

CVA14:11:mo

5750

Ser: 006

6 FEB 1967

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~~SECRET~~ (Unclassified upon removal of enclosure (1))

OPNAV REPORT 5750-1

From: Commanding Officer, USS TICONDEROGA (CVA-14)

To: Chief of Naval Operations (Op-05A5G)

Subj: Command History; forwarding of

Ref: (a) OPNAVINST 5750.12

(b) CINCPACFLTINST 5750.2

Encl: (1) USS TICONDEROGA (CVA-14) Command History for  
Calendar Year 1966

1. In accordance with references (a) and (b) enclosure (1) is forwarded.

WARD MILLER

Copy to:

CNO (Op-09B9)

CINCPACFLT

COMNAVAIRPAC

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PART I: CHRONOLOGY OF HIGHLIGHTS

JANUARY	1-13	Combat Operations, South China Sea COMCARDIV 9 embarked, CTG 77.5 CVW-5 embarked
	13-14	Enroute Subic Bay, Philippines
	15	Subic Bay, Philippines COMCARDIV 9 disembarked CO, USS TICONDEROGA, CTG 77.5
	22-23	Enroute
	24-31	Combat Operations, South China Sea
FEBRUARY	1-17	Combat Operations, South China Sea and Tonkin Gulf
	17-18	Enroute Subic Bay, Philippines
	18	Subic Bay, Philippines
	19-20	Enroute <u>Sasebo</u> , Japan
	21-28	<u>Sasebo</u> , Japan
MARCH	1-2	Enroute Subic Bay Philippines
	2	Subic Bay, Philippines
	2-5	Enroute
	5-31	Combat Operations, South China Sea and Tonkin Gulf
APRIL	1	Combat Operations, Tonkin Gulf
	1-2	Enroute Subic Bay, Philippines
	2	Subic Bay, Philippines
	3	Enroute Hong Kong, B.C.C.
	4-8	Hong Kong, B.C.C.
	9-10	Enroute Tonkin Gulf

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CHRONOLOGY OF HIGHLIGHTS  
(CONTINUED)

APRIL	10-21	Combat Operations, Tonkin Gulf
	21-22	Enroute Subic Bay, Philippines
	23-24	Subic Bay, Philippines
	25-27	Enroute Yokosuka, Japan
	28-30	<u>Yokosuka, Japan</u>
MAY	1-2	<u>Yokosuka, Japan</u>
	3-12	Enroute CONUS
	8	CHOP to COMFIRSTFLT CO, USS TICONDEROGA, CTG 17.9
	13	San Diego CVW-5 disembarked
	14-31	San Diego (RAV)
JUNE	1	Captain Robert N. MILLER, USN, relieved as Commanding Officer by Captain Martin G. O'NEILL, USN
	1-31	San Diego (RAV)
JULY	1-9	San Diego (RAV)
	9-15	Readiness for sea period
	15-18	San Diego
	18-22	Refresher Training
	22-25	San Diego
	25-29	Refresher Training
	29-31	San Diego
AUGUST	1-8	San Diego
	8-12	Carrier Qualification (CVW-19 & VF-124)
	12-28	San Diego

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CHRONOLOGY OF HIGHLIGHTS  
(CONTINUED)

AUGUST	29-31	Air Operations (CVW-19)
SEPTEMBER	1-4	Weapons Training Exercise
	5	Dependent's Day Cruise
	6-10	San Diego
	10	COMCARDIV ONE embarked, CTF 11, CO, USS TICONDEROGA, CTU 11.6
	10-13	San Diego
	13-19	Operation "Eager Angler", ORI
	18	COMCARDIV ONE disembarked CO, USS TICONDEROGA, CTG 17.9
	19-30	San Diego
OCTOBER	1-15	San Diego
	13	CVW-19 embarked
	15-20	Enroute Pearl Harbor CVW-19 embarked COMDESRON TWENTY ONE in company, CTG 17.9
	20-22	Pearl Harbor
	22-30	Enroute Yokosuka, Japan
	28	CHOP to COMSEVENTHFLT CO, USS TICONDEROGA, CTG 77.4
	30	COMCARDIV THREE embarked, CTG 77.4
	30-31	<u>Yokosuka, Japan</u>
NOVEMBER	1-4	<u>Yokosuka, Japan</u>
	4	Captain James B. CAIN, USN, relieved Captain O'NEILL as Commanding Officer

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CHRONOLOGY OF HIGHLIGHTS  
(CONTINUED)

NOVEMBER	5-10	Enroute Subic Bay, Philippines
	10	Captain James B. CAIN, relieved as Commanding Officer by Captain Ward MILLER, USN
	10-11	Subic Bay, Philippines
	11-13	Enroute
	13-30	Combat Operations, South China Sea
DECEMBER	1-17	Combat Operations, South China Sea
	17-21	Enroute Sasebo, Japan
	21-31	Sasebo, Japan
	31	Enroute Combat Operations, South China Sea

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and Annex H)

USS TICONDEROGA (CVA-14)

COMMAND HISTORY

CALENDAR YEAR 1966

PART I

CHRONOLOGY

PART II

BASIC NARRATIVE

Section A. Command Organization and  
relations

Section B. Operations and Activities

1. On the "Line" January  
through April
2. CONUS: Preparation for  
return to Combat
3. Return to the "Line"

Section C. Special Topics

1. General
2. Lessons Learned

DOCUMENTARY ANNEXES

ANNEX A - Change of Command Pamphlets - 1 June 1966 and 10 November 1966

ANNEX B - Welcome Aboard Pamphlet

ANNEX C - "THE BIG T" - June - July - August 1966

ANNEX D - "THE BIG T" - September 1966

ANNEX E - "THE BIG T" - November 1966

ANNEX F - "THE BIG T" December 1966 - January 1967

ANNEX G - USS TICONDEROGA Roster of Officers

ANNEX H - WESTPAC Intelligence Report; CO, USS TICONDEROGA CVA-14 Secret  
ltr 3800 serial 0038 of 9 May 1966 with enclosure (1)

Enclosure (1)  
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ANNEX I - USS TICONDEROGA CVA-14 Cruise Report September 1965 -  
May 1966 (C)

ANNEX J - Operational Readiness Inspection (ORI); COMCARDIV ONE  
conf ltr 3500 ser 066 of 29 September 1966

ANNEX K - WESTPAC 1965 - 66 Cruise Book

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PART II: BASIC NARRATIVE

A. COMMAND ORGANIZATION AND RELATIONS

As 1966 began TICONDEROGA was on station in the South China Sea. She was serving as a major combatant unit of Task Force SEVEN SEVEN deployed in support of United States foreign policy in South East Asia. The ship was commanded by Captain Robert N. MILLER, USN and under the operational control of Commander Seventh Fleet. Commander Lynn ADAMS was her executive officer.

On 1 January Rear Admiral R. W. COUSINS, USN, COMCARDIV NINE (also functioning as CTG 77.5) was embarked aboard TICONDEROGA. Admiral COUSINS departed the ship on 15 January and the TICO's commanding officer assumed command of Task Group 77.5. Operational control shifted to First Fleet on 8 May and he then assumed command of Task Group 17.9. Carrier Air Wing FIVE, commanded by Commander Jack L. SNYDER, USN, was embarked aboard TICONDEROGA from 1 January through 13 May.

Captain Robert N. MILLER, USN, was relieved by Captain Martin G. O'NEILL, USN, on 1 June in San Diego, California, TICONDEROGA's home port. On 5 July, having received his promotion, Captain Lynn ADAMS was relieved as executive officer by Commander Chandler V. MERRELL.

COMCARDIV ONE, Rear Admiral M. F. WEISNER, USN, was embarked aboard TICONDEROGA for the First Fleet exercise "Eager Angler" from 10 September to 18 September as CTF 11. On 13 October Carrier Air Wing NINETEEN, under the command of Commander Billy PHILLIPS, USN, embarked aboard the ship for deployment to WestPac.



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Commanding Officer, TICONDEROGA served as CTG 77.4 on 28-29 October enroute to Yokosuka, Japan, where, on 30 October, Rear Admiral T. J. Walker, USN, COMCARDIV THREE broke his flag aboard TICO and assumed command of CTG 77.4.

Captain James B. CAIN, USN, Chief of Staff COMCARDIV THREE, due to the unexpected illness of Captain O'NEILL, assumed temporary command of TICONDEROGA on 4 November. On 10 November he turned over the helm to Captain Ward MILLER, USN, the present commanding officer. *U.S. Navy* *夏*

TICONDEROGA's complement on 31 December 1966 consisted of 136 officers, including 8 attached to the HC-1 helicopter detachment, and 2,012 enlisted men.

An attack aircraft carrier's mission is to support and operate aircraft, to engage in attacks on targets afloat and ashore which threaten our control of the sea, and to engage in sustained operations in support of other forces. In 1966, TICONDEROGA, with her Air Wing embarked, had ample opportunity to carry out her assigned mission under actual combat conditions.

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B. OPERATIONS AND ACTIVITIES

1. On the line January, February, March and April

There was no traditional New Year's Eve celebration for the officers and men of TICONDEROGA when 1965 passed to 1966. The TICO was "on the line" at Dixie Station in the South China Sea, her aircraft flying daily combat missions against communist targets in South East Asia. The famous 37 day "moratorium" of the bombing of North Vietnam was now in its 8th day and the pilots and crew were making good use of Dixie Station operations to maintain maximum proficiency (by February, when bombing of North Vietnam would be resumed, TICONDEROGA's pilots would meet the challenge and return to the routine of daily combat operations against the heavily defended targets in the North).

Prior to the resumption of combat operations against North Vietnam, however, TICONDEROGA proceeded to Subic Bay, Philippines for a one week upkeep period from 15-22 January. Upon arrival in Subic Bay, Rear Admiral → R. W. COUSINS, USN, Commander, Carrier Division NINE (embarked since 24 November 1965) departed TICONDEROGA.

23 January found TICONDEROGA on Dixie Station, striking daily against communist insurgents in South East Asia. Combat operations against North Vietnam were resumed on 1 February. By 4 February TICONDEROGA was on the line at Yankee Station. Pilots returning from some of the first combat missions to be flown against North Vietnam in 37 days reported that the communists had made good use of the "moratorium". Damaged bridges and roads had been repaired, new roads had been constructed, and the already

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formidable anti-aircraft defenses of North Vietnam had been strengthened even further, principally by the tremendous growth of the surface-to-air missile (SAM) defense net. Also, the pilots reported a phenomenal increase in vehicular traffic along the enemy supply routes to the South. For the first few days following resumption of air strikes armed reconnaissance missions had little trouble finding lucrative targets, but the pilots had to face considerably strengthened opposition.

TICONDEROGA arrived on 18 February in Subic Bay to off-load aircraft, departed for Sasebo, Japan on 19 February, and spent a one week period of upkeep from 21 to 28 February. The crew enjoyed a much needed and long awaited liberty.

Once again the "Big Ti" hummed with activity as she departed Sasebo for a short stop at Subic Bay on 2 March and then returned to the familiar waters of Yankee Station on 5 March. The routine of war (if there is such a thing) was now firmly ingrained in the men of the ship and throughout this line period they continued to meet (with strength and determination) the incredible demands of a carrier at war. And so, the routine continued until the end of March. Unreps, CODs, Rescaps, Barcaps, Recces, paydays, mail calls, pull-forwards, cat shots and traps - these are a few of the hundreds of words which alter the English language to the precise needs of a carrier and her crew on the line.

After a one day stop at Subic on 2 April, TICONDEROGA headed for Hong Kong. Certainly one of the highlights of any WestPac cruise, Hong Kong sounded especially rewarding to the weary crew, who had now found that long hours and hard work are the rules rather than the exceptions at Yankee Station. TICONDEROGA arrived in Hong Kong on 4 April and departed on 8 April -

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no one considered the in port period excessive.

TICONDEROGA arrived at Yankee Station on 10 April for her last line period before CONUS. Air Operations commenced immediately and, once again, the crew responded to the demands of its ship. On 19 April Air Wing FIVE pilots were assigned an "ALPHA" strike target under Operation Rolling Thunder. This target was the "Hai Phong Highway Bridge" located on the Song Da Bach (river) at 21-00N, 106-41E. The strike was a complete success as the entire center section (5 spans dropped) of the bridge was destroyed. Needless to say, traffic between Hanoi and Hai Phong was seriously curtailed as a result of this strike.

(S) Two days later, the TICO left Point Yankee to start the long journey home to San Diego via Subic Bay and Yokosuka, Japan. At 2135Z on 5 May 1966, while enroute from Yokosuka, Japan to San Diego, Calif., a flight of Soviet long range reconnaissance - bomber aircraft were detected by ECM and radar. From flight track information it was determined that the Soviet aircraft intended to overfly the task group. In accordance with directives from higher authority, interceptor and photo reconnaissance aircraft were launched from the carrier. The Soviet aircraft, 3 "Bears" and 4 "Bisons", were intercepted and escorted on their reconnaissance flight over the main body and back out to 200 miles from the force at which time the escort aircraft broke off and returned to the carrier. The weather was a low overcast and none of the Soviet aircrew held the force visually.

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On 8 May the following message was received:

FM CTF SEVEN SEVEN

TO COMSEVENTHFLT  
INFO CINCPACFLT  
USS TICONDEROGA

BT

~~UNCLAS~~

NAVY UNIT COMMENDATION (U)

A. SECNAVINST P1650.1C

B. CINCPACFLTINST 1650.1A

1. IN ACCORDANCE WITH PROVISIONS OF REFERENCE A AND B IT IS STRONGLY RECOMMENDED THAT THE USS TICONDEROGA (CVA-14) BE AWARDED THE NAVY UNIT COMMENDATION FOR EXCEPTIONALLY MERITORIOUS SERVICE IN ACTION AGAINST THE ENEMY WHILE OPERATING WITH THE ATTACK CARRIER STRIKING FORCE U. S. SEVENTH FLEET FROM 14 NOVEMBER 1965 TO 22 APRIL 1966.

2. UPON ARRIVAL IN THE SOUTH CHINA SEA IN NOVEMBER 1965 TICONDEROGA WAS COMMITTED WITH OTHER U.S. FORCES TO SUPPORT THE REPUBLIC OF VIETNAM EFFORTS TO COMBAT COMMUNIST AGGRESSION IN SOUTHEAST ASIA. DURING THE FOLLOWING SIX MONTHS, 115 DAYS OF WHICH WERE SPENT IN COMBAT, AIRCRAFT OF EMBARKED CARRIER AIR WING FIVE CONDUCTED 10,122 COMBAT SORTIES. THEY REPEATEDLY PENETRATED ENEMY TERRITORY ENCOUNTERING INTENSE ANTI-AIRCRAFT FIRE ENROUTE TO AND FROM TARGETS TO DELIVER OVER 8,000 TONS OF ORDNANCE ON ENEMY LINES OF COMMUNICATIONS, TROOP CONCENTRATIONS AND OTHER SIGNIFICANT MILITARY INSTALLATIONS. MORE THAN 7,000 STRUCTURES WERE DESTROYED OR DAMAGED AND 35 BRIDGES DROPPED IN DAILY ATTACKS BY TICONDEROGA PILOTS. WHILE PARTICIPATING IN 6 MAJOR ALFA STRIKES, CARRIER AIR WING FIVE PILOTS ATTACKED THROUGH HEAVY CONCENTRATIONS OF SMALL ARMS, AUTOMATIC WEAPONS, AND SURFACE-TO-AIR MISSILES TO DROP SPANS ON CRITICAL BRIDGES AT HA CHANH AND HAIPHONG AND SEVERELY DAMAGE OTHERS AT ME XA, HAI DUONG, HA TINH, AND VIN LUU. ON DECEMBER 22 THEY STRUCK THE UONG BI THERMAL POWER PLANT IN A DEVASTATING RAID, WHICH RESULTED IN THE DESTRUCTION OF THE GENERATOR HALL, BOILER HOUSE AND SEVERAL SUPPORT BUILDINGS. TO SUSTAIN THEIR FIGHTING CARRIER AIR WING MEN OF TICONDEROGA LABORED CONTINUOUSLY UNDER THE MOST ARDUOUS OPERATING CONDITIONS. DUE TO THEIR CEASELESS EFFORTS THEIR TWENTY-TWO YEAR OLD SHIP DID NOT MISS ONE DAY OF COMBAT OPERATIONS DURING HER SIX MONTH TOUR ON THE LINE.

3. THIS RECOMMENDATION IS BEING SUBMITTED IN MESSAGE FORMAT TO EXPEDITE CONSIDERATION. NECESSARY DOCUMENTATION OF ATTACHED UNITS, PERSONNEL AND DATES ASSIGNED WILL BE FORWARDED DIRECTLY BY TICONDEROGA.

4. PROPOSED CITATION:

THE SECRETARY OF THE NAVY TAKES PLEASURE IN COMMENDING THE USS TICONDEROGA (CVA-14) FOR SERVICE AS SET FORTH IN THE FOLLOWING CITATION:

"FOR EXCEPTIONALLY MERITORIOUS SERVICE WHILE PARTICIPATING AT COMBAT OPERATIONS IN SOUTHEAST ASIA IN SUPPORT OF U.S. NATIONAL POLICY FROM 5 NOVEMBER 1965 TO 22 APRIL 1966. DURING THIS PERIOD OF INTENSE OPERATIONS TICONDEROGA BASED AIRCRAFT FLEW OVER 10,000 COMBAT SORTIES AND DELIVERED OVER 8,000 TONS OF ORDNANCE AGAINST INSURGENT FORCES IN SOUTH VIETNAM. THE SKILL AND COURAGE OF CARRIER AIR WING FIVE PILOTS RESULTED IN THE DESTRUCTION OR SEVERE DAMAGE TO MORE THAN 2,000 MILITARY AND LOGISTIC STRUCTURES AND 35 MAJOR BRIDGES. THE OFFICERS AND MEN OF TICONDEROGA

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CONTINUOUSLY DISPLAYED PROFESSIONALISM, DEVOTION TO DUTY AND DETERMINATION AS THEY MAINTAINED THEIR SHIP AS A FIGHTING UNIT OF THE UNITED STATES NAVY. THEIR PERFORMANCE THROUGHOUT WAS IN KEEPING WITH THE HIGHEST TRADITIONS OF THE U.S. NAVAL SERVICE."  
BT

## 2. CONUS: PREPARATIONS FOR RETURN TO COMBAT

As TICONDEROGA steamed proudly into her home port of San Diego on 13 May to the enthusiastic cheers of the families of her crew an end and a beginning was marked. For, this was the end of a seven month combat cruise but it was also the beginning of preparations to return to the troubled waters of the Gulf of Tonkin. During this short 5 month period in CONUS many of TICONDEROGA's experienced men were transferred. New men had to be trained, new equipment installed and evaluated, old equipment repaired and modernized, so that in five short months the ship would be ready to return to WestPac.

The period from 13 May until 19 July combined maximum liberty and leave with extensive formal training. There would soon be much on-the-job training prior to the ship's WestPac deployment in October.

On 1 June 1966 a change of command ceremony was held and Captain Martin G. O'NEILL, USN, relieved Captain Robert N. MILLER, USN, as Commanding Officer of TICONDEROGA.

During the period from 13 May until deployment to WestPac on 15 October extensive maintenance, repair, and upkeep was accomplished. Two major engineering tasks completed were the construction of an intermediate maintenance complex on the hangar deck, comprising squadron shop areas, jet engine shop, and support equipment shop, and the conversion of a section of the fore-castle into a modern, air-conditioned berthing compartment for 240 enlisted personnel.

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As the date for the first at-sea period in about 60 days approached, TICONDEROGA began to take on a new sheen. <sup>KER</sup> The entire hangar deck had been sandblasted to bare metal and a new coating of non-skid applied. 35,000 linear feet of flight deck planking was laid, the catapults and arresting gear received needed repairs and upkeep, air conditioning was installed in large sections of the ship as well as spot air conditioners for such places as the crews mess, library, and various offices. Also, new devices, such as ultra sonic cleaners for teletypewriters, had been installed, and several crews heads and washrooms had been modernized.

So it was a much improved TICONDEROGA which eased its way out of San Diego on 9 July for a six day readiness for sea period. This period provided an opportunity for new hands to get acquainted with their ship and for the old hands to discover the improvements.

On 15 July the ship returned to San Diego for the weekend, and went out again on the 18th for five days refresher training, returning to San Diego on 22 July. Another week of refresher training was held from the 25th to the 29th of July, and on the 8th of August TICONDEROGA went to sea for a period of Carrier qualification with her new air wing, CVW-19, also providing Carrier qualification landings for VF-124. She then pulled back into port on the 12th. Again on 29 to 31 August TICONDEROGA operated with Air Wing 19 aboard, as the ship and air wing continued the task of merging themselves into a fighting team.

The Weapons Training Exercise was held on 1 through 4 September. This is the last major training period for the ship/air wing team prior to the Operational Readiness Inspection, which critically evaluates all phases of

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their operations together as a fighting team.

The Operational Readiness Inspection (ORI) was unique in recent Pacific Fleet history in that it was not given in Hawaii under the cognizance of Commander Fleet Air, Hawaii as has been the case in recent years for all carriers deploying to WestPac. TICONDEROGA was given her ORI in the waters off San Diego by Rear Admiral M. F. WEISNER, USN, Commander Carrier Division ONE. The inspection was thorough and critical and provided an opportunity for an evaluation of TICONDEROGA's performance, which led to final changes and improvements in operations, enabling her to become the effective fighting ship which she is today. TICONDEROGA received an overall evaluation of Good (86.92) for the inspection. The ORI was conducted as a part of Operation "Eager Angler", an operation involving all aspects of the Navy Surface/air fighting team, and provided a realistic basis for the evaluation of TICONDEROGA under conditions closely simulating actual combat. (The ORI critique is included as Annex J.)

On 19 September, TICONDEROGA eased into San Diego for the last time in 1966. The next four weeks were spent in getting ready for WestPac. Supplies had to be loaded aboard, final equipment repairs made, and once again, good-byes had to be said. And so, on 15 October the "Big Ti" left San Diego for the journey back to Yankee Station via Yokosuka and Subic Bay.

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3. RETURN TO THE LINE

On 15 October TICONDEROGA once again bid farewell to San Diego. The families and friends of the officers and men of TICONDEROGA lined the pier at the North Island Naval Air Station to wave goodbye to their loved ones as the ship steamed out to sea.

As TICONDEROGA headed west with her new air wing, Attack Carrier Air Wing 19, commanded by Commander Billy PHILLIPS, USN, and the staff of Carrier Division THREE, her new crew made final preparations for their return to the line.

After a two day stop at Pearl Harbor on 20 and 21 October, the ship sailed for Yokosuka on the morning of the 22nd. She arrived in Yokosuka on 30 October where the crew began their reacquaintance with the culture, traditions and people of the Far East. Rear Admiral T. J. Walker, COMCARDIV THREE, embarked TICONDEROGA as CTG 77.4.

While in port at Yokosuka, TICONDEROGA's Commanding Officer, Captain Martin G. O'NEILL, USN, was forced to relinquish the helm of TICONDEROGA due to an unexpected illness. Captain James B. CAIN, USN, Chief of Staff of Carrier Division THREE, relieved him as Commanding Officer on 4 November. On 5 November TICONDEROGA was on her way to Subic Bay, arriving on 10 November.

On the 10th of November Captain CAIN was relieved as Commanding Officer by Captain Ward MILLER, USN. TICONDEROGA departed Subic Bay the next day for the Gulf of Tonkin and her first engagement with the enemy this trip.

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On the 13th of November the TICO resumed her place on the line and her pilots once again faced the communist gunners of North Vietnam. TICO's return to the line was covered by CBS news reporters and cameramen, and received nationwide dissemination over the CBS radio and television news network. However, to the ship's old hands there was not much that could be termed news, for they knew that nothing had changed at Yankee Station. War was still long hours, hard work, a deadly serious business.

On 23 November TICONDEROGA launched its first major strike of this cruise, the target being the Can Thon petroleum storage facilities. Battle damage photos of the target revealed that significant damage was inflicted by the strike aircraft. Nine days later, on 2 December, a major strike was launched against the Van Dien vehicle depot. This depot, nicknamed "little Detroit" by CDR Billy PHILLIPS, was an extremely lucrative target with hundreds of trucks within its perimeter. Post strike battle damage assessment confirmed that the attack on the depot caused extensive damage.

On 13 December, a major strike against the Xuan Mai highway bridge resulted in both approaches being heavily cratered.

On 14 December 1966, another major strike was launched against the Van Dien vehicle depot and battle damage assessment photos again confirmed heavy damage to the target area.

The TICONDEROGA left the line on 17 December and headed for Sasebo, Japan. During this transit period the "Ti" was attached to TG 70.4 from 17 to 19 December for "Operation Slewfoot" and arrived in Sasebo, Japan on 21 December.

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The ship spent the next 10 days in port at Sasebo where repairs to the flight deck, along with other necessary upkeep, was performed.

On the last day of 1966 TICONDEROGA left Sasebo, Japan, enroute to Yankee Station, to resume her duties "on the line".

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C. SPECIAL TOPICS

1. General.

As one of the U.S. Navy's attack carriers, TICONDEROGA must maintain the readiness and flexibility to instantly perform any portion of her assigned mission. This includes the capability to launch a nuclear strike when and where directed by the President of the United States. But for TICONDEROGA as well as all the rest of the attack carriers of the U.S. Fleet, this is not the "job at hand". Consequently, TICONDEROGA has placed the emphasis of her preparation on training for the combat routine of Yankee Station and the demands of the South East Asia situation.

The heavy operational commitments of the U.S. Seventh Fleet have necessitated an increase in the number of aircraft carriers deployed at any one time to the Far East. This has resulted in heavier operations for all aircraft carriers throughout the fleet with a corresponding decrease in "at-home" time for virtually every component of Naval aviation. It has also resulted in dramatic increase in almost every statistic presently kept by an aircraft carrier. The statistics to follow are not unmatched by other aircraft carriers sailing in today's modern Navy. It is felt, however, that considering the fact that TICONDEROGA is a "small deck" carrier, one of the last remaining Essex class attack carriers and over 22 years old, these figures are highly indicative of the capabilities of the men who man this "grand Dame".

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In 1966 TICONDEROGA and/or her crew:

1. Launched 10,317 combat sorties.
2. Conducted 208 underway replenishments. ←
3. Steamed 73,200 miles.
4. Catapulted 15,722 aircraft.
5. Logged 14,989 arrested landings.
6. Used 14,272,00 gallons of jet fuel (JP-5).
7. Used 1,464,000 gallons of Avgas.
8. Handled 170,000 messages of which 7,400 were TOP SECRET.
9. Consumed 18,612,000 gallons NSFO.
10. Extracted 1,069 teeth.
11. Administered 30,116 immunization injections.
12. Expended 25,731 bombs.
13. Launched 35,925 air to ground rockets.

In the above statistics can be found the story of combat operations. Underway replenishments while simultaneously conducting flight operations is a daily routine. The pace of Combat operations can exhaust the ships supply of ordnance in less than three days, consequently every third "UNREP" is a load of ammunition. Every day and a lot of nights TICONDEROGA is at flight quarters launching and recovering an average of over 100 combat sorties daily over an average line period of 30 consecutive days, a never ending cycle of hard work and little rest for pilots as well as cooks, stewards as well as aircontrolmen, machinist mates as well as jet engine mechanics. The rule at Dixie and Yankee Station can only be dedication to duty.

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Throughout the year TICONDEROGA played host to numerous visitors, both military and civilian. Visiting personages included: high ranking dignitaries of the diplomatic corps, ranking officers of the military services of the U.S. and friendly foreign countries, SECNAV Guests, members of the press, and many others. Some of the more notable VIP's TICONDEROGA hosted are listed below:

16 January - A party of 8 Ambassadors to the Republic of Vietnam: Sir Steven Weir, New Zealand; Hasen Istinyeli, Turkey; Henri Quatters, Upper Volta; Gacabus Van Der Zwaal, Netherlands; Stantiago R. Tabanera, Spain; Ade Sjolín, Sweden; Rufino Laspiru, Argentina; Ebbe Munch, Denmark; other diplomatic dignitaries and aides.

28 January - Major General Putnam, USAF, Commander TAC Warfare Center, Eglin AFB.

4 March - Brigadier General Freund, U.S. Army.

14 March - Sir Anthony Rumbold, British Ambassador to Thailand. Sir Etherington Smith, British Ambassador to Vietnam.

22 March - Vice Admiral A.S. Heyward, USN, Chief of Naval Air Training.

29 March - Vice Admiral John J. Hyland, USN, Commander SEVENTH Fleet.

10 November - Admiral Joseph (Jocko) Clark, USN, (Ret.)

17 November - Admiral Roy L. Johnson, USN, Commander in Chief, Pacific Fleet. Vice Admiral John J. Hyland, USN, Commander SEVENTH Fleet. Brigadier General Ralph D. Steakly, USAF, Deputy Director for Reconnaissance, J-3, OJCS.

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30 November - Admiral U.S.G. Sharp, USN, Commander in Chief, Pacific.  
Mister Robert A. Feary, Political Advisor.

6 December - Mr. John Davis, National Commander of the American Legion.

As Ambassadors of good will the crew of TICONDEROGA set an enviable pace. Besides numerous visits of individuals throughout the year, TICONDEROGA also played host and Santa Claus to orphanages in Japan, and throughout the year participated actively in the people to people program. A few of the more notable instances are outlined below.

1966  
10/30/66

On 30 October an estimated 6,000 Japanese civilians were guests of TICONDEROGA while the ship was in Yokosuka, Japan. The guests were treated to a tour of the ship which included a ride on one of TICONDEROGA's aircraft elevators from the hangar deck to the flight deck and a "see yourself on TV" demonstration utilizing TICONDEROGA's closed circuit TV tape recording system. Musical entertainment was also provided during the open house by the Carrier Division THREE band.

On 1 November Commander Robert E. FIELDS, USN, TICONDEROGA's dental officer, visited the Callaghan School, Nagai Heights, Yokosuka, Japan and gave the kindergarten children a lecture and demonstration on dental hygiene. CDR FIELDS utilized a large plastic model of human teeth and the students were asked to demonstrate their newly learned technique on the model using a large toothbrush. At the end of the demonstration each child was presented with a gift tube of toothpaste and toothbrush by the members of TICONDEROGA's dental department.

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TICONDEROGA's chaplin, CDR, Harold SYMONS, USN, was also busy in Yokosuka, Japan. He learned that the USS ORISKANY had, a few years before, adopted a Japanese orphanage caring for 38 young Japanese girls. The crew of the Oriskany established a tradition of giving the orphans a Christmas party when the ship was in Japan during the season. This year the party would have to be cancelled due to the tragic fire which had forced Oriskany to return home without going through Yokosuka. Upon hearing this news the men of TICONDEROGA decided to substitute for Oriskany. On 4 November, CDR SYMONS led a party of TICONDEROGA sailors to the orphanage where they ably filled in for Oriskany's men. The party was topped off by presenting each little girl with a Christmas present. And the promise was given that the Sailors of Oriskany, or the TICONDEROGA, would return next year.

78 Japanese orphans were hosted aboard TICONDEROGA at a party given on December 24 while the ship was in Sasebo, Japan. The Japanese children were personally welcomed by TICO's Commanding Officer, CAPT Ward MILLER. The orphans, each one "adopted" by a member of the crew for a day, had lunch in the general mess followed by a tour of the ship. Additional treats were a movie of carrier operations and soft drinks and cookies served in the Wardroom. The final part of the festivities was the presentation of toys and at the end of the day 78 tired but happy children departed TICONDEROGA. A few days later Captain MILLER received this note:

"TO THE CAPTAIN AND CREW OF THE USS TICONDEROGA

There is little left now of 1966 and I wish to use it to express our appreciation. I hope that everyone in your ship is in good spirits.



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The reason I write this letter is that I want you to know how thankful we are for your hospitality on the 24th of December when you invited us and our 78 children to your ship for a Christmas party.

They certainly had a wonderful time with all the food and the toys.

Thank you again for your kindness."

Happy New Year and God bless you all,

Tanaka Tara, Director, //  
Tenshinryo Orphanage //

The TICO "TIGER" crew donated over 2,600 pints of blood during 1966. The Armed Forces Blood Bank in Yokosuka, Japan received 1,600 pints, which were then shipped directly to medical units treating field casualties in Viet Nam. Approximately 1,000 pints of whole blood were donated to hospitals in the San Diego area.

In the name of the crew and officers of the USS TICONDEROGA a total of over \$12,000.00 was contributed to various charitable organizations both in the United States and abroad. The more significant of these donations are listed below:

- \$7,500.00 . . . . . Combined Federal Charities Campaign
- \$3,500.00 . . . . . Navy Relief Society
- \$ 250.00 . . . . . Holy Spirit School, Kowloon, Hong Kong, B.C.C.
- \$ 250.00 . . . . . American Baptist Mission Rooftop school,  
Hong Kong, B.C.C.
- \$ 250.00 . . . . . Sasebo Charities, Sasebo, Japan
- \$ 104.00 . . . . . NAVCOMSTAPHIL San Miguel "Operation Homemaker"

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2. Lessons Learned.

A comprehensive listing of lessons learned is contained in TICONDEROGA's cruise report (Sept 1965 - May 1966) Annex I to this history. Additional significant items in the area of "lessons learned" are listed below.

1. The lack of topographical features on Hydrographic Office charts makes them unsuitable for radar navigation. TICONDEROGA found the use of U.S. Air Force Pilotage charts, with prominent topographical features clearly displayed, an invaluable aid to radar navigation.

Recommendation: It is recommended that prominent topographical data be added to Hydrographic Office Charts along the coastal areas to aid radar navigation.

2. While conducting operations in the South China Sea and the Gulf of Tonkin an extremely high usage rate of fathometer paper and fathometer styli was experienced. Twenty-three rolls of fathometer paper and 8 styli were used. This was due to the shallow waters of the operating area necessitating continuous operation of the fathometer on shallow scale.

Recommendation: It is recommended that ships expecting to operate in these areas for extended periods insure that an adequate supply of fathometer paper and styli are on hand.

3. TICONDEROGA arrived in WestPac the only attack carrier supporting F-8 aircraft. In order to help alleviate supply problems,

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the Supply Officer established liason with the Marine Air Wing in Vietnam. By making each other information addressees on all NORS-G requirements several critical repair parts were obtained that were unavailable at other WestPac supply sources.

Recommendation: It is recommended that carriers deploying to WestPac with F-8 aircraft aboard establish liason of a similar nature.

4. Evaluation of hickory plywood along the catapult tracks proved unsatisfactory and all of the port side as well as two panels on the starboard side has been ripped out and replaced with laminated teak.

Recommendation: It is recommended that laminated teak continue to be used as decking along the catapult tracks.

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