lock shaft drills.¹

2321hrs. Ordered PRATT (DLG-13) to take station for exercise Z-12-CM.¹

Positions: 0800 - Lat. 42-10.8N, Long. 05-44.2E; 1200 - Lat. 42-27.7N, Long. 05-51E; 2000 - Lat. 42-51.2N, Long. 06-39.1E.¹

At sea.²

Mar. 28 - 0000hrs. Steaming in company with PRATT (DLG-13) enroute from

Naples, Italy to Genoa, Italy operating off the Cote d'Azur.¹

0900hrs. Detached PRATT to proceed independently to port.¹

0954hrs. Anchored in Genoa, Italy in 38 fathoms of water, mud bottom, with 50 fathoms of chain to the port anchor. Ships present include PRATT and merchantmen of various nationalities. SOPA is Commanding Officer SHANGRI-LA.¹

1015hrs. Commanding Officer left the ship to call officially on the senior Italian naval officer in the area and the American Consul.¹

1145hrs. RADM BOFTAG, Italian Navy, made an official call on CAPT I. G. PETERS.¹

1225hrs. RADM BOFTAG, Italian Navy departed.¹

Positions: 0800 - Lat. 44-07N, Long. 08-36.2E.¹

Arrived Genoa, Italy.²

Mar. 29 - 0000hrs. Anchored in Genoa, Italy.¹

1343hrs. Commenced launching aircraft.¹

1351hrs. Completed launching four aircraft.¹

Anchored Genoa, Italy.²

Mar. 30 - 0000hrs. Anchored in Genoa, Italy.¹

0945hrs. Divers over the side to check no. 4 shaft.¹

1013hrs. Secured diving operations.¹

1350hrs. Commanding Officer, PRATT (DLG-13) arrived on board.¹

1458hrs. Commanding Officer, PRATT, departed.¹

2245hrs. Secured all boating due to high winds and rough seas.¹

Winds: started at 2 knots at 0100 and 0200 and rose steadily all day until they hit 33 knots by 2300 and 28 knots at midnight. Here was a 1,000 foot ceiling.¹

Anchored Genoa, Italy.²

- Mar. 31 -** 0000hrs. Anchored in Genoa, Italy.¹
- 0915hrs. General Quarters.¹
- 0930hrs. Abandon ship drill.¹
- 0941hrs. Secured from abandon ship drill and General Quarters.¹
- 2305hrs. Received report that several men involved in a fight with men of PRATT (DLG-13). Situation controlled by OOD of PRATT.¹
- Weather: winds at 22 knots, peaks at 30 knots by 0600 and 0700 and then begins to subside; 14 knots at noon and 2 knots at 1700.¹
- Anchored Genoa, Italy.²
- Apr. 1 -** 0000hrs. Anchored in Genoa, Italy. Ships present: PRATT (DLG-13) and various merchant vessels of different countries.¹
- 1400hrs. Commenced general visiting.¹
- 1630hrs. Secured general visiting.¹
- Anchored Genoa, Italy.²
- Apr. 2 -** 0000hrs. Anchored in Genoa, Italy. Ships present: PRATT (DLG-13) and various merchant vessels of different countries.¹
- 0750hrs. Canceled boating due to heavy seas.¹
- 2030hrs. Mr. Jurg KURSENER, Swiss journalist, embarked for the purpose of observing flight operations.¹
- Anchored Genoa, Italy.²
- Apr. 3 -** 0000hrs. Anchored in Genoa, Italy. Ships present: PRATT (DLG-13) and various merchant vessels of different countries.¹
- 0035hrs. Shore Patrol officer reports that Navy vehicle 94-44249, belonging to SHANGRI-LA, was involved in a collision with a private passenger vehicle in the vicinity of Shore Patrol headquarters. Extent of damage to both vehicles undeterminable at present. Driver of civilian vehicle taken to hospital for treatment, extent or nature of injuries unknown. No apparent injuries to naval personnel.¹

0753hrs. Underway for Barcelona, Spain in company with PRATT (DLG-13) conducting operations in accordance with CTF-60 Op Order 52-64.¹

0815hrs. General Quarters.¹

0851hrs. Secured from General Quarters.¹

0945hrs. Commenced flag hoist drill with PRATT.¹

1006hrs. All engines stopped to put Sparrow target in water.¹

1007hrs. PRATT was detached to remain within 10 miles of Sparrow target.¹

1022hrs. Secured from flag hoist drill.¹

1100hrs. Commenced flight operations.¹

1306hrs. JOHN WEEKS (DD-701) reported for duty and was taken under tactical command.¹

1714hrs. Manned all AAW stations.¹

1745hrs. Commenced firing run to port.¹

1746hrs. Completed firing run to port. Expended 8 rounds.¹

1803hrs. Secured AAW stations.¹

1930hrs. Recovered one aircraft because of emergency.¹

2013hrs. Completed flight operations.¹

2203hrs. Detached PRATT and JOHN WEEKS.¹

Positions: 1200 - Lat. 43-33N, Long. 08-37.2E; 2000 - Lat. 43-29N, Long. 08-16E.¹

Anchored Genoa, Italy.²

Apr. 4 - 0000hrs. Steaming independently in a randometric disposition with TG-60.2 composed of ALBANY (CG-10), COMCRUDESFLOT-6 embarked, WALDRON (DD-699), COMDESDIV-222 embarked), HENLEY (DD-762), JOHN WEEKS (DD-701), TURNER (DDR-834), PRATT (DLG-13)

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operating off the west coast of Corsica in accordance with CTF-60 Op Order 52-64.¹

0023hrs. Commenced engineering casualty drills.¹

0054hrs. Completed engineering casualty drills.¹

0618hrs. Commenced vertical replenishment from ALTAIR (AKS-32). Commenced replenishing from RIGEL (AF-58), alongside to starboard.¹

1400hrs. General Quarters.¹

1403hrs. Commenced General Quarters intership drills.¹

1600hrs. Secured from General Quarters and all drills.¹

1742hrs. Replenished from RIGEL.¹

1958hrs. Completed replenishment.¹

2113hrs. Refueled from MISSISSINEWA (AO-144).¹

2252hrs. Completed refueling.¹

Positions: 0800 - Lat. 41-56.3N, Long. 07-12E; 1200 - Lat. 41-35N, Long. 06-31.2E; 2000 - Lat. 41-49N, Long. 04-50E.¹

Apr. 5 - 0000hrs. Steaming in company with TG-60.2 composed of SHANGRI-LA, ALBANY (CG-10), WALDRON (DD-699), HENLEY (DD-762), TURNER (DDR-834), PUTNAM (DD-757), JOHN W. WEEKS (DD-701), PRATT (DLG-13) enroute from Genoa, Italy to Barcelona, Spain, operating in the Golfo du Lion off the coast of Spain in accordance with CTF-60 Op Order 52-64.¹

0150hrs. Conducting ECM exercise # 6.¹

0618hrs. Commenced vertical replenishment from ALTAIR (AKS-32).¹

1230hrs. Commenced flight operations.¹

1430hrs. Nuclear emergency drill, Hangar Bay 2, port side, aircraft no. 508. General Quarters.¹

1500hrs. Secured from General Quarters.¹

1614hrs. Streamed the spar at 2100 feet.¹

1704hrs. Conducted highline transfer of mail with JOHN W. WEEKS.¹

2215hrs. Completed flight operations.¹

2220hrs. Directed PUTNAM to proceed with ECM exercise and directed JOHN W. WEEKS to screen this vessel against submarines.¹

Positions: 0800- Lat. 41-24N, Long. 05-53E; 1200 - Lat. 41-32.6N, Long. 05-33.2E; 2000 - Lat. 41-47N, Long. 06-10E.¹

At sea.²

Apr. 6 - 0000hrs. Steaming in company with JOHN W. WEEKS (DD-701) and PUTNAM (DD-757) enroute from Genoa, Italy to Barcelona, Spain, operating off the southern coast France in accordance with CTF-60 Op Order 52-64.¹

0152hrs. Commenced engineering drills.¹

0210hrs. Secured from engineering drills.¹

0800hrs. Commenced flight operations.¹

1021hrs. AAW stations.¹

1040hrs. Secured from AAW stations.¹

1634hrs. AAW stations.¹

1714hrs. Secured from AAW stations.¹

2250hrs. Refueled from ALLAGASH (AO-97) with JOHN W. WEEKS on the starboard side of the oiler and HENLEY (DD-762) in lifeguard station. JOHN W. WEEKS completed refueling and ordered to lifeguard station; HENLEY ordered to starboard side of oiler.¹

Positions: 0800 - Lat. 41-23.9N, Long. 06-41E; 1200 - Lat. 41-57.2N, Long. 06-15.8E; 2000 - Lat. 41-55.8N, Long. 05-32.5E.¹

At sea.²

Apr. 7 - 0000hrs. Steaming in company with ALLAGASH (AO-97), HENLEY (DD-762) and JOHN W. WEEKS (DD-701) enroute from Genoa, Italy to

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Barcelona, Spain in accordance with CTF-60 Op Order 52-64 operating off the coast of Catalonia, Spain. This ship is refueling from the port side of ALLAGASH.¹

0001hrs. Detached HENLEY.¹

0110hrs. Completed refueling.¹

0245hrs. PRATT (DLG-13) rendezvoused with this vessel.¹

0352hrs. WALDRON (DD-699) rendezvoused with this vessel.¹

0848hrs. Streamed spar to 2100 feet.¹

0908hrs. AAW stations. Conducting NAL-1-AD exercise, phases 3 and 4. Commenced firing to starboard.¹

0910hrs. Ceased firing.¹

0914hrs. Commenced firing to port.¹

0915hrs. Ceased firing.¹

0922hrs. Commenced firing to starboard.¹

0923hrs. Ceased firing.¹

0935hrs. Commenced firing to starboard.¹

0936hrs. Ceased firing.¹

0941hrs. Commenced firing to starboard.¹

0942hrs. Ceased firing.¹

1025hrs. Secured from firing exercise. Expended 54 rounds. Secured from AA stations.¹

1142hrs. Commenced flight operations.¹

2038hrs. Completed flight operations.¹

2250hrs. Sighted flare bearing 000 degrees, range unknown. Dispatched WALDRON to investigate.¹

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2305hrs. Changed course left to 350 tracking down approximate bearing of flare.¹

Positions: 0800 - Lat. 30-23.9N, Long. 03-05E; 1200 - Lat. 40-17N, Long. 02-43E; 2000 - Lat. 40-23.4N, Long. 01-53.8E.¹

At sea.²

Apr. 8 - 0000hrs. Steaming enroute from Genoa, Italy to Barcelona, Spain in company with WALDRON (DD-699).¹

0015hrs. Discontinued search for flare, results negative.¹

0745hrs. Man overboard drill.¹

0750hrs. Starboard lifeboat in water.¹

0756hrs. Man overboard dummy in boat.¹

0802hrs. Lifeboat hoisted aboard.¹

0818hrs. Secured from man overboard drill.¹

0905hrs. Released WALDRON with orders to proceed to port.¹

0958hrs. Anchored in Barcelona Roads, Barcelona, Spain in 18 fathoms of water, mud and sand bottom, with 105 fathoms of chain to the port anchor. Ships present: ALBANY (CG-10), WALDRON (DD-699), and PETRAL (ARS-14).¹

1620hrs. LTJG J. L. SAWYER, USN, having completed temporary duty as officer-in-charge of the SHANGRI-LA vehicle convoy from Genoa, Italy to Barcelona, Spain, returned on board and assumed regular duties.¹

Positions: 0800 - Lat. 41-23.5N, Long. 02-38.¹

Arrived Barcelona, Spain.²

Apr. 9 - Anchored in Barcelona, Spain.¹

Anchored Barcelona, Spain.²

Apr. 10 - 0000hrs. Anchored in Barcelona, Spain.¹

1045hrs. Fire on Flight Deck, aircraft no. 503, 147760, after engine

section. Extensive damage to aircraft, no injury to personnel.¹

1050hrs. Sounded General Quarters.¹

1052hrs. All fog foam stations manned.¹

1055hrs. Secured from General Quarters.¹

1105hrs. Secured from fire quarters.¹

Anchored Barcelona, Spain.²

Apr. 11 - 0000hrs. Anchored in Barcelona, Spain.¹

1150hrs. Received absentee report. Absentees due to cancellation of boating as of 0800, 11 April, were 61 men.¹

Anchored Barcelona, Spain.²

Apr. 12 - Anchored in Barcelona, Spain.¹

Barcelona, Spain.²

Apr. 13 - 0000hrs. Anchored in Barcelona, Spain.¹

0956hrs. Underway from Barcelona, Spain to Rapallo, Italy in accordance with CTG-60 Op Order 52-64.¹

1021hrs. General Quarters.¹

1037hrs. Secured from General Quarters.¹

1230hrs. Commenced flight operations.¹

2152hrs. Completed flight operations.¹

2237hrs. Refueled JOHN W. WEEKS (DD-701).¹

2323hrs. Ordered JOHN W. WEEKS to screen this ship against submarines. Ordered WALDRON (DD-699) to station to conduct ECM exercise Z-12-CM.¹

Positions: 0800 - Lat. 41-21N, Long. 02-23E; 1200 - Lat. 40-57.3N, Long. 02-34.2E; 2000 - Lat. 40-45.8N, Long. 02-34E.¹

At sea. 60,000th landing onboard.²

CAPT CRANE, VA-106, made the 60,000th landing.

- Apr. 14 -** 0000hrs. Steaming in company TU-60.2.9 composed of WALDRON (DD-699) and JOHN W. WEEKS (DD-701) enroute from Barcelona, Spain to Genoa, Italy. Operating off the coast of Spain in accordance with CTF-60 Op Order 52-64. WALDRON is in independent station conduction ECMEX Z-12-CM.¹
- 0300hrs. WALDRON secured from ECMEX.¹
- 0707hrs. Refueled from MARIAS (AO-57).¹
- 1100hrs. Commenced flight operations.¹
- 1756hrs. Assumed tactical command of TURNER (DDR-834). Released JOHN W. WEEKS to proceed on duties assigned.¹
- 1919hrs. Assumed tactical command of GOODRICH (DDR-831). Detached WALDRON to proceed on duties assigned.¹
- 1920hrs. Aircraft no. 206 airborne has low oil pressure, conducting emergency pull forward.¹
- 1922hrs. Changed course to 130.¹
- 1924hrs. Emergency Foxtrot on deck.¹
- 2107hrs. Completed flight operations.¹
- 2132hrs. Detached GOODRICH and TURNER to proceed to independent stations to conduct Z-12-CM exercises.¹
- Positions: 0800 - Lat. 41-09.4N, Long. 03-50.5E; 1200 - Lat. 40-43N, Long. 03-13.3E; 2000 - Lat. 40-33.2N, Long. 04-16.3E.¹
- Apr. 15 -** 0000hrs. Steaming in company with GOODRICH (DDR-831) and TURNER (DDR-834) enroute from Barcelona, Spain to Rapallo, Italy. GOODRICH and TURNER are on independent stations conducting Z-12-CM exercises.¹
- 0214hrs. Class C fire in Hangar Bay 2, aircraft no. 300. General Quarters.¹

0217hrs. Fire extinguished. Secured from General Quarters.¹

0424hrs. Refueled TURNER.¹

0930hrs. Commenced flight operations.¹

1532hrs. AAW stations.¹

1605hrs. Secured from AAW stations; 11 rounds expended.¹

2232hrs. Completed recovering 21 aircraft; completed flight operations.¹

2235hrs. Released TURNER and GOODRICH to proceed to stations for Z-12-CM.¹

Positions: 0800 - Lat. 40-40.7N, Long. 02-56.4E; 1200 - Lat. 40-39.8N, Long. 02-56.7E; 2000 - Lat. 40-30.2N, Long. 03-21.8E.¹

Apr. 16 -

0000hrs. Steaming in company with TU-60.2.9 composed of SHANGRI-LA, GOODRICH (DDR-831) and TURNER (DDR-834) enroute from Barcelona, Spain to Rapallo, Italy, operating off Balearic Islands in accordance with CTF-60 Op Order 52-64.¹

0738hrs. Refueled from MARIAS (AO-57).¹

0937hrs. Commenced ammunition transfer to TURNER.¹

1100hrs. Commenced flight operations.¹

2242hrs. Completed flight operations.¹

2330hrs. Transferred mail by highline to TURNER.¹

Positions: 0800 - Lat. 40-59.5N, Long. 06-30.8E; 1200 - Lat. 40-53.3, Long. 07-07E; 2000 - Lat. 40-28.2N, Long. 06-46E.¹

Apr. 17 -

0000hrs. Steaming in company with GOODRICH (DDR-831) and TURNER (DDR-834) enroute from Barcelona, Spain to Rapallo, Italy operating off the coast of Sardinia, conducting operations in accordance with CTF-60 Op Order 52-64.¹

0005hrs. GOODRICH and TURNER detached.¹

0116hrs. Assumed tactical command of DUPONT (DD-941).¹

0832hrs. General Quarters.¹

0850hrs. Commenced AA gunnery exercise.¹

0937hrs. Completed gunnery exercise; 117 rounds expended.¹

0950hrs. Secured from General Quarters.¹

1100hrs. Commenced flight operations.¹

1624hrs. AAW stations.¹

1654hrs. Secured from AAW stations; 18 rounds expended.¹

2024hrs. Completed flight operations.¹

2156hrs. Refueled from MARIAS (AO-57).¹

2324hrs. Fueling complete. Detached PRATT (DLG-13) and MARIAS.¹

Positions: 0800 - Lat. 41-35N, Long. 07-04E; 1200 - Lat. 41-23.5N, Long. 07-06E; 2000 - Lat. 42-09.7N, Long. 07-18E.¹

Apr. 18 - 0000hrs. Steaming in company with DUPONT (DD-941) and MARIAS (AO-57) enroute from Barcelona, Spain to Genoa, Italy in accordance with CTF-60 Op Order 52-64.¹

0027hrs. Joined TG-60.2 composed of ALBANY (C-10) and WALDRON (DD-699). DUPONT and WALDRON assigned to screen ships present against submarines.¹

0801hrs. Released to proceed independently to assigned anchorage.¹

0811hrs. Anchored in Genoa, Italy in 34 fathoms of water, mud bottom, with 120 fathoms of chain to the port anchor.¹

1218hrs. Underway from Genoa, Italy enroute to Rapallo, Italy in accordance with CTF-60 Op Order 52-64.¹

1410hrs. Anchored in Rapallo, Italy in 18 fathoms of water, mud bottom, with 105 fathoms of chain to the port anchor.¹

Positions: none.¹

Arrived Rapallo, Italy.²

Apr. 19 - Anchored in Rapallo, Italy.¹

Anchored Rapallo, Italy.²

Apr. 20 - 0000hrs. Anchored in Rapallo, Italy.¹

0825hrs. Man overboard.¹

0828hrs. Man recovered.¹

0902hrs. While handing a seabag from the lower platform of the port accommodation ladder into a liberty launch, an airman fell into the water when the boat moved away from the ladder, suffering immersion and contusion to the left hand; not due to own misconduct. Treated by medical officer and returned to duty.¹

1503hrs. Small electrical fire in compartment B-0113-1L, starboard side.¹

1509hrs. Secured from fire quarters.¹

Anchored Rapallo, Italy.²

Apr. 21 - 0000hrs. Anchored in Rapallo, Italy.¹

0747hrs. Underway from Rapallo, Italy to Cannes, France in accordance with CTF-60 Op Order 52-64.¹

0753hrs. General Quarters.¹

0918hrs. Anchored in Genoa, Italy in 33 fathoms, mud bottom, with 105 fathoms of chains to the port anchor.¹

1035hrs. Underway from Genoa, Italy to Cannes, France in accordance with CTF-60 Op Order 52-64.¹

1203hrs. Refueled from MARIAS (AO-57).¹

1400hrs. Commenced flight operations.¹

1422hrs. Emergency Foxtrot.¹

1434hrs. Recovered one aircraft.¹

1732hrs. Streamed the spar.¹

2030hrs. Completed flight operations.¹

2037hrs. Reeled in the spar.¹

Positions: none.¹

Departed Rapallo, Italy.²

Apr. 22 - 0000hrs. Steaming in company with TU-60.2.9 composed of WALDRON (DD-699) and HENLEY (DD-762) enroute from Rapallo, Italy to Cannes, France, operating off the island of Sardinia in accordance with CTF-60 Op Order 52-64.¹

1000hrs. Commenced flight operations.¹

1337hrs. RADM B. M. STREAN, USN, COMCARDIV 2, arrived.¹

1442hrs. RADM STREAN departed.¹

2130hrs. F3B, Buno. 143449, VF-13, pilot LTJG Harold E. HENNING, USN, 641384, reported low fuel state after four attempted recoveries and refueling failure from tanker aircraft.¹

2134hrs. Rigged the barricade.¹

2140hrs. Manned all fog foam stations, detached HENLEY to act as rescue destroyer.¹

2147hrs. Due to low fuel state, pilot Harold E. HENNING was ordered to eject and allow aircraft to crash in the sea.¹

2148hrs. Pilot ejected in the sea at 39-09.9N, 10-36.5E, aircraft crashed into the sea in 15 fathoms of water, bearing 280, about 7 miles from this vessel. Unrigged the barricade and secured all fog foam stations.¹

2158hrs. HENLEY recovered pilot, no major injuries.¹

2217hrs. Completed flight operations.¹

Positions: 0800 - Lat. 40-20.8N, Long. 10-43.2E; 1200 - Lat. 40-24N, Long. 10-51.5E; 2000 - Lat. 39-47.8N, Long. 10-37E.¹

At sea.²

Apr. 23 - 0000hrs. Steaming in company TU-60.2.9 composed of SHANGRI-LA

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and HENLEY (DD-762) enroute from Rapallo, Italy to Cannes, France, operating in the Tyrrhenian Sea off the coast of Sardinia in accordance with CTF-60 Op Order 52-64.¹

0520hrs. Assumed tactical command of CHIKASKIA (AO-54).¹

0612hrs. Refueled from CHIKASKIA.¹

0730hrs. Detached CHIKASKIA.¹

1000hrs. Commenced flight operations.¹

1431hrs. RADM B. STREAN, USN, COMCARDIV 2, arrived on board.¹

1520hrs. The Honorable P. NITZE, SECNAV, came aboard. VADM GENTER, Jr., USN, COMSIXTHFLT, came aboard.¹

1716hrs. RADM B. STREAN departed.¹

1843hrs. Completed flight operations.¹

Positions: 0800 - Lat. 40-31.3N, Long. 11-01.2E; 1200 - Lat. 40-54N, Long. 10-23E; 2000 - Lat. 41-08N, Long. 09-46.4E.¹

At sea.²

Apr. 24 - 0000hrs. Steaming in company with TG-60.4 composed of ALBANY (CG-10), SPRINGFIELD (CLG-7), LUCE (DLG-7), PRATT (DLG-13), FARRAGUT (DLG-6), HENLEY (DD-762), AULT (DD-698), BEALE (DD-741), WALDRON (DD-699) enroute from Genoa, Italy to Cannes, France, operating off the coast of Corsica in accordance with CTF-60 Op Order 52-64. SECNAV and COMSIXTHFLT are embarked in this vessel.¹

0805hrs. Highlined COMSIXTHFLT to LUCE.¹

0809hrs. Highlined SECNAV to LUCE.¹

1112hrs. VADM P. RAMSEY, USN, COMNAVAIRLANT, arrived aboard.¹

1125hrs. Commenced flight operations.¹

1642hrs. Air defense stations.¹

1725hrs. Commenced firing.¹

1728hrs. Secured from air defense stations.¹

1805hrs. Completed flight operations.¹

1810hrs. Released HENLEY and WALDRON.¹

Positions: 0800 - Lat. 43-01N, Long. 07-09.5E; 1200 - Lat. 42-54.1N, Long. 07-42E; 2000 - Lat. 42-21N, Long. 07-25E.¹

At sea.²

Apr. 25 - 0000hrs. Steaming independently enroute from Rapallo, Italy to Cannes, France operating off the southwest coast of Corsica in accordance with CTF-60 Op Order 52-64.¹

0245hrs. Fire on Flight Deck, starboard forward catwalk. General Quarters.¹

0250hrs. Fire extinguished. Secured from General Quarters. Damage minor. No personnel injuries.¹

0702hrs. Refueled from MARIAS (AO-57).¹

0850hrs. Took tactical command of ALBANY (CG-10) and DUPONT (DD-941).¹

0931hrs. Recovered two C1As.¹

1020hrs. Launched two C1As; VADM P. H. RAMSEY, COMNAVAIRLANT departed.¹

2232hrs. Completed flight operations.¹

Positions: 0800 - Lat. 40-44.2N, Long. 06-21.4E; 1200 - Lat. 40-40.7N, Long. 06-45E; 2000 - Lat. 40-37N, Long. 06-50.4E.¹

At sea.²

Apr. 26 - 0000hrs. Steaming in company with TU-60.2.9 composed of SHANGRI-LA and DUPONT (DD-941) enroute from Rapallo, Italy to Cannes, France, operating off the coast of Sardinia.¹

0519hrs. Took tactical command of HENLEY (DD-762).¹

0858hrs. Commenced flight operations.¹

1010hrs. Air defense stations.¹

1539hrs. Secured from AAW stations; 25 rounds expended.¹

2104hrs. Completed flight operations.¹

Positions: 0800 - Lat. 38-24.9N, Long. 04-03E; 1200 - Lat. 38-20.1N, Long. 03-31.5E; 2000 - 39-41.2N, Long. 05-14.4E.¹

At sea. 61,000th landing onboard.²

CDR RUMBLE, CVW-10, made the 61,000th landing.

Apr. 27 - 0000hrs. Steaming in company with MEREDITH (DD-890) and PUTNAM (DD-757) enroute from Rapallo, Italy to Cannes, France, operating about 75 miles off the northeast coast of Menoca, conducting operations in accordance with CTF-60 Op Order 52-64.¹

0730hrs. Refueled from MARIAS (AO-57).¹

0928hrs. General Quarters.¹

1050hrs. Commenced gunnery exercise.¹

1058hrs. Completed gunnery exercise; 12 rounds expended.¹

1159hrs. Secured from General Quarters.¹

1752hrs. Completed flight operations.¹

Positions: 0800 - Lat. 43-15N, Long. 07-13E; 1200 - Lat. 42-21.2N, Long. 07-31E; 2000 - Lat. 42-24.5N, Long. 06-57.2E.¹

At sea.²

Apr. 28 - 0000hrs. Steaming independently from Rapallo, Italy to Cannes, France, operating off the coast of Corsica in accordance with CTF-60 Op Order 52-64.¹

0130hrs. Commenced engineering drills.¹

0147hrs. Secured from engineering drills.¹

0800hrs. Commenced flight operations.¹

1030hrs. Emergency foxtrot.¹

1055hrs. Recovered one aircraft.¹

1057hrs. Recovered one aircraft.¹

1109hrs. Commenced normal recovery.¹

1910hrs. Took tactical command of MARIAS (AO-57).¹

1922hrs. Completed flight operations.¹

2029hrs. Refueled from MARIAS.¹

2221hrs. Commenced engineering drills.¹

2251hrs. Secured from engineering drills.¹

Positions: 0800 - Lat. 41-30N, Long. 07-03E; 1200 - Lat. 41-57N, Long. 06-37.6E; 2000 - Lat. 42-10N, Long. 07-5.9E.¹

At sea.²

Apr. 29 - 0000hrs. Steaming independently from Rapallo, Italy to Cannes, France, operating off the southern coast of France in accordance with CTF-60 Op Order 52-64.¹

0739hrs. Anchored in anchorage C, Cannes, France in 40 fathoms of water, mud bottom, with 150 fathoms of chain to the port anchor. Ships present: ALBANY (CG-10), WALDRON (DD-699), CHIKASKIA (AO-54), PRATT (DLG-13) and HISSEM (DER-400).¹

Positions: none.¹

Arrived Cannes, France.²

Apr. 30 - Anchored in anchorage C, Cannes, France.¹

Anchored Cannes, France.²

May 1 - 0000hrs. Anchored in anchorage C, Cannes, France.¹

0930hrs. CDR Robert S. COOKE, USN, relieved CDR Hjalmer E. SWANSON, USN, as commanding officer of VF-13.¹

Anchored Cannes, France.²

- May 2 -** Anchored in anchorage C, Cannes, France.¹
Anchored Cannes, France.²
- May 3 -** Anchored in anchorage C, Cannes, France.¹
Cannes, France.²
- May 4 -** 0000hrs. Anchored in anchorage C, Cannes, France.¹
0950hrs. Underway from Cannes, France to Palma, Mallorca in accordance with CTF-60 Op Order 52-64.¹
1015hrs. General Quarters.¹
1045hrs. Secured from General Quarters.¹
1200hrs. Commenced flight operations.¹
1951hrs. Completed flight operations.¹
Positions: none.¹
At sea.²
- May 5 -** 0000hrs. Steaming in company with TU-60.2.9 composed of this ship, PRATT (DLG-13) and HENLEY (DD-762) enroute from Cannes, France to Palma, Mallorca, transiting the Straits of Bonifacio in accordance with CTF-60 Op Order 52-64.¹
0341hrs. Detached HENLEY and PRATT.¹
0433hrs. Rendezvoused with TU-60.2 composed ALBANY (CG-10), PUTNAM (DD-757), DUPONT (DD-941), JOHN W. WEEKS (DD-701), GOODRICH (DDR-831), WALDRON (DD-699), MEREDITH (DD-890), PRATT (DLG-13), and HENLEY (DD-762).¹
0440hrs. SPRINGFIELD (CLG-7) joined this formation.¹
0700hrs. Alongside DENEbola (AF-56) for replenishment.¹
1205hrs. Replenished from DIAMOND HEAD (AE-19).¹
1325hrs. Class A fire in compartment B-0201-8L.¹

1329hrs. Fire extinguished. Secured from fire quarters.¹

1404hrs. Refueled from MISSISSINEWA (AO-144).¹

1522hrs. Detached by CTG-60.2 to proceed independently.¹

Positions: 0800 - Lat. 41-20N, Long. 10-22E; 1200 - Lat. 40-41.5N, Long. 10-01E; 2000 - Lat. 39-17.7N, Long. 10-48.2E.¹

At sea.²

May 6 - 0000hrs. Steaming independently enroute from Cannes, France to Palma, Mallorca, conducting operations in accordance CTF-60 Op Order 52-64.¹

0722hrs. Assumed tactical command of DUPONT (DD-941) and MEREDITH (DD-890). Directed these vessels to operate within UHF range.¹

0958hrs. Commenced flight operations.¹

1458hrs. AAW stations.¹

1532hrs. Completed gunnery exercise; expended 46 rounds.¹

1534hrs. Secured from AAW stations.¹

2255hrs. Completed flight operations.¹

Positions: 0800 - Lat. 39-53.7N, Long. 07-23.7E; 1200 - Lat. 40-32.8N, Long. 07-24.9E; 2000 - Lat. 40-53.5N, Long. 07-17.2E.¹

At sea.²

May 7 - 0000hrs. Steaming in company with DUPONT(DD-941) and HENLEY (DD-762) enroute from Cannes, France to Palma, Mallorca, operating northwest of Sardinia.¹

0115hrs. Detached DUPONT and HENLEY. Assumed tactical command of GOODRICH (DDR-831) and WALDRON (DD-699).¹

0705hrs. Refueled from ALLAGASH (AO-97).¹

1030hrs. Commenced flight operations.¹

2310hrs. Conducting flight operations.¹

Positions: 0800 - Lat. 40-48.5N, Long. 07-01.8E; 1200 - Lat. 41-30.5N, Long. 05-53.8E; 2000 - Lat. 41-30N, Long. 05-52E.¹

At sea.²

May 8 - 0000hrs. Steaming in company with GOODRICH (DDR-831) and WALDRON (DD-699) enroute from Cannes, France to Palma, Mallorca operating at sea northeast Menorca. Conducting flight operations.¹

0014hrs. Completed flight operations.¹

0100hrs. Assumed tactical command of HENLEY (DD-762).¹

0105hrs. Detached GOODRICH.¹

0125hrs. Assumed tactical command of PUTNAM (DD-757).¹

0128hrs. Detached WALDRON.¹

0922hrs. Assumed tactical command of PRATT (DLG-13).¹

0945hrs. Commenced flight operations.¹

1008hrs. Refueled PRATT.¹

1923hrs. Completed flight operations.¹

2052hrs. Refueled from MARIAS (AO-57).¹

Positions: 0800 - Lat. 40-46.5N, Long. 04-17.6E; 1200 - Lat. 41-02.8N, Long. 04-04E; 2000 - Lat. 40-22.5N, Long. 05-13.5E.¹

At sea.²

May 9 - 0000hrs. Steaming independently enroute from Cannes, France to Palma, Mallorca operating off the coast of Menorca in accordance with CTF-60 Op Order 52-64.¹

0826hrs. Anchored in Palma, Mallorca in 13 fathoms of water, sand and rock bottom, with 105 fathoms of chain to the port anchor. Ships present include DUPONT (DD-941), EVERGLADES (AD-24), ALBANY (CG-10), and merchant ship of various nationalities.¹

1039hrs. Commanding Officer departed on official business.¹

1222hrs. Commanding Officer returned.¹

Positions: none.¹

Arrived Palma, Mallorca.

May 10 - 0000hrs. Anchored in Palma, Mallorca.¹

1005hrs. RADM E. E. GRIMM, USN, COMCRUDESFLOT-6, embarked in SHANGRI-LA.¹

Anchored Palma, Mallorca.²

May 11 - 0000hrs. Anchored in Palma, Mallorca.¹

0230hrs. ILL, William V., SA, USN, and CICHONSKE, Casmer J., SA, USN, involved in auto accident with a stolen vehicle. Two other vehicles were involved. Both men were held by police.¹

0958hrs. Underway from Palma, Mallorca to Pollensa Bay, Mallorca in accordance with CTF-60 Op Order 52-64.

1033hrs. General Quarters.¹

1055hrs. Secured from General Quarters.¹

1128hrs. Assumed tactical command of ALBANY (CG-10) and DUPONT (DD-941).¹

1200hrs. Commenced flight operations.¹

1635hrs. Refueled from CHIKASKIA (AO-54).¹

1915hrs. Completed flight operations.¹

Positions: 1200 - Lat. 39-29.3N, Long. 02-12.8E; 2000 - Lat. 40-39N, Long. 03-28E.¹

Anchored Palma, Mallorca.²

May 12 - 0000hrs. Steaming enroute from Palma, Mallorca to Pollensa Bay, Mallorca in company with TG-60.8 composed of ALBANY (CG-10), DUPONT (DD-941), WALDRON (DD-699), PUTNAM (DD-757), HENLEY

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(DD-762), and JOHN W. WEEKS (DD-701) in accordance with CTF-60 52 and 53-64. SOPA and OTC is COMCRUDESFLOT-6 embarked in this vessel.¹

0646hrs. Anchored in Pollensa Bay, Mallorca in 14 fathoms of water, sand bottom, with 90 fathoms of chain to the port anchor. COMCRUDESFLOT-12 in FRANKLIN D. ROOSEVELT (CVA-42). Ships present include all units of CTG-60.8 and CTG-60.9 of the SIXTH FLEET.¹

1726hrs. Underway from Pollensa Bay, Mallorca enroute to the Straits of Gibraltar in accordance with CTF-60 Op Order 53-64. Ships in company in column astern: ALBANY (CG-10), LUCE (DLG-7) and FARRAGUT (DLG-6).¹

1910hrs. Class C fire in DC pump room compartment A-614-ET. General Quarters.¹

1922hrs. Fire out.¹

1930hrs. Secured from General Quarters.¹

Positions: 2000 - Lat. 39-48N, Long. 02-22E.¹

Departed Palma, Mallorca. Relieved by FRANKLIN D. ROOSEVELT (CVA-42) at Pollensa Bay. Departed Pollensa Bay enroute to Mayport, FL.²

May 13 - 0000hrs. Steaming in company with TU-60.8.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6) and LUCE (DLG-7) enroute from Pollensa Bay, Mallorca to Straits of Gibraltar in accordance with CTF-60 Op Order 53-64.¹

1335hrs. General Quarters.¹

1350hrs. Simulated chemical air attack.¹

1452hrs. Secured from General Quarters.¹

Positions: 0800 - Lat. 37-23.5N, Long. 00-36W; 1200 -Lat. 36-39.4N, Long. 01-50.2W; 2000 - Lat. 36-10.5N, Long. 04-33.8W.¹

At sea.²

May 14 - 0000hrs. Steaming in company with ALBANY (CG-10), FARRAGUT (DLG-6) and LUCE (DLG-7) enroute from the Straits of Gibraltar to Mayport, FL in accordance with CTF-60 53-64.¹

0615hrs. Refueled from CHIKASKIA (AO-54).¹

1020hrs. Launched helo no. 57 for personnel transfer with personnel transfer with WALDRON (DD-699).¹

Positions: 0800 - Lat. 36-31.5N, Long. 08-21.9W; 1200 - Lat. 35-37N, Long. 09-02.3W; 2000 - Lat. 35-31.1N, Long. 12-35.1W.¹

At sea.²

May 15 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

0216hrs. Set Condition 1 CAP.¹

0231hrs. Secured from Condition 1 CAP.¹

0550hrs. Set Condition 2 CAP.¹

1045hrs. Launched Ready CAP.¹

1051hrs. Launched 5 aircraft.¹

1205hrs. Conducting flight operations.¹

1546hrs. A Russian TU-95 Bear, long range bomber completed two overflight passes accompanied by an F8E of VF-62 and an RF8 VFP-62 assigned to this vessel.¹

1725hrs. Completed flight operations.¹

Positions: 0800 - Lat. 34-58.5N, Long. 18-25.7W; 1200 - Lat. 34-53.5N, Long. 20-03.5W; 2000 - Lat. 34-40N, Long. 21-33W.¹

At sea.²

May 16 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

0824hrs. General Quarters for nuclear emergency drill.¹

0904hrs. Secured from General Quarters.¹

1215hrs. Launched one A1E aircraft.¹

1424hrs. General Quarters for chemical attack drill.¹

1542hrs. Secured from chemical attack drill.¹

2052hrs. Class A fire reported in compartment A-0203-5L, frames 28-30.¹

2058hrs. General Quarters.¹

2113hrs. Fire extinguished. Secured from General Quarters.¹

Positions: 0800 - Lat. 34-15.3N, Long. 26-57.5W; 1200 - Lat. 34-13N, Long. 28-41W; 2000 - Lat. 34-08.7N, Long. 32-04.4W.¹

At sea.²

May 17 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

1500hrs. Refueled FARRAGUT.¹

Positions: 0800 - Lat. 34-06N, Long. 37-26.7W; 1200 - Lat. 35-00N, Long. 38-06.9W; 2000 - Lat. 37-48.8N, Long. 38-42.9W.¹

At sea.²

May 18 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

0626hrs. Refueled from CHIKASKIA (AO-54).¹

0656hrs. Completed highline transfer of personnel.¹

0859hrs. Manned all weapons loading stations.¹

1015hrs. Nuclear emergency drill, Hangar Bay 2, aircraft 208. General Quarters.¹

1057hrs. Secured from General Quarters.¹

1446hrs. Set Condition 2 CAP.¹

1451hrs. Set Condition 1 CAP.¹

1456hrs. Commenced launching aircraft.¹

1458hrs. Completed launching two aircraft.¹

1845hrs. Visibility decreased to three miles due to fog and rain. Stationed lookouts in the eyes of the ship and turned on navigation lights.¹

1953hrs. Rigged ship for heavy weather.¹

2130hrs. Secured bow lookouts.¹

Positions: 0800 - Lat. 40-14.5N, Long. 40-17.5W; 1200 - Lat. 40-06.7N, Long. 41-16.5W; 2000 - Lat. 39-34.9N, Long. 44-31.8W.¹

At sea.²

May 19 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

Weather: Winds were 19 knots til 0400, 32 knots at 0800, 35 knots at 0900, 36 knots at 1000 and then subsided the rest of the day. Skies were overcast, visibility about 7 miles, temperature in mid-60s.

Positions: 0800 - Lat. 38-08.4N, Long. 49-57.5W; 1200 - Lat. 37-28.5N, Long. 51-32W; 2000 - Lat. 36-35.6N, Long. 55-28.7W.¹

At sea.²

May 20 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

1527hrs. Refueled LUCE.¹

Positions: 0800 - Lat. 35-11N, Long. 60-52W; 1200 - Lat. 34-43N, Long. 62-33W; 2000 - Lat. 34-02N, Long. 65-34W.¹

At sea.²

May 21 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

1245hrs. General Quarters for nuclear attack drill.¹

Positions: 0800 - Lat. 32-40N, Long. 70-24.3W; 1200 - Lat. 31-37.7N, Long. 71-10W; 2000 - Lat. 33-17N, Long. 71-24.5W.¹

At sea.²

May 22 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op Order 1-64.¹

0814hrs. Commenced launching aircraft for NAS Cecil Field, Jacksonville, FL.¹

0849hrs. Completed launching 34 aircraft.¹

0944hrs. Commenced launching aircraft for NAS Cecil Field.¹

0957hrs. Completed launching 23 aircraft.¹

1016hrs. Recovered one F3B aircraft with emergency.¹

1450hrs. RADM R. L, TOWNSEND, COMCARDIV-6, arrived on board for an official call.¹

2000hrs. Commenced full power run at 30.5 knots.¹

2400hrs. Completed full power run, changed speed to 30 knots.¹

Positions: 0800 - Lat. 32-20.3N, Long. 73-25.8W; 1200 - Lat. 31-58.3N, Long. 73-59W; 2000 - Lat. 30-54.4N, Long. 77-17W.¹

At sea.²

May 23 - 0000hrs. Steaming in company with TU-26.2.1 composed of ALBANY (CG-10), FARRAGUT (DLG-6), LUCE (DLG-7) enroute from Straits of Gibraltar to Mayport, FL in accordance with COMCRUDESFLOT-6 Op

Order 1-64.¹

0626hrs. Launched one aircraft.¹

0700hrs. Entered Inland waters.¹

0747hrs. Moored starboard side to Pier C-1, NS Mayport, FL. SOPA is COMCARDIV-6 embarked in SARATOGA (CVA-60).¹

1330hrs. Commanding Officer departed the ship.¹

2235hrs. Commanding Officer returned.¹

Arrive Mayport, FL.²

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

Moored Mayport, FL.²

May 25 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

0958hrs. RADM TOWNSEND, COMCARDIV-6, broke his flag in this vessel.¹

1602hrs. SARATOGA (CVA-60) got underway.¹

1813hrs. Fire reported in compartment B-206-6L, frames 104-111, B Division head.¹

1824hrs. Fire out. Secured from fire quarters.¹

2030hrs. MAA reported a fight in DC Central resulting in Edward A. GRAY, DC3, being taken to Sick Bay for treatment. GRAY was placed in confinement for safekeeping by the OOD.¹

Moored Mayport, FL.²

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

Moored Mayport, FL.²

May 27 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

0908hrs. Commanding Officer departed on leave.¹

- Moored Mayport, FL.²
- May 28** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Moored Mayport, FL.²
- May 29** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Moored Mayport, FL.²
- May 30** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Moored Mayport, FL.²
- May 31** - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1415hrs. Set Storm Condition 1C in accordance with telephone conversation with Port Control. Highest winds expected to be 33 knots due to thunderstorm activity.¹
Moored Mayport, FL.²
- Jun. 1** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 2** - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
0907hrs. Underway for Pier C-2, NS Mayport, FL.¹
0952hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
1000hrs. Colors at haft mast in observance of the death of ADM HEPBURN.¹
Moored Mayport, FL.²
- Jun. 3** - Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 4** - Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²

- Jun. 5 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 6 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 7 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 8 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0728hrs. Commanding Officer returned from eight days leave.¹
Moored Mayport, FL.²
- Jun. 9 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 10 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0812hrs. Manned weapons loading station.¹
0850hrs. Commenced loading and unloading nuclear weapons.¹
1739hrs. Secured loading of special weapons.¹
Moored Mayport, FL.²
- Jun. 11 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 12 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 13 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0045hrs. OOD observed a civilian vehicle hit one of the ship's vehicles (a Valiant station wagon) and drive off at a high rate of speed. Base security was notified and the driver of the vehicle was apprehended and identified as POORE, T., X Division of this ship.¹

Moored Mayport, FL.²

Jun. 14 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 15 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 16 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

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

1655hrs. Set Storm Condition 1C commencing at 1645 to 2300. Storm warning winds from 15 to 25 knots with gusts to 33 knots.¹

Moored Mayport, FL.²

Jun. 18 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 19 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 20 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 21 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

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

1615hrs. Class A fire in Chief of Staff's cabin, stateroom 0230. Mattress burning.¹

1630hrs. Secured from fire quarters.¹

Moored Mayport, FL.²

- Jun. 23 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 24 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jun. 25 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0821hrs. CAPT MAYO, HATWINGONE arrived.¹
0822hrs. COMFAIRJAX arrived.¹
0824hrs. SECONDFLT arrived. COMCRUFLOT-6 arrived.¹
0826hrs. CO NAS MAYPORT, CO Cecil Field and CO NAS Sanford arrived.¹
0827hrs. CO NAS Jax arrived.¹
1003hrs. CO NAS Sanford departed.¹
1013hrs. CO NAS Jax departed.¹
1124hrs. SECONDFLT, COMFAIRJAX, COMCARDIV-6, and COMCRUDESFLLOT-6 departed.¹
1125hrs. DESRON-14, CO SABINE (AO-25), HATWINGONE departed.¹
1126hrs. CO NAS CECIL FIELD and CO NAS MAYPORT departed.¹
1226hrs. Staff returned.¹
1228hrs. SECONDFLT arrived.¹
1229hrs. Commanding Officer returned. COMCARDIV-6 and COMCRUDESFLLOT-6 arrived.¹
1348hrs. COMCRUDESFLLOT-6 departed.¹
1356hrs. COMSECONDFLT departed.¹
1432hrs. Staff departed.¹

Moored Mayport, FL.²

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

Moored Mayport, FL.²

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

Moored Mayport, FL.²

Jun. 28 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 29 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Moored Mayport, FL.²

Jun. 30 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

1500hrs. Received report that WILLIAMS, Andrew Sidney, FR, 593-84-37, E Division, shot himself in the right wrist with a 38 caliber auto pistol while removing the pistol from his locker. Witnesses in the matter were PERRYMAN, J. L., HN, H Division; WATSON, A. F., FN, E Division. WILLIAMS was taken to Sick Bay for treatment. Pistol was confiscated by the master-at-arms.¹

Moored Mayport, FL.²

Jul. 1 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 in SHANGRI-LA.¹

1032hrs. Commenced loading ordnance.¹

1145hrs. Secured from ordnance loading.¹

Moored Mayport, FL.²

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

1310hrs. Set Storm Condition 1C.¹

Moored Mayport, FL.²

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- Jul. 3 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
1045hrs. CDR R. W. ODELL (CHC), USN, /4100, was detached from this ship.¹
1231hrs. Set Storm Condition 1C.¹
1500hrs. Secured from Storm Condition 1C.¹
Moored Mayport, FL.²
- Jul. 4 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jul. 5 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jul. 6 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Moored Mayport, FL.²
- Jul. 7 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0756hrs. Underway from NS Mayport, FL enroute to New York City, NY in accordance with COMCARDIV-6 Op Order 8-64.¹
0825hrs. Entered International waters.¹
0930hrs. General Quarters.¹
1004hrs. Commenced flight operations.¹
1017hrs. Secured from General Quarters.¹
1235hrs. Conducting flight operations.¹
1642hrs. Completed carquals.¹
1732hrs. Commenced carquals of A1H aircraft.¹
1821hrs. Completed carquals of A1H aircraft.¹
1947hrs. Conducting continuous recovery and launching of aircraft.¹

2055hrs. Completed carrier qualifications.¹

2230hrs. Commenced launching and recovery of aircraft for carquals.¹

Positions: 0800 - Lat. 30-25N, Long. 81-25W; 1200 - Lat. 30-02.4N, Long. 80-06.8W; 2000 - Lat. 30-33.5N, Long. 79-03.3W.¹

Departed Mayport, FL enroute to New York, NY. 62,000th landing onboard.²

Jul. 8 - 0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA, LUCE (DLG-7) and HARRY E. YARNELL (DLG-17) enroute from Mayport, FL to New York City, NY, conducting operations in accordance with COMCARDIV-6 OP Order 8-64. Presently engaged in night flight operations with helo no. 05 airborne acting as lifeguard.¹

0015hrs. Completed flight operations.¹

0700hrs. Detached LUCE and HARRY E. YARNELL.¹

1207hrs. Commenced flight operations.¹

1700hrs. Conducting flight operations.¹

1910hrs. HARRY E. YARNELL reported for duty and was taken command of this vessel.¹

2304hrs. Completed flight operations.¹

2337hrs. Took tactical command of LUCE.¹

Positions: 0800 - Lat. 30-52.4N, Long. 80-03.2W; 1200 - Lat. 31-28.8N, Long. 80-10.6W; 2000 - Lat. 30-37.4N, Long. 80-05.7W.¹

At sea.²

Jul. 9 - 0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA, LUCE (DLG-7) and HARRY E. YARNELL (DLG-17) operating off the east coast of Florida in accordance with COMCARDIV-6 Op Order 8-64.¹

0002hrs. Commenced flight operations for night carrier qualifications.¹

0102hrs. Completed night carrier qualifications.¹

0120hrs. Detached HARRY E. YARNELL and LUCE.¹

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0915hrs. AAW stations.¹

0947hrs. Ceased firing having expended 12 rounds. Secured from AAW stations.¹

1000hrs. Commenced flight operations for carquals.¹

1740hrs. Conducting flight operations.¹

1823hrs. Assumed tactical command of HARRY E. YARNELL.¹

1923hrs. Completed flight operations.¹

2249hrs. Refueled from SABINE (AO-25).¹

Positions: 0800 - Lat. 31-35N, Long. 79-23W; 1200 - Lat. 31-50N, Long. 79-22.5W; 2000 - Lat. 31-55.6N, Long. 78-59W.¹

At sea.²

Jul. 10 - 0000hrs. Steaming in company with SABINE (AO-25) and HARRY E. YARNELL (DLG-17) operating 130 miles east of Georgia in accordance with COMCARDIV-6 Op Order 8-64. This vessel is presently refueling from SABINE. COMCARDIV-6 embarked in this vessel.¹

0029hrs. HARRY E. YARNELL completed refueling and assumed lifeguard station.¹

0047hrs. Completed refueling.¹

0103hrs. Detached SABINE.¹

0824hrs. Manned all AAW stations.¹

0826hrs. Spar streamed 1800 feet.¹

0857hrs. Commenced firing.¹

0911hrs. Secured from AAW stations. Expended 8 rounds.¹

0930hrs. Commenced flight operations.¹

1323hrs. Manned special weapons loading stations.¹

1350hrs. General Quarters for nuclear emergency drill.¹

1415hrs. Secured from General Quarters.¹

1419hrs. Secured from weapons loading stations.¹

1947hrs. Completed flight operations.¹

Positions: 0800 - Lat. 33-23N, Long. 75-41.5W; 1200 - Lat. 31-51.8N, Long. 75-52.5W; 2000 - Lat. 33-23N, Long. 75-41W.¹

At sea.²

Jul. 11 - 0000hrs. Steaming independently enroute from Mayport, FL to New York City, NY operating off Cape Hatteras in accordance with COMCARDIV-6 Op Order 8-64.¹

0900hrs. Commenced flight operations.¹

1120hrs. AAW stations.¹

1150hrs. Secured from AAW defense stations. Expended 10 rounds.¹

1309hrs. Conducted highline transfer of personnel with LUCE (DLG-7).¹

1344hrs. Completed launching one tanker. Delayed scheduled air operations until weather conditions improve.¹

1410hrs. Completed recovery of aircraft, having recovered four aircraft. Diverted remainder of aircraft to NAS Oceana, VA.¹

2302hrs. Commenced vibration tests on engineering equipment.¹

Positions: 0800 - Lat. 35-54.5N, Long. 73-18.4W; 1200 - Lat. 35-31.9N, Long. 73-27W; 2000 - Lat. 35-31.4N, Long. 73-50W.¹

At sea.²

Jul. 12 - 0000hrs. Steaming independently enroute from Mayport, FL to New York City, NY. Operating off the coast of North Carolina in accordance with COMCARDIV-6 Op Order 8-64.¹

1300hrs. Commenced flight operations.¹

2122hrs. Completed flight operations.¹

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Positions: 0800 - Lat. 37-51.8N, Long. 72-01W; 1200 - Lat. 38-40N, 72-04W; 2000 - Lat. 38-46.2N, Long. 72-04.5W.¹

Arrived New York, NY.²

Jul. 13 - 0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA, LUCE (DLG-7) and HARRY E. YARNELL (DLG-17) enroute from Mayport, FL to New York City, NY.¹

0543hrs. Observed sunrise; left navigation lights on due to low visibility.¹

0557hrs. Entered the narrows, passed under the Verrazano Bridge.¹

0731hrs. Passed Romer Shoal Lighthouse abeam to port, distance 1,500 yards.¹

0853hrs. Visibility increased to three miles, turned off navigation lights.¹

0905hrs. Received eight civilian tugs fore and aft and port and starboard to assist in mooring.¹

0935hrs. Moored starboard side to Pier 90, New York City, NY.¹
Positions: none.¹

Inport, Pier 90, New York, NY.²

Jul. 14 - Moored starboard side to Pier 90, New York City, NY. Ships present: HARRY E. YARNELL (DLG-17), BIDDLE (DDG-5), LUCE (DLG-7) plus various other unit of the U. S. Atlantic Fleet.¹

Inport, Pier 90, New York, NY.²

Jul. 15 - 0000hrs. Moored starboard side to Pier 90, New York City, NY. Ships present: HARRY E. YARNELL (DLG-17), BIDDLE (DDG-5), LUCE (DLG-7) plus various other unit of the U. S. Atlantic Fleet.¹

1215hrs. QUEEN ELIZABETH got underway and stood out of the harbor.¹

Inport, Pier 90, New York, NY.²

Jul. 16 - Moored starboard side to Pier 90, New York City, NY. Ships present: RANDOLPH (CVS-15), COMCARDIV-16 embarked, HARRY E. YARNELL (DLG-17), BIDDLE (DDG-5), LUCE (DLG-7) plus various other unit of the U. S. Atlantic Fleet.¹

1020hrs. Class C fire in Hangar Bay 3.¹

1029hrs. Secured from fire quarters.¹

Inport, Pier 90, New York, NY.²

Jul. 17 - 0000hrs. Moored starboard side to Pier 90, New York City, NY. Ships present: RANDOLPH (CVS-15), COMCARDIV-16 embarked, HARRY E. YARNELL (DLG-17), BIDDLE (DDG-5), LUCE (DLG-7) plus various other unit of the U. S. Atlantic Fleet.¹

0805hrs. General Quarters for drill.¹

0832hrs. Secured from General Quarters.¹

1232hrs. Underway from New York City, NY to Mayport, FL in accordance with COMCARDIV-6 Op Order 8-64.¹

1518hrs. General Quarters.¹

1526hrs. Passed Ambrose Lightship, bearing 230, distance 1,000 yards. Entered International waters.¹

1550hrs. Secured from General Quarters.¹

1551hrs. Took command of LUCE (DLG-7) and HARRY E. YARNELL (DLG-17) and stationed them in column astern.¹

1830hrs. Commenced flight operations.¹

2030hrs. Completed flight operations.¹

Positions: 2000 - Lat. 39-09.2N, Long. 73-41.5W.¹

At sea. Enroute Mayport, FL.²

Jul. 18 - 0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA, HARRY E. YARNELL (DLG-17), and LUCE (DLG-7) enroute from New York City, NY to Norfolk, VA operating off the coast of Delaware in accordance with COMCARDIV-6 Op Order 8-64.¹

0200hrs. Engineering drills.¹

0800hrs. Commenced flight operations.¹

0815hrs. Manned AAW stations.¹

0850hrs. Commenced firing on sleeve to starboard.¹

0916hrs. Secured from AAW stations. Expended 15 rounds.¹

0952hrs. Conducted plane crash drill on the Flight Deck.¹

1124hrs. Took tactical command of CHIKASKIA (AO-54).¹

1303hrs. Refueled from CHIKASKIA.¹

1834hrs. Completed flight operations.¹

Positions: 0800 - Lat. 37-52N, Long. 73-59W; 1200 - Lat. 38-59N, Long. 74-23W; 2000 - Lat. 37-50N, Long. 74-04W.¹

At sea. Enroute Mayport, FL.²

Jul. 19 -

0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA, HARRY E. YARNELL (DLG-17), and LUCE (DLG-7) enroute from New York City, NY to Norfolk, VA.¹

0541hrs. Sighted Chesapeake Bay Lightship bearing 286, distance 17 miles.¹

0832hrs. Entered Inland waters.¹

0859hrs. Entered Thimble Shoal Channel.¹

1019hrs. Anchored in anchorage Y, Hampton Roads, VA in 10 fathoms of water, mud bottom, with 50 fathoms of chain to the port anchor.¹

1115hrs. Barge arrived to receive three F8 aircraft nos. 202, 208, 903.¹

1203hrs. Barge departed with aircraft no. 202 and 903.¹

1305hrs. Barge returned to receive remaining aircraft no. 208.¹

1343hrs. Barge departed the ship.¹

1415hrs. Underway from Hampton Roads, VA to Mayport, FL in accordance with COMCARDIV-6 Op Order 8-64.¹

1431hrs. Sounded inland danger whistle signal to clear small craft from

the channel.¹

1512hrs. Passed over the Chesapeake Bay Bridge Tunnel.¹

1527hrs. Cleared the channel, steadied on course 107.¹

1538hrs. Entered International waters.¹

1704hrs. Took tactical command of LUCE (DLG-7).¹

1730hrs. Commenced flight operations.¹

1739hrs. Manned AAW stations.¹

1810hrs. Secured from AAW stations.¹

2030hrs. Completed flight operations.¹

2240hrs. Detached LUCE to take station 30 miles astern of this vessel in preparation for scheduled ECM drills.¹

Positions: 0800 - Lat. 36-51N, Long. 75-52W; 1200 - Lat. 36-54N, Long. 76-02W; 2000 - Lat. 36-41N, Long. 74-48W.¹

At sea. Enroute Mayport, FL.²

Jul. 20 - 0000hrs. Steaming independently enroute from Norfolk, VA to Mayport, FL. Operating off the coast of North Carolina in accordance with COMCARDIV-6 Op Order 8-64.¹

0620hrs. Ordered LUCE (DLG-7) to operate independently within visual range of this vessel.¹

0930hrs. Commenced flight operations.¹

1135hrs. Recovered helo no. 83 from NEWPORT NEWS (CA-148).¹

1213hrs. COMCARDIV-6 departed for NEWPORT NEWS via helo no. 83 for an unofficial visit.¹

1455hrs. Manned AAW stations.¹

1541hrs. Secured from AAW stations.¹

1546hrs. COMCARDIV-6 returned.¹

1741hrs. Completed flight operations.¹

2231hrs. Held engineering drills.¹

2245hrs. Secured from engineering drills.¹

Positions: 0800 - Lat. 36-47.9N, Long. 74-43W; 1200 - Lat. 36-37.2N, Long. 75-00.8W; 2000 - Lat. 36-26N, Long. 74-09.3W.¹

At sea. Enroute Mayport, FL.²

Jul. 21 - 0000hrs. Steaming in company with TU-23.2.1 composed of SHANGRI-LA and LUCE (DLG-7) enroute from Norfolk, VA to Mayport, FL operating off the coast of North Carolina in compliance with COMCARDIV-6 Op Order 8-64.¹

0654hrs. Assumed tactical command of HARRY E. YARNELL (DLG-17).¹

0756hrs. Class C fire in starboard catwalk aft. General Quarters.¹

0800hrs. Secured from General Quarters. Fire extinguished.¹

0907hrs. Commenced flight operations.¹

1110hrs. COMSECONDFLT came aboard to make an unofficial call on COMCARDIV-6.¹

1217hrs. Refueled from ELOKOMIN (AO-55).¹

1841hrs. AAW stations.¹

1944hrs. Assumed tactical command of TATTNALL (DDG-19).¹

2032hrs. Secured from AAW stations.¹

2333hrs. Commenced recovering aircraft.¹

2347hrs. Completed recovering aircraft.¹

Positions: 0800 - Lat. 36-01N, Long. 74-02W; 1200 - Lat. 35-48.2N, Long. 73-56.2W; 2000 - Lat. 36-05N, Long. 73-46W.¹

At sea. Enroute Mayport, FL.²

Jul. 22 - 0000hrs. Steaming in company TE-23.2.3.1 composed of SHANGRI-LA

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and TATTNALL (DDG-19) enroute from Norfolk, VA to Mayport, FL, operating off the coast of Cape Hatteras, NC in compliance with COMCARDIV-6 Op Order 8-64.¹

0018hrs. Commenced recovering aircraft.¹

0102hrs. Completed recovering seventeen aircraft.¹

0109hrs. Released TATTNALL to ISE.¹

0804hrs. COMCARDIV-6 assumed tactical command of NEWPORT NEWS (CA-148), LUCE (DLG-7), TATTNALL (DDG-19), CHARLES F. ADAMS (DDG-2), SEMMES (DLG-18), HARRY E. YARNELL (DLG-17) and this vessel.¹

0930hrs. Commenced flight operations.¹

1010hrs. Arrived on station. Commenced aircraft section of firepower demonstration.¹

1035hrs. Completed aircraft section of firepower demonstration.¹

1113hrs. Commenced missile section of firepower demonstration.¹

1248hrs. Released to proceed to AAWEX operating area.¹

1355hrs. Took tactical command of BARNEY (DDG-6) and CHARLES F. ADAMS (DDG-2).¹

1407hrs. Conducting flight operations.¹

1712hrs. Detached BARNEY.¹

1830hrs. Conducting flight operations.¹

1845hrs. Conducting carquals.¹

2035hrs. Completed flight operations.¹

2216hrs. Refueled from KASKASKIA (AO-27).¹

Positions: 0800 - Lat. 36-00N, Long. 74-00W; 1200 - Lat. 35-27N, Long. 74-22W; 2000 - Lat. 35-43.5N, Long. 73-46.5W.¹

At sea. Enroute Mayport, FL.²

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- Jul. 23 -** 0000hrs. Steaming company with CHARLES F. ADAMS (DDG-2) enroute from Norfolk, VA to Mayport, FL operating off the coast of Cape Hatteras, NC in accordance with COMCARDIV-6 Op Order 8-64.¹
- 0800hrs. COMCARDIV-6 took tactical command of TU-23.2.1, TU-23.2.2, and LANTMIDTRARON-64, ordered units to take assigned stations for firepower demonstration.¹
- 0900hrs. OTC ordered execution of firepower demonstration.¹
- 0925hrs. Commenced flight operations.¹
- 1159hrs. Fire in compartment A-0209-1L. General Quarters.¹
- 1208hrs. Fire extinguished. Damage is minor with no casualties. Secured from General Quarters.¹
- 1238hrs. Took tactical command of LUCE (DLG-7).¹
- 1843hrs. Detached LUCE.¹
- Positions: 0800 - Lat. 36-01N, Long. 73-58W; 1200 - Lat. 35-39.2N, Long. 74-25.6W; 2000 - Lat. 33-48.9N, Long. 76-01.4W.¹
- Arrived Mayport, FL.²
- Jul. 24 -** 0000hrs. Steaming independently enroute from Norfolk, VA to Mayport, FL in accordance with COMCARDIV-6 Op Order 8-64.¹
- 0959hrs. Commenced flight operations.¹
- 1300hrs. General Quarters for chemical attack drill and engineering casualty drills.¹
- 1343hrs. Simulated chemical air attack.¹
- 1421hrs. Received airborne message that an F8E, VU-4, Det. A, pilot LTJG R. L. LAWRENCE, USNR, 579604/1315, crashed into the sea, pilot ejected at 30-19N, 80-24W. Commenced various courses and speeds to close position of ejection.¹
- 1426hrs. Launched helo for SAR operations, secured from General Quarters and all engineering drills, steering 090, 24 knots.¹
- 1447hrs. Pilot recovered by helo.¹

1500hrs. SAR helo with rescued pilot on board returned aboard this vessel; no apparent injuries to pilot.¹

1701hrs. Entered Inland waters.¹

1725hrs. Moored starboard side to Pier C-2, NS Mayport, FL. Ships present include French destroyer DUCHAYLA (D-630) and Italian destroyer IMPAVIDO (D-570).¹

Positions: 0800 - Lat. 31-03.2W, Long. 79-44.2W; 1200 - Lat. 30-09.2N, Long. 80-38.2W.¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

Jul. 26 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1300hrs. COMCARDIV-6 departed on TAD orders to Naval War College, Newport, RI. SOPA is shifted to DESRON-16 in BIGELOW (DD-942).¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

Jul. 28 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Jul. 29 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Jul. 30 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Jul. 31 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

- Aug. 1 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 2 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 3 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 4 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 5 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0148hrs. Informed by Mayport Control that an illegal entry into the basin is suspected. Double pier security and ship's security. Rigged lighting along port side of ship. Put no. motor whaleboat in water.¹
0215hrs. Tugs made search in vicinity of Pier 2 with negative results.¹
0500hrs. Secured from extra security watches.¹
1001hrs. Class C in Hangar Bay 1, port side, frame 96. Power cable pulled from electrical box on tow tractor.¹
1005hrs. Secured from fire quarters.¹
Inport Mayport, FL.²
- Aug. 6 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 7 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
1242hrs. RADM Robert L. TOWNSEND, USN, COMCARDIV-6, returned on board and broke his flag on this vessel.¹
1245hrs. COMCARDIV-6 assumed SOPA from COMDESRON-16.¹
Inport Mayport, FL.²

- Aug. 8 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 9 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 10 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 11 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 12 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 13 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1320hrs. Commander, CARRIER AIR WING TEN arrived to make an official call on COMCARDIV-6.¹

1425hrs. COMDESDIV-142 arrived to make official call on COMCARDIV-6.¹

1508hrs. COMDESDIV-142 and CAW-10 departed.¹
Inport Mayport, FL.²
- Aug. 14 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Aug. 15 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1320hrs. Class A fire, Flight Deck aft, port side, life raft.¹

1348hrs. Secured from fire quarters.¹
Inport Mayport, FL.²
- Aug. 16 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Aug. 17 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Aug. 18 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Aug. 19 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

CDR D. V. MARSHALL reported aboard for duty as Navigator. Current Navigator is CDR J. SPARGO.¹

Inport Mayport, FL.²

Aug. 20 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

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

1352hrs. CONNAROE, John A., GMTSN, USN, suffered a depressed skull fracture and a fractured left arm in an accident on the 3rd Deck near the 9,000 pound bomb elevator, no. A541-ET. CONNAROE was cranking the elevator door when the door counterweights broke free allowing the door to free fall and causing the crank to rotate rapidly with great force. The crank handle struck CONNAROE causing the injuries. Injuries considered serious. CONNAROE removed to Sick Bay for first aid treatment. Called for ambulance.¹

1407hrs. Arranged for helicopter to transport CONNAROE from NS Mayport to Naval Hospital Jacksonville. Alerted Naval Hospital concerning injuries. Arranged for ambulance to stand-by at helicopter landing area at NAS Jacksonville.¹

1435hrs. CONNAROE removed from the ship, enroute by ambulance to NS Mayport Operations for helicopter pick up.¹

Inport Mayport, FL.²

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

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0935hrs. INDEPENDENCE (CVA-62) stood into the harbor and moored to Pier C-1.¹

1040hrs. COMCARDIV-6 shifted his flag to INDEPENDENCE.¹

Inport Mayport, FL.²

Aug. 23 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0845hrs. WALDROP, James H., SA, was injured when he fell from no. 3 elevator, in the down position, and landed on the after camel. Diagnosis by ship's doctor: compression of third lumbar vertebra. WALDROP was transferred by ambulance to NAS Jax Hospital for treatment.¹

1505hrs. Took three UH-2A aircraft aboard.¹

Inport Mayport, FL.²

Aug. 24 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0959hrs. Underway for Jax Op Area in accordance with COMDESRON-16 Op Order 10-64.¹

1035hrs. Entered International waters.¹

1231hrs. Commenced flight operations for carquals.¹

1530hrs. Conducting carquals.¹

1922hrs. Completed flight operations.¹

Positions: 1200 - Lat. 30-14.1N, Long. 80-56.5W; 2000 - Lat. 30-10N, Long. 79-23W.¹

At sea in Mayport area. 63,000th landing onboard.²

Aug. 25 - 0000hrs. Steaming in company with TG-23.6 composed of SHANGRI-LA, ALLEN M. SUMNER (DD-692), HARWOOD (DD-861), WARE (DD-865), WILLIAM C. LAWE (DD-763) operating off the coast of Florida in the Jax Op Area in accordance with COMDESRON-16 Op Order 10-64.¹

0800hrs. AAW stations.¹

0923hrs. Completed firing NAL-1-AD. Expended 62 rounds.¹

0924hrs. Secured from AAW stations.¹

1000hrs. Commenced flight operations.¹

1105hrs. Lube oil casualty in no. 1 main engine.¹

1125hrs. Lube oil casualty repaired.¹

1300hrs. General Quarters.¹

1330hrs. Secured from General Quarters.¹

1600hrs. Conducting flight operations.¹

2235hrs. Completed flight operations.¹

Positions: 0800 - Lat. 29-57.1N, Long. 79-36.5W; 1200 - Lat. 29-48.4N, Long. 75-51.7W; 2000 - Lat. 29-52.3N, Long. 79-40.2W.¹

At sea in Mayport area.²

Aug. 26 - 0000hrs. Steaming in company with TG-23.6 composed of SHANGRI-LA, ALLEN M. SUMNER (DD-692), HARWOOD (DD-861), WARE (DD-865), WILLIAM C. LAWE (DD-763) operating off the coast of Florida in the Jax Op Area in accordance with COMDESRON-16 Op Order 10-64.¹

0030hrs. Commenced engineering economy run exercise.¹

0630hrs. Completed engineering economy run.¹

1155hrs. Commenced flight operations.¹

1205hrs. Commenced carquals for C1A 753 and A1H no. 415.¹

1216hrs. AAW defense stations.¹

1226hrs. CDR J. SPARGO, USN, was detached from this ship.¹

1230hrs. Completed carquals.¹

1258hrs. Secured from AAW stations.¹

1330hrs. Conducting flight operations.¹

1500hrs. Conducting flight operations.¹

1814hrs. Completed flight operations.¹

1828hrs. Took tactical command of WARE (DD-865).¹

2139hrs. Rendezvoused with CTG-23.6 in WILLIAM C. LAWE.¹

Positions: 0800 - Lat. 30-25.9N, Long. 80-28.2W; 1200 - Lat. 30-05N, Long. 80-07.5W; 2000 - Lat. 30-15.5N, Long. 79-08.5W.¹

At sea in Mayport area.²

Aug. 27 - 0000hrs. Steaming in company with WILLIAM C. LAWE (DD-763), WARE (DD-865), HARWOOD (DD-861) and TRUCKEE (AO-147) for local operations in Wilmington Control Area in accordance with COMDESRON-16 Op Order 10-64.¹

0554hrs. Refueled from TRUCKEE (AO-147).¹

0915hrs. Commenced dumping ordnance overboard at 29-55N, 76-41W.¹

0933hrs. Completed ordnance dumping.¹

1300hrs. General Quarters.¹

1459hrs. Secured from General Quarters.¹

Positions: 0800 - Lat. 30-07.5N, Long. 77-11W; 1200 - Lat. 29-37N, Long. 76-03.2W; 2000 - Lat. 28-12.2N, Long. 76-14.1W.¹

At sea in Mayport area.²

Aug. 28 - 0000hrs. Steaming in company TG-23.6 composed of this vessel, WILLIAM C. LAWE (DD-763), HARWOOD (DD-861) and WARE (DD-865) operating in accordance with COMDESRON-16 Op Order 10-64 modified by message 262210Z.¹

0853hrs. Commenced engineering casualty drills.¹

2257hrs. Detached to steam independently by CTG-23.6.¹

Positions: 0800 - Lat. 27-48.7N, Long. 77-41.3W; 1200 - Lat. 28-08N, Long. 78-19.1W; 2000 - Lat. 29-18.2N, Long. 79-30W.¹

At sea in Mayport area.²

Aug. 29 - 0000hrs. Steaming independently enroute from Jax Op Area to Mayport,

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FL in accordance with COMDESRON Op Order 10-64 as modified by his message 262210Z.¹

0930hrs. Commenced flight operations.¹

0955hrs. Commenced carquals for C1A no. 753.¹

1045hrs. Completed carquals for C1A no. 753.¹

1253hrs. Secured from flight quarters.¹

1505hrs. Entered Inland waters.¹

1528hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

Positions: 0800 - Lat. 29-49.2N, Long. 80-40W; 1200 - Lat. 29-44.3N, Long. 80-47.3W.¹

At sea in Mayport area.²

Aug. 30 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Aug. 31 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

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

Inport Mayport, FL.²

Sep. 3 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Sep. 4 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Sep. 5 - Moored starboard side to Pier C-2, NS Mayport, FL.¹

Inport Mayport, FL.²

Sep. 6 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

1645hrs. KRAWCZYK, Peter J., IC3, USN, died at 1135hrs. in the Jacksonville Beach Hospital as a result of injuries received in an automobile accident.¹

Inport Mayport, FL.²

Sep. 7 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

2100hrs. Set Hurricane Condition 3 according to SOPA.¹

Inport Mayport, FL.²

Sep. 8 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

0600hrs. Set Wind Condition 1C. Winds from 14 to 20 knots with gusts up to 30 knots.¹

0807hrs. Set Hurricane Condition 2. Preparing to get underway at 1100.¹

1057hrs. Underway for sea from NS Mayport in accordance with SHANGRI-LA message 081530Z.¹

Positions: 1200 - Lat. 29-44.3N, Long. 80-47.3W; 2000 - Lat. 28-16.9N, Long. 79-55.6W.¹

Winds: 14 knots at 0100 and climbed steadily through the day until they reached 37 knots at 2000 but then dropped off to 25 knots at 2400. Barometric pressure all day from 30.01 at 0100 to 29.8 at 2400. Temperature was in 80s. Clouds about 2,000 feet most of the day.¹

At sea in Mayport area.²

Sep. 9 - 0000hrs. Steaming independently evading Hurricane Dora, operating in accordance with COMDESRON message 081811Z. Course 170, speed 12 knots.¹

1916hrs. CTG-23.6 took tactical command of this vessel. Formation consists of KASKASKIA (AO-27), BIGELOW (DD-942), HARWOOD (DD-861), GOODRICH (DDR-831), MCCAFFERY (DD-860), ENGLISH (DD-696), ALLEN M. SUMNER (DD-692), AULT (DD-698), FORREST ROYAL

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(DD-872), STRIBLING (DD-867), WARE (DD-865), LUCE (DLG-7), and WILLIAM C. LAWE (DD-763). SOPA is CTG-23.1 in BIGELOW. Formation course 190, speed 10.¹

Winds: 20s and 30s most of the day; barometric pressure 29.79 at 0100 then climbed to 29.84 by midnight.¹

Positions: 0800 - Lat. 25-56.6N, Long. 79-35.5W; 1200 - Lat. 26-02.5N, Long. 79-44.3W; 2000 - Lat. 25-29.4N, Long. 79-59W.¹

At sea in Mayport area.²

Sep. 10 - 0000hrs. Steaming in company with TG-23.6 composed of HARWOOD (DD-861), MCCAFFERY (DD-860), ALLEN M. SUMNER (DD-692), FORREST ROYAL (DD-872), WARE (DD-865), WILLIAM C. LAWE (DD-763), BIGELOW (DD-942), GOODRICH (DDR-831), ENGLISH (DD-696), AULT (DD-698), STRIBLING (DD-867), LUCE (DLG-6) and KASKASKIA (AO-27) conducting Hurricane Dora evasion operations off coast of southern Florida in accordance with COMDESRON-16 message 081811Z as modified by signal message.¹

0903hrs. Refueled from KASKASKIA.¹

0915hrs. All destroyers left stations to either investigate unidentified sonar contact or stand clear of datum.¹

0957hrs. Fueling complete.¹

1150hrs. Contact evaluated NON-SUB by HARWOOD.¹

Weather: winds are in the 20s all day; barometric pressure stayed at 29.83 and 29.7 all day.¹

Positions: 0800 - Lat. 27-49.6N, Long. 79-54.2W; 1200 - Lat. 28-37.7N, Long. 80-04.5W; 2000 - Lat. 28-16N, Long. 80-00.5W.¹

At sea in Mayport area.²

Sep. 11 - 0000hrs. Steaming in company with TG-23.6 composed of HARWOOD (DD-861), MCCAFFERY (DD-860), ALLEN M. SUMNER (DD-692), FORREST ROYAL (DD-872), WARE (DD-865), WILLIAM C. LAWE (DD-763), BIGELOW (DD-942), GOODRICH (DDR-831), ENGLISH (DD-696), AULT (DD-698), STRIBLING (DD-867), LUCE (DLG-6) and KASKASKIA (AO-27) conducting Hurricane Dora evasion operations off coast of southern Florida in accordance with COMDESRON-16 message 081811Z

as modified by signal message.¹

1914hrs. Refueled from KASKASKIA.¹

Winds: 0100 - 32 knots and reduced to 21 knots at 2400.¹

Positions: 0800 - Lat. 29-57.7N, Long. 80-42W; 1200 - Lat. 30-16.5N, Long. 81-00.5W; 2000 - Lat. 29-06.7N, Long. 80-02.4W.¹

At sea in Mayport area.²

Sep. 12 - 0000hrs. Steaming in company with TG-23.6 composed of HARWOOD (DD-861), MCCAFFERY (DD-860), ALLEN M. SUMNER (DD-692), FORREST ROYAL (DD-872), WARE (DD-865), WILLIAM C. LAWE (DD-763), BIGELOW (DD-942), GOODRICH (DDR-831), ENGLISH (DD-696), AULT (DD-698), STRIBLING (DD-867), LUCE (DLG-6) and KASKASKIA (AO-27) conducting Hurricane Dora evasion operations off coast of southern Florida in accordance with COMDESRON-16 message 081811Z as modified by signal message.¹

0500hrs. Detached ENGLISH, HARWOOD, FORREST ROYAL and MCCAFFERY to proceed into port.¹

0742hrs. Detached KASKASKIA to proceed independently into port.¹

0743hrs. Detached from the formation. Transferred CTG-23.6 to COMDESRON-8 to proceed as previously directed into port.¹

0922hrs. Pilot, Captain A. P. BUNCH, arrived by helo.¹

0939hrs. Pilot departed by helo.¹

0925hrs. Set special sea and anchor detail.¹

0950hrs. Secured special sea and anchor detail.¹

1402hrs. Set special sea and anchor detail.¹

1455hrs. Pilot, Captain A. P. BUNCH, arrived by helo.¹

1535hrs. Secured special sea and anchor detail. Canceled entry into port until weather conditions permit.¹

1555hrs. Pilot departed the ship by helo.¹

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1637hrs. TG-23.6 dissolved. KASKASKIA told to proceed on duty assigned.¹

1830hrs. Turned on all navigation lights due to low visibility.¹

Weather: winds in 20s and 30s all day; ceiling is 2,000 to 3,000 feet.¹

Positions: 0800 - 30-24.2N, Long. 81-01.5W; 1200 - Lat. 30-14.7N, Long. 81-07.8W; 2000 - Lat. 29-58.5N, Long. 80-53.4W.¹

At sea in Mayport area.²

Sep. 13 - 0000hrs. Steaming independently in Jax Op Area in accordance with SHANGRI-LA moverep 122130Z. Course 170, speed 10 knots.¹

0135hrs. Lookout reported light in the water 200 yards off the port quarter.¹

0149hrs. Changed course 350 and Williamson turn to search datum area.¹

0241hrs. Completed search of area with negative results.¹

0917hrs. Commenced approached to St. John's sea buoy.¹

1015hrs. Pilot, Captain A. P. BUNCH, arrived on board by helo.¹

1043hrs. Entered Inland waters.¹

1122hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

Winds: 0100 - 30 knots, dropped to 20 knots by noon and 10 knots at 2400.¹

Positions: 0800 - Lat. 30-11.7N, Long. 80-55.4W.¹

At sea in Mayport area. Returned to Mayport, FL.²

Sep. 14 - 0000hrs. Moored starboard side Pier C-2, NS Mayport, FL.¹

1131hrs. Underway for Jax Op Area as a unit of TG-21.7 in compliance with CTG-21.7 message 042323Z.

1210hrs. Entered International waters.¹

1232hrs. Took tactical command of GOODRICH (DDR-831) and K.

BAILEY (DD-713).¹

1321hrs. K. BAILEY reported suffering engineering casualty, dropped out of station to repair.¹

1330hrs. Commenced carrier qualifications.¹

1649hrs. Commenced carquals for VA-43.¹

2030hrs. Conducting carquals.¹

2154hrs. Completed flight operations.¹

2155hrs. Detached GOODRICH.¹

Positions: 1200 - Lat. 30-23N, Long. 81-25W; 2000 - Lat. 30-43.8N, Long. 80-27.6W.¹

Departed Mayport, FL. At sea in Mayport area.²

Sep. 15 - 0000hrs. Steaming independently in Jax Op Areas 1 and 2 in accordance with CTG-21.7 message 042323Z.¹

0751hrs. Took tactical command of GOODRICH (DDR-831) and stationed her 2,000 yards astern.¹

0831hrs. Commenced carquals.¹

1137hrs. Commenced carquals for VA-43 and VA-44.¹

1204hrs. Commenced carquals for VAW-33 and VAW-12.¹

1233hrs. Completed carquals.¹

1240hrs. Completed operating aircraft, having launched 28 and recovered 49.¹

1430hrs. Commenced flight operations. Conducting carquals for VF-174, VRC-40, VAW-12, VA-43 and VAW-33.¹

1600hrs. Conducting carquals.¹

2230hrs. Conducting carquals.¹

2336hrs. Took tactical command of K. BAILEY (DD-713).¹

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Positions: 0800 - 30-22.5N, Long. 80-38W; 1200 - Lat. 30-40N, Long. 80-10W; 2000 - Lat. 30-32.8N, Long. 80-40.6W.¹

At sea in Mayport area.²

Sep. 16 - 0000hrs. Steaming in company with TU-21.7.1 composed of SHANGRI-LA, K. BAILEY (DD-713) and GOODRICH (DDR-831) operating in Jax Op Area 1 and 2 in accordance with CTG-21.7 message 042323Z. Conducting flight operations.¹

0109hrs. Completed launching and recovering of RAG-4 for carquals.¹

0112hrs. Detached K. BAILEY with orders to proceed independently to port.¹

0155hrs. Detached GOODRICH for ECM drill period.¹

0212hrs. Secured all radars for ECM drill.¹

0500hrs. Commenced engineering drills.¹

0530hrs. Secured from drills.¹

0709hrs. Shifted to double A and D.¹

0738hrs. Refueled GOODRICH.¹

0812hrs. Took tactical command of GOODRICH.¹

0850hrs. Man overboard drill, starboard side.¹

0851hrs. Sounded six short blasts.¹

0857hrs. Starboard lifeboat away.¹

0906hrs. Recovered lifeboat.¹

0909hrs. Secured from man overboard drill.¹

1000hrs. Commenced flight operations.¹

1140hrs. Completed carrier qualifications VAW-12.¹

1300hrs. Conducting carquals (all afternoon).¹

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2030hrs. Completed launching and recovering aircraft from CRAW-4 for carquals.¹

2155hrs. Commenced launching and recovering aircraft for carquals.¹

Positions: 0800 - Lat. 30-34.2N, Long. 80-45.9W; 1200 - Lat. 30-37.1N, Long. 80-12.8W; 2000 - Lat. 30-25.2N, Long. 80-29W.¹

At sea in Mayport area.²

Sep. 17 - 0000hrs. Steaming in company with TU-21.7.1 composed of SHANGRI-LA and GOODRICH (DDR-831) operating in Jax Op Areas 1 and 2 in accordance with CTG-21.7 message 042323Z. Conducting flight operations on course 070, speed 12 knots.¹

0030hrs. Completed launching and recovering aircraft of RAG-4 for carquals.¹

0040hrs. Detached GOODRICH.¹

0650hrs. Assumed tactical command of MARIAS (AO-57).¹

0659hrs. Assumed tactical command of GOODRICH.¹

0815hrs. Refueled from MARIAS.¹

1128hrs. Commenced flight operations.¹

1225hrs. F8E, Buno. 149175, VF-13, pilot LTJG J. P. MEATHEMY, 286644/286, crashed on deck. No injuries sustained by the pilot.¹

1230hrs. Completed carquals.¹

1458hrs. Commenced carquals.¹

1831hrs. Commenced carquals for CRAW-4 aircraft.¹

2318hrs. Completed flight operations.¹

Positions: 0800 - Lat. 30-25.4N, Long. 80-44.2W; 1200 - Lat. 30-16.7N, Long. 80-46.2W; 2000 - Lat. 30-21.6N, Long. 80-20.4W.¹

At sea in Mayport area.²

Sep. 18 - 0000hrs. Steaming in company with GOODRICH (DDR-831) as TU-

21.7.1 enroute from Jax Op Area to NS Mayport, FL.¹

0735hrs. Entered Inland waters.¹

0803hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

1414hrs. Man overboard port side forward.¹

1420hrs. Secured from man overboard. Man was retrieved by harbor tug. No injuries sustained.¹

Positions: none.¹

At sea in Mayport area.²

Sep. 19 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

Sep. 20 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

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

0953hrs. Underway from NS Mayport, FL to Jax Op Area in accordance with SHANGRI-LA Op Order 1-64.¹

1021hrs. Entered International waters.¹

1033hrs. General Quarters.¹

1055hrs. Secured from General Quarters. Took tactical command of GOODRICH (DDR-831).¹

1125hrs. GOODRICH reported this vessel showing an oil slick down her port side. Informed Engineering Officer of the Watch and ordered him to investigate.¹

1300hrs. Commenced flight operations.¹

1341hrs. Completed recovering 22 aircraft.¹

Positions: none.¹

At sea in Mayport area training CVW-10 and VMF-451.²

Sep. 22 - 0000hrs. Steaming independently enroute from NS Mayport to Norfolk in accordance with Op Order 1-64.¹

0952hrs. Commenced flight operations.¹

1044hrs. Assumed tactical command of TURNER (DDR-834) and GOODRICH (DDR-831).¹

1721hrs. Completed flight operations.¹

2345hrs. Ordered GOODRICH to operate independently to conduct ECM drill. Commenced pumping bilges.¹

Positions: 0800 - Lat. 30-26.7N, Long. 80-27.5W; 1200 - Lat. 30-21N, Long. 80-37.9W; 2000 - Lat. 30-42.2N, Long. 80-15W.¹

At sea in Mayport area training CVW-10 and VMF-451.²

Sep. 23 - 0000hrs. Steaming in company with TG-23.7 composed of SHANGRI-LA, GOODRICH (DDR-831) and TURNER (DDR-834) enroute from Mayport, FL to Norfolk, VA conducting operations in accordance with 1-64.¹

0213hrs. Commenced engineering drills.¹

0216hrs. Completed pumping bilges.¹

0303hrs. Secured from drills.¹

1003hrs. Commenced flight operations.¹

1300hrs. General Quarters.¹

1304hrs. Completed launching 18 aircraft.¹

1344hrs. Secured from General Quarters.¹

1430hrs. Delayed recovering aircraft. Changed course to 295. GYPSUM COUNTESS, merchant vessel home ported in Oslo, Norway, failed to give way as burdened vessel.¹

1433hrs. Changed course to 260, continued recovering aircraft.¹

1445hrs. Completed recovering 14 aircraft. Detached TURNER to

operate in dependently.¹

1510hrs. Tested the ship's whistle and siren. Lost the spar. Commenced reeling in the line.¹

2215hrs. Completed flight operations, having recovered eight aircraft. Released TURNER and GOODRICH to exercise independently within range of this vessel.¹

Positions: 0800 - Lat. 30-42.3N, Long. 80-18.2W; 1200 - Lat. 31-07.7N, Long. 80-41.2W; 2000 - Lat. 30-21.7N, Long. 80-32.5W.¹

At sea in Mayport area training CVW-10 and VMF-451.²

Sep. 24 - 0000hrs. Steaming in company with TG-23.7 composed of SHANGRI-LA, TURNER (DDR-834) and GOODRICH (DDR-834) enroute from Mayport, FL to Norfolk, VA conducting operations in accordance with SHANGRI-LA Op Order 1-64. GOODRICH and TURNER are steaming independently within UHF range.¹

0627hrs. Commenced refueling from KASKASKIA (AO-27).¹

1000hrs. Commenced flight operations.¹

1030hrs. Completed launching thirty aircraft.¹

1306hrs. General Quarters.¹

1338hrs. Secured from General Quarters.¹

2050hrs. Secured from flight quarters.¹

Positions: 0800 - Lat. 30-18.6N, Long. 80-30.5W; 1200 - Lat. 30-28N, Long. 80-37.6W; 2000 - Lat. 30-26.9N, Long. 80-18.6W.¹

At sea in Mayport area training CVW-10 and VMF-451.²

Sep. 25 - 0000hrs. Steaming in company with TG-23.7 composed of SHANGRI-LA, TURNER (DDR-834) and GOODRICH (DDR-831) enroute from Mayport, FL to Norfolk, VA operating in accordance with SHANGRI-LA Op Order 1-64.¹

0247hrs. GOODRICH and TURNER detached in accordance with Op Order 1-64 event 2502.¹

0945hrs. Commenced flight operations.¹

1030hrs. Fired six rounds to starboard at aircraft towed Delmar target.¹

1050hrs. Fired four rounds at Delmar target to port.¹

Conducted flight operations all afternoon.¹

1704hrs. Assumed tactical command of GOODRICH.¹

1921hrs. Sighted flares bearing 061, distance 20 miles, elevation 30 degrees. Flares evaluated as star shell illumination from unknown ship.¹

2109hrs. Completed flight operations.¹

2307hrs. While engaged in moving aircraft, MORTEN, James R., AN, USN, received a fracture of the left patella (knee cap). Occurred on no. 3 elevator, Hangar Deck level, when the arresting hook of an aircraft was caught on the tow bar of a tractor. The tractor was stopped and started backward to relieve the pressure on the tail hook when it suddenly came loose and struck MORTEN as he stood on the far side of the aircraft. Medical treatment administered by medical officer and placed on sick list.¹

Positions: 0800 - Lat. 30-12.8N, Long. 79-50W; 1200 - Lat. 30-30N, Long. 79-48.3W; 2000 - Lat. 30-54.5N, Long. 80-18W.¹

At sea in Mayport area training CVW-10 and VMF-451. 64,000th landing onboard.²

Sep. 26 - 0000hrs. Steaming independently enroute from NS Mayport, FL to Norfolk, VA in accordance with SHANGRI-LA Op Order 1-64.¹

0606hrs. Gig put in water to put into Mayport.¹

0610hrs. Steadied up on 110, 5 knots to remain in area.¹

0700hrs. Changed course right to approach sea buoy.¹

0742hrs. Hoisted gig aboard.¹

0930hrs. Commenced flight operations.¹

(Conducted flight operations and carquals all afternoon.)¹

1712hrs. Commenced recovering aircraft.¹

1731hrs. F8D, Buno. 148696, VMF-451, pilot 2nd LT J. L. HALL, USMC, 088708, crashed into the Flight Deck during recovery operations at 31-18.6N, 79-41.8W. Pilot received no injuries. Planes exploded and fire broke out on the Flight Deck angle, port side amidships. Extent of damage and the plane undetermined. Sounded General Quarters.¹

1732hrs. Fire confined to the aircraft, the sponson at frames 104 to 106, and the gear locker, Hangar Bay frames 104 to 106. Prior to the crash of the F8D, twelve aircraft were recovered. All other aircraft still airborne bingo-ed to fields ashore.¹

1755hrs. All fires out; damage incurred undetermined.¹

1756hrs. Turned on all navigation lights.¹

1804hrs. Restored ventilation; set reflash watch.¹

1822hrs. Secured from General Quarters with the exception of all repair parties.¹

1823hrs. Mustered the crew on station.¹

1943hrs. All hands on board at the time of crash accounted for.¹

1944hrs. Commenced securing wrecked aircraft.¹

1954hrs. The following injuries were reported incurred as a result of the crash: HARRIS, Fredrick, RM1, USN, inhaled smoke, admitted to ward for observation; HUTTLE, Richard Bender, AN, USN, received three inch to the forehead, treated and returned to duty; FOLAND, Robert B., AMS3, USN, sprained left ankle, treated and returned to duty; PURCELL, Frank A., AN, USN, received first degree burn to the left hand, treated and returned to duty; HODGE, Larry Gene, FA, USNR, received an abrasion to the left eye, treated and returned to duty.¹

1955hrs. Secured damage aircraft to the Flight Deck.¹

2000hrs. Stationed GOODRICH in our wake at 1,000 yards.¹

2128hrs. Ordered GOODRICH to increase her distance to 2,000 yards.¹

2152hrs. Received the following medical reports, all injuries were sustained as a direct result of the aircraft crash or events pertaining to it: SMITH, Thomas W., ICFN, USN, suffered from smoke inhalation while

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working in the Fresnel lens room when the aircraft started burning, treated and admitted to ward for observation; JOHNSTON, Wendell L., AA, USN, suffered from smoke inhalation while fighting fire as a nozzle man, admitted to ward for observation; GREEN, Dwight L., AA, USN, received a cerebrum concussion (skull fracture) when he struck head on a hatch as he entered compartment C-202-L, treated and admitted to ward for observation; TEXON, Edward T., SA, USN, suffered from jet fuel in the eyes, treated and admitted to ward for observation; CASH, Gary A., ABH3, USN, suffered from smoke inhalation while fighting fire on 02 level, treated and returned to duty; VAPA, Julius, RMC, USN, suffered from smoke inhalation while checking spaces for men, treated and returned to duty.¹

Positions: 0800 - Lat. 30-23.5N, Long. 81-15.2W; 1200 - Lat. 30-58N, Long. 80-39.8W; 2000 - Lat. 31-31.5N, Long. 79-13.2W.¹

At sea in Mayport area training CVW-10 and VMF-451.²

During the afternoon, an aircraft crashed on the flight deck and burst into flames. LT R. J. SCENT, Flight Deck Boatswain, and ABH1 Paul ARZIG, rushed to the fiercely burning aircraft. They climbed onto the aircraft, which was in danger of falling over the side, and assisted the pilot in disengaging from the cockpit and reaching safety.

Sep. 27 - 0000hrs. Steaming in company with TG-23.7 consisting of this vessel, TURNER (DDR-834) and GOODRICH (DDR-831) enroute from carrier operations at sea to Mayport, FL conducting operations in accordance SHANGRI-LA Op Order 1-64.¹

1108hrs. Commenced flight operations.¹

1138hrs. Completed launching 36 aircraft.¹

1415hrs. Set special sea and anchor detail.¹

1450hrs. Entered Inland waters.¹

1503hrs. Entered Ribault Bay.¹

1519hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

Positions: 0800 - Lat. 31-10.1N, Long. 79-48.5W; 1200 - Lat. 31-10N, Long. 79-48.5W.¹

At sea in Mayport area training CVW-10 and VMF-451.²

- Sep. 28** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Sep. 29** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Sep. 30** - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1300hrs. Commenced offloading ammunition.¹
1322hrs. Completed offloading ammunition.¹
Inport Mayport, FL.²
- Oct. 1** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 2** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 3** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 4** - Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 5** - 0000 hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
0350hrs. Leak around rudder post in Aft Steering. Water is coming in slowly but pumping is under control.¹
2000hrs. Set Weather Condition 1C.¹
2145hrs. Dropped port anchor.¹
2200hrs. Set Weather Condition 1B.¹
Inport Mayport, FL.²

- Oct. 6 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 7 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 8 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 9 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
0908hrs. The Honorable Paul B. FAYE, Under Secretary of the Navy, came aboard.¹
1010hrs. The Under Secretary of the Navy departed.¹
Inport Mayport, FL.²
- Oct. 10 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 11 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 12 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 13 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 14 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1130hrs. Set Hurricane Condition IV.¹
1245hrs. Set Wind Warning 1C.¹
1427hrs. Set Hurricane Condition II.¹

- Inport Mayport, FL.²
- Oct. 15 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 16 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 17 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 18 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 19 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 20 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1630hrs. Lowered the Ensign to half staff to honor the passing of former President of the United States Herbert HOOVER.¹
Inport Mayport, FL.²
- Oct. 21 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
0800hrs. Observed morning colors. Lowered the Ensign to half mast and commenced firing a twenty gun salute to be fired one round every half hour in honor of our late President Herbert HOOVER.¹
1104hrs. SARATOGA (CVA-60) stood into the harbor and moored at Pier C-2.¹
1730hrs. Secured from gun salute in honor of the late President Herbert HOOVER.¹
Inport Mayport, FL.²
- Oct. 22 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

0927hrs. Commenced loading ammunition.¹

1128hrs. Completed loading ammunition.¹

Inport Mayport, FL.²

Oct. 23 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

Oct. 25 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

1200hrs. Commenced firing 21 minute gun salute in honor of former President Herbert HOOVER.¹

1221hrs. Ceased firing salute.¹

1230hrs. Commenced general visiting.¹

1630hrs. Secured from general visiting.¹

Inport Mayport, FL.²

Oct. 26 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

0845hrs. SARATOGA (CVA-60) got underway and stood out of the harbor.¹

Inport Mayport, FL.²

Oct. 27 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

1300hrs. Set Wind Condition 1C: destructive winds 10 to 18 knots, gusts to 25 knots.¹

Inport Mayport, FL.²

Oct. 28 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

- Oct. 29 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Oct. 30 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1100hrs. Inadvertently pumped black oil over the side in the area of the brows.¹
1110hrs. Cause of inadvertent pumping of oil found to be an overflowing tank and the situation corrected. Oil in the harbor will be sunk by carbonized sand.¹
Inport Mayport, FL.²
- Oct. 31 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
0745hrs. SARATOGA (CVA-60) stood into the harbor and moored at Pier C-2.¹
Inport Mayport, FL.²
- Nov. 1 -** Moored starboard side to Pier C-1, NS Mayport, FL.¹
Inport Mayport, FL.²
- Nov. 2 -** 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹
1551hrs. Underway from NS Mayport, FL for Jax Op Area in accordance with COMCARDIV-6 Op Order 21-64.¹
1619hrs. Entered International waters.¹
1625hrs. Recovered Mayport helo.¹
1626hrs. Secured special sea detail. Launched Mayport helo.¹
Positions: 2000 - Lat. 30-21.7N, Long. 80-35.7W.¹
Departed Mayport, FL. Proceeded at high speed to Caribbean water for training with embarked AIR WING TEN. Exercises included a full scale STRIKEX TANGO utilizing the Roosevelt Roads operating area.
- Nov. 3 -** 0000hrs. Steaming enroute from NS Mayport, FL to St. Thomas, Virgin

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Islands, conducting operations in accordance with COMCARDIV-6 Op Order 21-64.¹

0230hrs. Conducted locked shaft drills.¹

0242hrs. Secured from drill.¹

0819hrs. Conducted man overboard drill. Steering courses to employ Anderson turn for pick up position.¹

0831hrs. Secured from man overboard drill.¹

0901hrs. Commenced flight operations. Commenced recovery of aircraft.¹

0953hrs. Completed recovery of seven aircraft.¹

1200hrs. Conducting flight operations.¹

1715hrs. Completed flight operations.¹

Positions: 0800 - Lat. 29-38N, Long. 79-59.2W; 1200 - Lat. 30-07.9N, Long. 80-11.4W; 2000 - Lat. 29-56N, Long. 79-58.5W.¹

At sea, Caribbean.²

Nov. 4 - 0000hrs. Steaming in company with DAHLGREN (DLG-12) enroute from Mayport, FL to Charlotte Amelie, St. Thomas.¹

0758hrs. Commenced flight operations.¹

1513hrs. Nuclear emergency drill. General Quarters.¹

1548hrs. Secured from General Quarters.¹

1615hrs. Assumed tactical command of SAMPSON (DDG-10).¹

1640hrs. Stationed DAHLGREN at 180, 20 miles and SAMPSON at 090, 20 miles.¹

Positions: 0800 - Lat. 28-02N, Long. 78-08W; 1200 - Lat. 27-30N, Long. 77-06.5W; 2000 - Lat. 26-05N, Long. 74-58W.¹

At sea, Caribbean.²

Nov. 5 - 0000hrs. Steaming in company with TU-23.2.3 composed of SHANGRI-

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LA, DAHLGREN (DLG-12) and SAMPSON (DDG-10) enroute from Mayport, FL to St. Thomas, Virgin Islands.¹

1032hrs. Nuclear emergency drill.¹

1033hrs. General Quarters.¹

1114hrs. Secured from General Quarters.¹

1200hrs. Assumed tactical command of KASKASKIA (AO-27).¹

1339hrs. Refueled from KASKASKIA. DAHLGREN refueled from starboard side of oiler; Sampson in lifeguard station 1,000 yards astern.¹

1458hrs. DAHLGREN and SAMPSON exchanged stations.¹

1535hrs. Fueling completed.¹

Positions: 0800 - Lat. 24-33N, Long. 72-15W; 1200 - Lat. 23-43N, Long. 71-13W; 2000 - Lat. 22-52N, Long. 69-44W.¹

At sea, Caribbean.²

Nov. 6 - 0000hrs. Steaming in company with TU-23.2.3 composed of SHANGRI-LA, DAHLGREN (DLG-12) and SAMPSON (DDG-10) enroute from Mayport, FL to St. Thomas, Virgin Islands.¹

0804hrs. Launched one aircraft.¹

0806hrs. AAW drill.¹

0937hrs. Detached DAHLGREN and SAMPSON to proceed to AAW stations.¹

0946hrs. Secured from AAW drill. Expended 28 rounds.¹

1030hrs. Commenced flight operations.¹

1059hrs. AAW stations.¹

1157hrs. Secured from AAW stations.¹

1317hrs. Completed launching twenty aircraft.¹

1345hrs. Commenced streaming the spar.¹

1451hrs. AAW stations.¹

2238hrs. Completed flight operations.¹

Positions: 0800 - Lat. 19-36N, Long. 67-16W; 1200 - Lat. 19-24N, Long. 66-23W; 2000 - Lat. 19-06.5N, Long. 65-51W.¹

At sea, Caribbean.²

Nov. 7 - 0000hrs. Steaming independently enroute from Mayport, FL to St. Thomas, Virgin Islands, operating off the coast of Puerto Rico.¹

0759hrs. Anchored in area B, southwest corner of anchorage, Charlotte Amalie, St. Thomas, Virgin Islands in 10 fathoms of water, sand bottom with 75 fathoms of chain to the port anchor.¹

2225hrs. Two EOD swimmers in water for night training exercise.¹

2250hrs. Swimmers out of the water. EOD exercise complete.¹

Positions: none.¹

Arrived St. Thomas, V.I.²

Nov. 8 - 0000hrs. Anchored in area B, St. Thomas, Virgin Islands.¹

1350hrs. Commenced general visiting.¹

1635hrs. Secured from general visiting.¹

Anchored St. Thomas, V.I.²

Nov. 9 - 0000hrs. Anchored in area B, St. Thomas, Virgin Islands.¹

0700hrs. Underway from Charlotte Amalie to San Juan Op Area in accordance with COMCARDIV-6 Op Order 21-64.¹

1004hrs. Refueled from KASKASKIA (AO-27).¹

1039hrs. Transferred four men by highline.¹

1200hrs. Commenced flight operations.¹

1729hrs. Took tactical command of DAHLGREN (DLG-12).¹

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1739hrs. Took tactical command of SAMPSON (DDG-10).¹

2226hrs. Completed flight operations.¹

2227hrs. Ordered COMDESRON-18 to assume tactical command of DAHLGREN and SAMPSON and to proceed independently.¹

Positions: 0800 - Lat. 18-14.1N, Long. 65-08.9W; 1200 - Lat. 19-09.8N, Long. 65-37.2W; 2000 - Lat. 19-00N, Long. 65-17.5W.¹

Departed St. Thomas, V.I. At sea Caribbean.²

Nov. 10 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

0016hrs. Commenced locked shaft drills.¹

0034hrs. Secured from locked shaft drills.¹

0833hrs. Commenced firing 5" battery at VU-8 F8A tractor and Delmar tow.¹

0913hrs. Completed firing runs.¹

1030hrs. Commenced flight operations.¹

1834hrs. Assumed tactical command of SAMPSON (DDG-10).¹

1950hrs. Completed flight operations. Detached SAMPSON.¹

Positions: 0800 - Lat. 19-04.5N, Long. 65-31W; 1200 - Lat. 19-10.5N, Long. 66-11W; 2000 - Lat. 19-46.5N, Long. 66-56W.¹

At sea, Caribbean.²

Nov. 11 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

0734hrs. Commenced flight operations.¹

1752hrs. Completed flight operations.¹

1811hrs. Spar brought on deck and secured.¹

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Positions: 0800 - Lat. 18-59.1N, Long. 66-19.5W; 1200 - Lat. 19-14.3N, Long. 66-31.8W; 2000 - Lat. 19-23N, Long. 66-24.5W.¹

At sea, Caribbean.²

Nov. 12 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

0800hrs. Commenced flight operations.¹

0821hrs. Manned air defense stations.¹

0837hrs. Commenced pumping contaminated tank.¹

0915hrs. Secured from air defense stations.¹

1545hrs. Refueled from KASKASKIA (AO-27).¹

1750hrs. Assumed tactical command of MASSEY (DD-778).¹

2230hrs. Completed flight operations.¹

2242hrs. Detached MASSEY.¹

Positions: 0800 - Lat. 20-04N, Long. 67-29.9W; 1200 - Lat. 19-36.5N, Long. 66-36W; 2000 - Lat. 19-22.5N, Long. 66-27.5W.¹

At sea, Caribbean.²

Nov. 13 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

0715hrs. Commenced flight operations.¹

0910hrs. AAW stations.¹

0942hrs. Secured from AAW stations.¹

1358hrs. AAW stations.¹

1502hrs. Secured from AAW stations.¹

1756hrs. Completed flight operations.¹

1818hrs. With Capo San Juan bearing 323 degrees, 34 miles, departed

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San Juan Op Area for Mayport, FL.¹

Positions: 0800 - Lat. 18-55.3N, Long. 60-00.5W; 1200 - Lat. 18-52.8N, Long. 65-50.5W; 2000 - Lat. 19-06N, Long. 65-47.5W.¹

At sea, Caribbean.²

Nov. 14 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

0832hrs. General Quarters.¹

0900hrs. Set Condition Zebra.¹

0911hrs. Set Circle William.¹

0930hrs. AAW stations.¹

1020hrs. Abandon ship drill.¹

1045hrs. Secured from abandon ship drill. Secured from General Quarters.¹

1100hrs. Manned weapons loading stations.¹

1634hrs. Completed loading nuclear weapons.¹

2107hrs. Commenced pumping two contaminated tanks.¹

Positions: 0800 - Lat. 21-37N, Long. 68-55W; 1200 - Lat. 22-30N, Long. 70-07W; 2000 - Lat. 24-15N, Long. 72-41W.¹

At sea, Caribbean.²

Nov. 15 - 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹

1130hrs. Commenced flight operations.¹

1308hrs. Completed flight operations.¹

Positions: 0800 - Lat. 26-17N, Long. 75-35W; 1200 - Lat. 26-59.2N, Long. 76-13.8W; 2000 - Lat. 28-24N, Long. 78-22.7W.¹

At sea, Caribbean.²

- Nov. 16 -** 0000hrs. Steaming independently from St. Thomas, Virgin Islands to NS Mayport, FL in accordance COMCARDIV-6 Op Order 21-64.¹
- 0625hrs. Pilot came aboard via Mayport helo.¹
- 0626hrs. Launched Mayport helo.¹
- 0736hrs. Entered Mayport harbor.¹
- 0758hrs. First line over.¹
- 0814hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Positions: none.¹
- Arrived Mayport, FL.²
- Nov. 17 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Inport Mayport, FL.²
- Nov. 18 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Inport Mayport, FL.²
- Nov. 19 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Inport Mayport, FL.²
- Nov. 20 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Inport Mayport, FL.²
- Nov. 21 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹
- Inport Mayport, FL.²
- Nov. 22 -** Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is

COMCARDIV-6 aboard SHANGRI-LA.¹

Inport Mayport, FL.²

Nov. 23 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 aboard SHANGRI-LA.¹

0657hrs. Enroute from Mayport, FL enroute to Jax Op Area in accordance with COMCARDIV-6 Op Order 21-64.¹

0725hrs. Entered International waters.¹

1022hrs. Commenced flight operations. Conducting carrier suitability trials.¹

1258hrs. U.S. Senator Eugene S. MCCARTHY arrived.¹

1300hrs. Commenced touch and go landings.¹

1511hrs. Commenced touch and go landings.¹

1759hrs. Commenced touch and go landings.¹

1842hrs. Completed flight operations.¹

1910hrs. Detached AULT (DD-698) and PERRY (DD-844).¹

Positions: 1200 - Lat. 29-52.9N, Long. 80-06W; 2000 - Lat. 29-48.7N, Long. 80-19.9W.¹

Inport Mayport, FL.²

Nov. 24 - 0000hrs. Steaming independently in accordance with COMCARDIV-6 Op Order 21-64 off the coast of FL.¹

0145hrs. Commenced locked shaft drills.¹

0232hrs. Completed lock shaft drills.¹

1312hrs. Turned on navigation lights due to low visibility conditions: visibility is about 1,000 yards or less. Stationed bow lookouts.¹

1341hrs. Discontinued sounding fog signals. Secured bow lookouts. Visibility 8 miles.¹

1343hrs. Turned off navigation lights.¹

1438hrs. Commenced touch and go landings and carrier suitability trials.¹

1618hrs. Commenced touch and go landings.¹

1715hrs. Completed flight operations.¹

2022hrs. Commenced touch and go landings.¹

2037hrs. Recovered one C1A.¹

Positions: 0800 - Lat. 30-24.7N, Long. 80-52.2W; 1200 - Lat. 30-20N, Long. 80-23W; 2000 - Lat. 29-42.1N, Long. 80-11.8W.¹

Inport Mayport, FL.²

Nov. 25 - 0000hrs. Steaming independently enroute from Jax Op Area to Mayport, FL.¹

0222hrs. Class A fire in Disbursing Office.¹

0223hrs. General Quarters.¹

0227hrs. Fire reported out; no damage.¹

0228hrs. Secured from General Quarters.¹

0708hrs. Commenced touch and go landings.¹

0829hrs. Completed flight operations.¹

0940hrs. U. S. Senator MCCARTHY departed.¹

0946hrs. Entered Inland waters.¹

1008hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹

Positions: 0800 - Lat. 30-25.5N, Long. 80-48.1W.¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

- Nov. 27 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
1600hrs. COMCARDIV-6 returned from leave.¹
Inport Mayport, FL.²
- Nov. 28 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Nov. 29 -** Moored starboard side to Pier C-2, NS Mayport, FL.¹
Inport Mayport, FL.²
- Nov. 30 -** 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL.¹
0514hrs. Commenced taking on fuel oil.¹
0558hrs. Completed fueling.¹
0722hrs. Underway from NS Mayport to Jax Op Area in accordance with COMCARDIV-6 Op Order 13-64.¹
0753hrs. Entered International waters.¹
0843hrs. BIGELOW (DD-942) reported for duty.¹
0936hrs. Commenced flight operations.¹
1004hrs. Stationed HARWOOD (DD-861) to operate within UHF range.¹
1010hrs. Released HARWOOD and BIGELOW.¹
1038hrs. Completed recovering fifteen aircraft.¹
1232hrs. Conducting carquals.¹
1530hrs. Conducting carquals.¹
1830hrs. Conducting carquals.¹
2052hrs. Completed flight operations.¹
Positions: 1200 - Lat. 30-20.8N, Long. 80-26.2W; 2000 - Lat. 30-34.5N,

Long. 80-35.4W.¹

Departed Mayport, FL for intensive carrier qualifications in the Jacksonville Op Area for AIR WING TEN, the Basic and Advanced Training commands, and miscellaneous air units of the Atlantic Fleet. In the fifteen days of operations, at times under adverse weather conditions, 2,236 accident free carrier qualification landings were completed. Senator Eugene MCCARTHY, Minnesota, was a distinguished observer on these CARQUALS for a two-day period.²

Dec. 1 - 0000hrs. Steaming independently off the east coast of Florida in accordance with COMCARDIV-6 Op Order 13-64.¹

0625hrs. BIGELOW (DD-942) reported for duty.¹

0800hrs. Commenced flight operations.¹

1027hrs. Recovered one C1A with COMCARDIV-6 aboard.¹

1400hrs. Conducting carquals.¹

1700hrs. Conducting carquals.¹

1725hrs. BIGELOW returned to station after completion of personnel transfer. FORREST ROYAL (DD-872) assumed station 170 relative at 3,000 yards.¹

1810hrs. A4C, no. 411, of VA-44, pilot ENS Allen Michael GATES, USN, 683068, crashed on flight deck after apparent in-flight engagement of no. 1 wire. Pilot was examined flight medical officer. No obvious injury was found and the pilot was returned to duty. Major damage to the forward section of the aircraft was reported.¹

1936hrs. Ordered COMDESRON-16 to assume tactical command of BIGELOW and FORREST ROYAL and proceed on duty assigned.¹

2145hrs. Commenced evaluation tests on Kingsbury thrust bearings. Steering various courses and speeds while conducting tests.¹

2225hrs. Completed evaluation tests.¹

Positions: 0800 - Lat. 30-15.5N, Long. 80-20.4W; 1200 - Lat. 30-25.5N, Long. 80-19.8W; 2000 - Lat. 30-44.3N, Long. 80-17W.¹

At sea, CARQUALS, Jax OP Area. 65,000th landing onboard.²

- Dec. 2 -** 0000hrs. Steaming independently off the east coast of Florida in accordance with COMCARDIV-6 Op Order 13-64.¹
- 0205hrs. Commenced locked shaft drifts.¹
- 0218hrs. Completed drills.¹
- 0713hrs. Refueled HARWOOD (DD-861).¹
- 1000hrs. Commenced flight operations for carquals.¹
- 1300hrs. Conducting carquals.¹
- 1600hrs. Conducting carquals.¹
- 1847hrs. Assumed tactical command of BIGELOW (DD-942).¹
- 1900hrs. Commenced operating aircraft and conducting carquals for replacement air group.¹
- 2214hrs. Conducting carquals.¹
- Positions: 0800 - Lat. 29-49.8N, Long. 80-32.5W; 1200 - Lat. 29-41.6N, Long. 80-07.2W; 2000 - Lat. 29-34.4N, Long. 80-25.8W.¹
- At sea, CARQUALS, Jax OP Area.²
- Dec. 3 -** 0000hrs. Steaming in company with TU-21.7.1 composed SHANGRI-LA, HARWOOD (DD-861) and BIGELOW (DD-942) conducting carquals in Jax OP Area II in accordance with COMCARDIV-6 Op Order 13-64.¹
- 0016hrs. Maneuvering while launching and recovering aircraft.¹
- 0052hrs. Completed flight operations.¹
- 0725hrs. Commenced refueling from CHUKAWAN (AO-100).¹
- 0904hrs. Assumed tactical command of BIGELOW.¹
- 1143hrs. Completed launch and recovery of aircraft for carquals.¹
- 1300hrs. Conducting carquals.¹
- 1435hrs. Completed recovering 61 aircraft for carquals.¹

1600hrs. Conducting carquals.¹

1742hrs. Completed launching 68 aircraft and recovery 71 aircraft. Completed flight operations.¹

Positions: 0800 - Lat. 30-23.7N, Long. 80-30.3W; 1200 - Lat. 29-47.3N, Long. 80-30.7W; 2000 - Lat. 29-40.5N, Long. 80-25W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 4 - 0000hrs. Steaming independently conducting operations in accordance with COMCARDIV-6 Op Order 13-64.¹

0800hrs. Commenced flight operations for carquals.¹

1059hrs. Assumed tactical command of HARWOOD (DD-861). Detached BIGELOW (DD-942) to conduct transfer with FORREST ROYAL (DD-872).¹

1200hrs. Steaming as before conducting carquals for VT-4 and VT-5.¹

1221hrs. Assumed tactical command of BIGELOW.¹

1222hrs. Released HARWOOD to proceed independently.¹

1452hrs. Completed carquals.¹

1644hrs. Launched four aircraft.¹

Positions: 0800 - Lat. 30-53.9N, Long. 80-31.8W; 1200 - Lat. 30-29.3N, Long. 80-32.7W; 2000 - Lat. 29-38N, long. 80-19.6W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 5 - 0000hrs. Steaming independently in Jax Op Area II in accordance with COMCARDIV-6 Op Order 13-64.¹

0756hrs. Commenced carquals for REPLACEMENT AIR WING FOUR.¹

1020hrs. Completed carquals.¹

1131hrs. Commenced carquals for VT-4, VT-5 and VRC-40.¹

1635hrs. Completed carquals.¹

2239hrs. Released BIGELOW (DD-942) and GOODRICH (DDR-831).¹

Positions: 0800 - Lat. 30-17.2N, Long. 79-38.5W; 1200 - Lat. 30-37.6N, Long. 80-14.4W; 2000 - Lat. 30-06.4N, Long. 79-56.2W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 6 - 0000hrs. Steaming independently in Jax Op Area II in accordance with COMCARDIV-6 Op Order 13-64.¹

0936hrs. Assumed tactical command of K. D. BAILEY (DDR-713).¹

1005hrs. Recovered two aircraft.¹

1128hrs. Commenced flight operations for carquals.¹

2325hrs. Completed flight operations for carquals, having launched 24 and recovered 9.¹

Positions: 0800 - Lat. 29-54.3N, Long. 80-04.8W; 1200 - Lat. 30-20.9N, Long. 80-04.5W; 2000 - Lat. 31-35.8N, Long. 80-08.2W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 7 - 0000hrs. Steaming in company with BIGELOW (DD-942) and K. D. BAILEY (DDR-713) operating off the east coast of Florida in accordance with COMCARDIV-6 Op Order 13-64.¹

0038hrs. Assumed tactical command of GOODRICH (DDR-831) and ordered her to operate independently within UHF range.¹

0046hrs. Commenced carquals for REPLACEMENT AIR WING FOUR and commenced operating EA-1 for carquals.¹

0231hrs. Completed flight operations.¹

1033hrs. Conducting carquals.¹

1155hrs. Completed carquals. Detached GOODRICH and assumed tactical command of K. D. BAILEY (DDR-713).¹

1256hrs. Commenced carquals for VT-5, T-28 aircraft.¹

1720hrs. Took tactical command of HARWOOD (DD-861).¹

1727hrs. Commenced carquals.¹

1922hrs. Completed flight operations, having launched 20 and recovered 21.¹

Positions: 0800 - Lat. 30-50.7N, Long. 80-16.4W; 1200 - Lat. 30-47N, Long. 80-28.9W; 2000 - Lat. 31-30.4N, Long. 79-55.4W.¹

At sea, CARQUALS, Jax OP Area. 66,000th landing onboard.²

Dec. 8 - 0000hrs. Steaming independently enroute from Jax Op Area to NS Mayport.¹

0110hrs. Commenced locked shaft drill.¹

0113hrs. Secured from drill.¹

0700hrs. Set special detail.¹

0739hrs. Entered Inland waters.¹

0812hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 embarked aboard SHANGRI-LA.¹

Positions: none.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 9 - Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 embarked aboard SHANGRI-LA.¹

Dec. 10 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMCARDIV-6 embarked aboard SHANGRI-LA.¹

0851hrs. CAPT P. L. MURPHY, YELLOWSTONE (AD-27) and CAPT J. R. BEARDALL, COMDESRON-8, made an official visit to RADM R. L. TOWNSEND, COMCARDIV-6.¹

0900hrs. CAPT H. P. SEIM, COMDESRON-16, made an official visit to COMCARDIV-6.¹

1038hrs. COMDESRON-16, COMDESRON-8, and CO YELLOWSTONE departed.¹

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1426hrs. Underway from NS Mayport to Jax Op Area for carquals as a unit of TG-23.3.¹

1457hrs. Entered International waters.¹

1541hrs. Assumed tactical command of K. D. BAILEY (DDR-713).¹

1600hrs. Assumed tactical command of GOODRICH (DDR-831).¹

1614hrs. Commenced flight operations.¹

2054hrs. Completed flight operations.¹

2058hrs. Detached GOODRICH.¹

Positions: 2000 - Lat. 29-53.2N, Long. 80-01.9W.¹

Dec. 11 - 0000hrs. Steaming independently in Jax Op Area II conducting operations in accordance with COMCARDIV-6 Op Order 13-64.¹

0728hrs. Commenced carquals.¹

0913hrs. Completed launching 65 and recovering 67.¹

1300hrs. Conducting carquals.¹

1745hrs. Completed flight operations, having launched 44 and recovered 44 aircraft.¹

Positions: 0800 - Lat. 30-26.9N, Long. 80-39W; 1200 - Lat. 30-08.5N, Long. 80-36.4W; 2000 - Lat. 29-45.8N, Long. 80-34.8W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 12 - 0000hrs. Steaming independently in Jax Op Area II in accordance with COMCARDIV-6 Op Order 13-64.¹

0655hrs. Commenced carquals.¹

1330hrs. Conducting carquals.¹

1730hrs. Completed carquals and flight operations. Detached BIGELOW.¹

Positions: 0800 - Lat. 30-44.5N, Long. 80-32.5W; 1200 - Lat. 30-18.5N,

Long. 80-49.5W; 2000 - Lat. 29-50.6N, Long. 80-34.5W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 13 - 0000hrs. Steaming independently in Jax Op Area II in accordance with COMCARDIV-6 Op Order 13-64.¹

0639hrs. Assumed tactical command of GOODRICH (DDR-831).¹

0700hrs. Commenced carquals.¹

1031hrs. Conducting carquals.¹

1402hrs. Conducting carquals.¹

1731hrs. Completed carquals.¹

1808hrs. Assumed tactical command of K. D. BAILEY (DDR-713).¹

1854hrs. Refueled from CHUKAWAN (AO-100).¹

1925hrs. Commenced transfer via Burton rig.¹

Positions: 0800 - Lat. 29-54.6N, Long. 80-32.3W; 1200 - Lat. 30-44.9N, Long. 80-41W; 2000 - Lat. 29-33.6N, Long. 80-30.3W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 14 - 0000hrs. Steaming independently in Jax Op Area II in accordance with COMCARDIV-6 Op Order 13-64.¹

0700hrs. Commenced carquals.¹

0933hrs. Completed operating aircraft for carquals.¹

1138hrs. Commenced carquals.¹

1403hrs. Delayed carquals.¹

1424hrs. Recommenced carquals.¹

1657hrs. Completed flight operations.¹

1658hrs. Released K. D. BAILEY (DDR-713).¹

1727hrs. Commenced streaming the spar.¹

Positions: 0800 - Lat. 30-20.3N, Long. 80-05.7W; 1200 - Lat. 30-17.1N; Long. 80-41W; 2000 - Lat. 30-36.2N, Long. 80-37.1W.¹

At sea, CARQUALS, Jax OP Area. 67,000th landing onboard.²

Dec. 15 - 0000hrs. Steaming independently in the Jax Op Area off the east coast of Florida conducting operations in accordance with COMCARDIV-6 Op Order 13-64. SOPA is COMCARDIV-6 embarked aboard this vessel.¹

0038hrs. Commenced locked shaft drill.¹

0150hrs. Secured from drills.¹

0658hrs. Launched one C1A.¹

0719hrs. Commenced carquals.¹

0920hrs. Delayed carquals to refuel helo no. 23.¹

0938hrs. Recommenced carquals.¹

1222hrs. Delayed carquals to change helos.¹

1245hrs. Recommenced carquals.¹

1525hrs. Completed carquals.¹

1600hrs. Man overboard port side reported by port life buoy watch.¹

1605hrs. Launched helo no. 28; man overboard position 831-10.4N, 80-07.5W.¹

1631hrs. Recovered helo no. 38.¹

1636hrs. Secured from man overboard stations. Upon completion of an all hands muster the man overboard report was found to be an error.¹

Positions: 0800 - Lat. 29-57.1N, Long. 80-36.7W; 1200 - Lat. 30-25.7N, Long. 80-22W; 2000 - Lat. 30-35.8N, Long. 80-06.7W.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 16 - 0000hrs. Steaming independently in the Jax Op Area off the east coast of Florida conducting operations in accordance with COMCARDIV-6 Op

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Order 13-64. SOPA is COMCARDIV-6 embarked aboard this vessel.¹

0531hrs. Maneuvering to arrive at a point 15 miles, bearing 096 from St. John's sea buoy at 0645hrs.¹

0647hrs. Arrived at turn point.¹

0821hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

Positions: none.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 17 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

2250hrs. Lost electrical power due to loss of fuel oil suction in no. 7 boiler.

2300hrs. Lit off no. 6 diesel to regain electrical power.¹

2307hrs. Class C fire in Main Communications.¹

2315hrs. Fire reported out.¹

At sea, CARQUALS, Jax OP Area.²

Dec. 18 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

0015hrs. Normal electrical power was regained and no.6 emergency generator was secured.¹

Inport Mayport, FL.²

Dec. 19 - Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

Inport Mayport, FL.²

Dec. 20 - 0000hrs. Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

1625hrs. Lost electrical load and steam load.¹

1700hrs. Lit off no. 7 boiler.¹

1732hrs. Electrical power restored throughout the ship.¹

1920hrs. Sprinkler system activated in after section of Hangar Bay 3. Minor flooding experienced. Extent of damage, if any, undetermined.¹

2000hrs. No apparent damage from accidental activation of Hangar Bay 3 sprinkler system.¹

Inport Mayport, FL.²

Dec. 21 - Moored starboard side to Pier C-2, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

0919hrs. Underway without power to move to Pier C-1.¹

1001hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

Dec. 22 - Moored starboard side to Pier C-1, NS Mayport, FL. SOPA is COMDESRON-16 embarked in BIGELOW (DD-942).¹

Inport Mayport, FL.²

Dec. 23 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

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

Inport Mayport, FL.²

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

Inport Mayport, FL.²

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

Inport Mayport, FL.²

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

Inport Mayport, FL.²

Dec. 28 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

Dec. 29 - Moored starboard side to Pier C-1, NS Mayport, FL.¹

Inport Mayport, FL.²

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

0834hrs. Commanding Officer, FRANKLIN D. ROOSEVELT (CVA-42), came aboard for an official visit to RADM Robert L. TOWNSEND, COMCARDIV-6.¹

Inport Mayport, FL.²

Dec. 31 - 0000hrs. Moored starboard side to Pier C-1, NS Mayport, FL.¹

1400hrs. DAMPIER, A. I., SN, was taken from the ship in custody of FBI agents who showed proper warrant for his arrest.¹

1528hrs. An airman apprentice and a fireman were returned to the ship by base security having been charged with theft of government property. The property was confiscated and the subject men released to await possible disciplinary action.¹

Inport Mayport, FL.²

NOTES:

Statement by LTJG Thomas M. OLIVER, Officer of the Deck, relating to the accident between U.S.S. SHANGRI-LA (CVA-38) and the British Admiralty tug SEA GIANT on 6 March 1964.

On 6 March, U.S.S. SHANGRI-LA was entering port, Valletta, Malta, with the intention of tying up bow on buoy eleven, with the stern to buoy eleven alpha, off Hospital Point. At 1153, the ship got underway from a point approximately 2 miles off the jetty. The ship was to be assisted by three tugs; SEA GIANT, AIREDALE and PORT DIRECTOR. PORT DIRECTOR and AIREDALE took up stations on the beam of this ship, to be used to push the ship astern into the anchorage. SEA GIANT took up a station at the port bow to take the towing hawser from the port hawsepipes. The Pilot, W(alter). JAQUEST, suggested that the ship make use of the SEA GIANT's towing hawser. A light line was lowered from the port hawsepipes to facilitate picking up the SEA GIANT's

hawser. Personnel on the forecastle were unable to make the line pass through the port hawsepipe and requested that a line be passed from the bullnose. While attempting to maneuver the SEA GIANT to retrieve a line thrown from the bullnose, the tug was observed by the Officer of the Deck (myself) to pass under the bow of the ship. The engine order telegraph on SHANGRI-LA at that time indicated all engines ahead 1/3. Approximate speed through the water was 4 ½ to 5 knots. The tug was observed to pass in front of the bow and take station slightly on the starboard bow. During this passage a slight bump was noticed on the bridge. Inspection of the SEA GIANT's starboard quarter by binoculars showed a splintered portion of straking, approximately two feet in length. At the time, it was impossible to determine the amount of damage to the bow of SHANGRI-LA, although personnel in the forecastle reported a sheet of plating was bent back. At the time of the accident, the conning officer was the Pilot, Mr. W. JAQUEST. The Captain was on the bridge. The conning officer's orders were being relayed by the Junior Officer of the Deck, LTJG Richard SHEPARDSON. There was no confusing conning orders, and the ship was traveling at a reasonable and prudent speed under the conditions. The accident occurred approximately ½ mile from the end of the jetty as the ship was preparing turn into the harbor. At the time of the accident, neither the Officer of the Deck nor the Pilot felt that the tug intended to cross the bow of the ship from port to starboard. Signed: Thomas M. OLIVER, LTJG, USNR. (This statement is attached to the March 6, 1964 Deck Log.)

ESCORTING DESTROYERS:²

SHANGRI-LA devised a simple but highly versatile evolution that simultaneously allows its escort destroyers to screen for submarines and serve as plane guard rescue ships. During nighttime and low visibility operations, destroyers previously took station in column astern of the flattop and ten degrees to starboard. This disposition insured quick pilot rescue in the event of an aviation mishap, but prevented the tin cans from providing adequate up-front sub protection for the task unit. SHANG solved the problem by deploying one small boy directly ahead and one astern. The van destroyer screens for subs and the other serves as Rescue Destroyer (RD). If a turn is executed, the destroyer which is then forward of the carrier's beam takes station ahead while the ship abaft the beam slides back to plane guard position. This switch is frequently made as the carrier runs upwind for air operations and then turns downwind to gain sea room. This maneuver, dubbed "Operation Quick Switch" was originated by CAPT E. L. DASHIELL, Jr., USN, SHANGRI-LA's last commanding officer. Its combined ASW-RD effectiveness has made it a standard practice among all destroyers attached to SIXTH FLEET carriers.

EXERCISES:²

MEDLANDEX 1-64 - Conducted live conventional close air support strikes at Capo Teulada, Sardinia and simulated close air support in conjunction with USS INDEPENDENCE (CVA-62) and TF-61 amphibious landing exercise on beaches in southern Sardinia during the period 4-13 Jan 1964. On Jan 10, SHANGRI-LA and

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embarked CARRIER AIR WING TEN participated in a conventional expenditure exercise at the Capo Teulada, Sardinia impact area. COMSIXTHFLT OCE.

POOPDECK III - A major bilateral exercise conducted against targets throughout Spain and opposed by the Spanish Air Force and units of the USAF 65th Air Division. 28-31 Jan 64. COMSIXTHFLT OCE.

REGEX 64 - A large scale NATO Southern Region strike exercise involving implementation of Southern Region's general war plans. CINCSOUTH OSE. STRIKFORSOUTH OCE for U.S. NATO units. Exercise play included participation by Italian, Greek, Turkish, British, German, and French units. Turkey and Greece withdrew from the final phases of the exercise due to the Cyprus crisis. 12-14 March 1964.

LAFAYETTE V - Conducted in the same manner as Lafayette IV with the exclusion of the live ordnance drops. COMSIXTHFLT OCE, 26-27 March 1964.

COMMUNITY SERVICE:²

Carrying out still another phase of the People-to-People Program, volunteers from the ship undertook the project of refinishing the shutters of Las Minonas Orphanage. Teams of men worked a total of four days beautifying the building which houses 106 girls ages six to twelve. Sailors are patently familiar with the use of wire brushes and paint brushes, but this time their labors are rewarded with song fests from the girls - a far more pleasant than that usually forthcoming from a bos'n mate during shipboard painting. Fifty of the older girls visited the ship on the 21st (January), performed on the closed circuit television, and proved the international appeal of ice cream and cake by appreciatively consuming that offered by the duty commissarymen. During this inport period two groups of boys from Belieu and San Juan de Dios Sanitorium (a hospital/orphanage for victims of bone diseases) also visited SHANGRI-LA.

Air Units on board:²

Period	Units
1 Jan. - 22 May	CVW-10, VFP-62 Det 38, HU-2
7 Jul. - 24 Jul.	CVW-10 (less VF-13), VFP-62 Det 38, HU-2
24 Aug. - 29 Aug.	CVW-10 (less VF-13), VFP-62 Det 38, HU-2
14 Sep. - 17 Sep.	VA-44, VAW-33, VAW-12, VF-174, VA-43, HU-2

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16-17 Sep.	VF-13
21 Sep. - 30 Sep.	CVW-10 (less VF-13 & VF-62), VFP-62 Det 38, HU-2, VMF(AW)-451
2 - 16 Nov.	CVW-10 (less VF-62)
30 Nov. - 17 Dec.	VA-43, VA-44, VF-174, VFP-62, VAW-12, VS-30, VRC-40, VT-4, VT-5, VT-21, VT-22, VT-24, VT-25, VT-27, VT-28, VT-30, VT-31

Catapult Launchings:²

Port cat -		Starboard cat -
25 Feb. 64 -	23,000	07 Jan. 64 -
	33,000	
27 Jul. 64 -	24,000	02 Mar. 64 -
	34,000	
	08 Jul. 64 - 35,000	
	25 Aug. 64 - 36,000	

Carrier Landings:²

15 Jan. 64 - 57,000
 17 Feb. 64 - 58,000
 03 Mar. 64 - 59,000
 13 Apr. 64 - 60,000
 26 Apr. 64 - 61,000
 07 Jul. 64 - 62,000
 24 Aug. 64 - 63,000
 25 Sep. 64 - 64,000

Horizons:

May 1964 issue:

FDR Relieves Shang in Pollensa Bay, May 12. Just one day short of seven months as a unit of the Sixth Fleet, SHANGRI-LA was relieved by USS FRANKLIN D. ROOSEVELT (CVA-42), Tuesday, May 12 in turnover ceremonies held at Pollensa Bay, Mallorca.

Pollensa Bay was ROOSEVELT's first anchorage upon entering the Mediterranean. The 63,000 ton flattop passed through the Straits of Gibraltar May 10, following a nine trip from Mayport.

Turnover was completed when officers from SHANGRI-LA met with their counterparts for discussions of the various aspects of a Mediterranean cruise.

Following completion of all turnover activities, SHANGRI-LA departed for Mayport and duty with the Second Fleet. ROOSEVELT got underway for Barcelona, her first liberty port.

June 1964 issue:

Shang To Play Part In Fair. On July 14th, New York harbor will host an international fleet of square-rigged vessels participating in "Operation Sail." The fleet, consisting of all manner of ships, boats and yachts, will be highlighted by the spectacular sight of full square-rigged ships, barks, brigantines and topsail schooners towering over the smaller vessels as they move up the Hudson River. "Operation Sail" will be the largest gathering of square-riggers in any port of the world—in modern times. As the ships moor in the river, they will complete a history-making voyage that, for most of them, began six weeks before in Lisbon, Portugal. SHANGRI-LA will be a part of "Operation Sail" and will participate in ceremonies to be held in the city and on the grounds of the World's Fair. SHANGRI-LA will be moored at Pier 90 from the 13th to the 16th of July. The crew will be able to observe the parade of great ships as they prepare to pass in review of the President of the United States, the Governor of the State of New York, the Mayor of New York City, several ambassadors, distinguished guests and reviewing officers. In a letter from the White House, President JOHNSON stated, "I know that President Kennedy had a deep and personal interest in Operation Sail. Both in memory of our late President and because I share his admiration for the men who sail the seas in ships, I am happy to continue the encouragement he gave to this international effort." "Operation Sail" has won the support of the highest officials here and abroad. It is apparent that the magnitude of the review on July 14th, and the events that follow is greater than the most enthusiastic supporter dreamed it might be. "Sail" is strictly an effort to promote international good-will and is completely non-commercial. What has been accomplished in the four years since "Operation Sail" was conceived is entirely the work of volunteers. The program began June 5th with a race from Lisbon, Portugal to Bermuda. The ships participating in the race—most of them maritime training vessels—will rendezvous with others in Bermuda and will embark in company for New York City, where they are expected to arrive on July 12th. They will lie at anchor for two days until the fleet is complete. Whether or not they will be able to sail up the Hudson River is uncertain. However, if there are no favorable winds, the ships will power, or be towed along the parade route. The crews—all maritime trainees and cadets—will proceed under a ticker tape parade to city hall for the Mayor's reception. Following the formalities, numerous events are planned throughout the week—full dress inspection, contests in seamanship, various receptions and divertissements at the World's Fair, soccer games and sight-seeing trips to Washington, D. C. The program will come to an end at the World's Fair grounds, where plaques, prizes and certificates will be presented. It may seem odd, in this nuclear age, that many nations continue to

train their maritime cadets with the near primitive methods of seamanship under sail. However, this type of training has many advantages. It teaches the man to have respect for the sea—which makes the same demands of a large carrier as it does for a top-sail schooner. There is no better way to learn of the natural forces of the sea than to serve in sail. “Operation Sail” is then, a way of demonstrating the ability, potential and character of the men of many nations joining together to create something few people have ever seen and most people may never see. This is “Operation Sail.”

Ship Gets Face Lifting During Upkeep Period. SHANGRI-LA steamed into Ribault Bay (Mayport Basin) on May 23rd, 1964, having completed her eight month Mediterranean deployment. The weeks between May 23rd and July 3rd were designated as “leave and upkeep” period. During the upkeep period, yard workers and the ship’s force installed new equipment, repaired, painted and made improvements on present equipment and compartments. The most noticeable work completed was the renovation of the flight deck and the overhaul of the catapults and arresting gear. SHANGRI-LA is one of the last carriers to have been built with a wooden deck. After a long deployment to the Mediterranean and extensive flight operations, it is almost always necessary to replace sections of the deck that have been damaged. A large section has been replaced in the catapult and island area, and elevator number two has been completely recovered. The wood used on the flight deck is Douglas Fir and Teak wood. Each individual board consists of two layers of wood. The bottom (Douglas Fir), acting as sort of “cushion” and the top (Teak), making the hard surface needed to withstand the weight and impact of high-speed aircraft. The catapults were dismantled, strengthened, repaired and replaced while at the same time, the arresting gear engines received the full overhaul treatment and new cables. Now, after her face-lifting, SHANGRI-LA is once again prepared to take her place as an integral part of the United States Second Fleet.

SOURCES:

¹ Ship’s Deck Logs.

² Aviation Historical Summary, OPNAV Form 5750-2

³ 1964 Cruise Book

⁴ NEWS HORIZON