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CHRONOLOGY OF SIGNIFICANT EVENTS

26 January

ENTERPRISE and BAINBRIDGE became first nuclear powered surface ships to visit Hong Kong, B.C.C. During the visit which ended 1 February there were no untoward incidents.

28 January

At 0700H Operation DOUBLE EAGLE commenced near PHAN THAT about 35 miles south of CHU LAI in southern QUANG NGAI Province. It was the largest amphibious operation in the war to date.

31 January

Resumption of air strikes against North Vietnam began at 0900H. The President ordered resumption after a 37 day stand-down which began on 24 December 1965.

3 February

First shore bombardment conducted against targets in North Vietnam by U. S. Navy ships. WADDELL and BRINKLEY BASS were fired upon by shore batteries while involved in SAR operations for two KITTY HAWK pilots. They returned fire until SAR operations were completed.

4 February

BRINKLEY BASS and WADDELL collided after an underway replenishment south of their SAR stations. BRINKLEY BASS suffered extensive damage to the bow and WADDELL was damaged on the starboard quarter. Incidental to the collision, two SH-3A SAR helicopters were lost while returning NAVASOTA repair parties. Three NAVASOTA crewmen were lost despite extensive SAR efforts, including the rescue of 14 personnel by UH-2B helo from ENGLAND.

23 February

An ESSO Tanker, SS SEA RAVEN, grounded at CHU LAI. Surf conditions prevented commencement of salvage until 28 February.

5 March

The ESSO Tanker, SS SEA RAVEN, was refloated by RECLAIMER and BOLSTER.

10 March

KITTY HAWK aircraft provided close air support for the beleaguered Special Forces camp at ASHAU in RVN.

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11 March

SUMMIT COUNTY grounded in the inner harbor at CHU LAI. The main engine room was flooded to the overhead. The ship was refloated and towed to Sasebo.

Philippine President MARCOS visited ENTERPRISE at Cubi Point and was welcomed by VADM HYLAND. The President toured various parts of the ship, including one propulsion plant. After the ceremony the President was accompanied by VADM HYLAND to the ceremony for turnover of two Swift boats to the Philippine Navy.

12 March

VADM HYLAND welcomed President CHIANG KAI SHEK aboard the ENTERPRISE at sea. The President witnessed a fire power demonstration and toured the ship.

17 March

LEONARD F. MASON recovered the GEMINI VIII capsule and astronauts NEIL ARMSTRONG and DAVID SCOTT, 500 miles east of Okinawa.

26 March

Operation JACKSTAY commenced at LONG THANH Peninsula in the RUNG SAT Special Zone (RSSZ) 30 miles southeast of Saigon. The objective was to clear VC from the area in order to establish positive control over shipping enroute to the port of Saigon. JACKSTAY marked the southernmost penetration by Marines in force in RVN. The operation was completed and forces withdrawn on 7 April.

12 April

A KITTY HAWK A3B was missing on a flight from Cubi Point. Reports indicate that the aircraft was shot down by CHICOMS near Hainan Island.

13 April

YANKEE STATION moved north to 17-30N/108-30E.

4 May

USS BUGARA made the first transit through Makasser Straits by an American warship in over two years. The transit was made on the surface flying the American Ensign. No reaction from Indonesia.

11 May

Underway replenishment ships authorized to operate to 19°N in Tonkin

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Gulf. Previous northern limit of 18°N was not compatible with SAR stations and the new YANKEE STATION.

15 May

Critical shortages of air-to-ground munitions had become serious enough to cancel sorties, light-load some aircraft and use less than optimum type weapons for assigned missions. CINCPAC allocated all critical ammunition on a fair share basis between SEVENTH Fleet, 7th Air Force and Marines. Daily monitoring of aircraft ammunition expenditures was required.

23 May

Exercise SEA IMP commenced in Manila, R.P. under command of RADM V.A.T. SMITH, RAN, aboard HMAS MELBOURNE. The exercise was an opposed CONVEX from Manila to Bangkok for SEATO Nations. The second phase of the exercise was commanded by COMASWGRU THREE.

30 May

USS SNOOK arrived Yokosuka for a four day stay. She was the first nuclear powered ship to visit Yokosuka. Demonstrations were smaller than expected with isolated incidents well controlled by Japanese police.

12 June

Four F8 aircraft from HANCOCK were challenged by MIG 17's over NVN. One MIG was downed and one was damaged.

18 June

TG 76.5/79.5 commenced Operation DECKHOUSE I, a search and destroy operation in the SONG CAU area (I CTZ).

21 June

One F8E aircraft from HANCOCK was shot down by a MIG during a RESCAP operation. Three other F8E's joined the fray. One MIG was shot down and one was damaged.

27 June

Operation DECKHOUSE I was completed but the BLT remained ashore to participate in Operation NATHAN HALE with the U.S. Army. NATHAN HALE was a large scale search and clear operation in the PHU YEN Province (I CTZ).

29 June

A new phase of the air war commenced - a systematic destruction of NVN POL facilities and storage areas by TF-77 aircraft.

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12 July

The Honorable Paul H. NITZE, SECNAV, visited CONSTELLATION. He met with VADM HYLAND for briefings and discussions.

13 July

Four CONSTELLATION F4B's engaged six MIG 17 aircraft and downed one.

15 July

The ARG/SLG of the SEVENTH Fleet commenced Operation DECKHOUSE II in the THACH HON River area about six miles south of the DMZ. On 18 July operational control of the SLF was shifted to CG III MAF for participation in Operation HASTINGS.

16 July

Units of the SEVENTH Fleet were visited by ADM RIVERO, VCNO.

26 July

Units of a U.S. ASW Group and Japanese Destroyers were shadowed by a Soviet DD and MSF during ASW exercises off northern Hokkaido.

4 August

The DIXIE STATION CVA was shifted to YANKEE STATION permitting three carrier, round the clock carrier operations against NVN. Increased sorties and more efficient use of combat air patrols were the immediate result.

16 August

ARG/SLF commenced Operation DECKHOUSE III in BINH TUY Province (III CTZ). Although the SLF was withdrawn on 20 August it was relanded on 22 August to support 73rd Brigade in Operation TOLEDO.

19 August

VADM HYLAND accompanied PARK CHUNG HEE, President of the Republic of Korea on a short cruise aboard USS SNOOK out of CHINHAE.

12 September

SECDEF Robert S. MC NAMARA and Party visited ORISKANY where they were met by VADM HYLAND.

15 September

ARG/SLF commenced Operation DECKHOUSE IV. After three days the SLF

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was chopped to CG III MAF for support of Operation PRAIRIE.

16 September

ORISKANY helos made a daring rescue of 44 British seamen from the AUGUST MOON, aground on Pratas Reef.

9 October

An A4E from ORISKANY and two A1's from INTREPID were credited with downing three MIG 21's.

25 October

Operation SEA DRAGON began with two DD's (MANSFIELD and YANCEY). The mission was to interdict waterborne logistics craft traffic in coastal waters from 17° to 17-30°N (later extended to 18°N).

26 October

A major fire broke out on board ORISKANY resulting in 43 dead and 3 seriously injured. The cause was ignition of a magnesium flare in a ready service locker. The casualty put ORISKANY out of action for the remaining six weeks of her deployment. After temporary repairs in the Philippines, she sailed on 8 November for CONUS.

4 November

F.D. ROOSEVELT experienced a flash fire in the paint locker resulting in eight fatal injuries. The ship's flight operations were not affected.

11 November

SEA DRAGON operations were extended from 17-30N to 18N. Navy A1 spotter aircraft were used for the first time in conjunction with SEA DRAGON.

23 December

O'BRIEN sustained two hits from NVN coastal battery during Operation SEA DRAGON. Two men were killed and four injured. These were the first casualties to U.S. destroyer forces from shore batteries during the Vietnam conflict.

24 December

A 48 hour stand-down of bombing in NVN commenced at 0700H in conjunction with the general truce announced by the President.

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~~TOP SECRET~~ BASIC NARRATIVE  
JANUARY 1966

1966 began with the SEVENTHFLT consisting of 176 ships, 700 aircraft, and 72,841 men, all primarily located and taking part in operations in the South China Sea. Vice Admiral John J. HYLAND, U.S. Navy, Commander SEVENTHFLT, embarked in the USS OKLAHOMA CITY (CLG 5).

The SEVENTHFLT continued its high state of readiness throughout the op-area. Condition III was still in effect in the South China Sea. The stand down of air strikes in NVN, commencing on 24 December 1965, continued to be observed, however, in-country air strikes and NGFS missions proceeded as before.

On 2 January, an ENTERPRISE A4 was lost on an in-country strike due to reasons unknown. The pilot was KIA.

On 3 January, a TICONDEROGA A1 was hit by AW fire while on an in-country strike. The pilot made a wheels up landing in a field and was rescued unhurt by an Army helo.

The HANCOCK conducted specops at YANKEE STATION through 3 January, moved south to DIXIE STATION and conducted in-country ops on 4 January. RADM R. W. CCUSINS (CTG 77.5) embarked in TICONDEROGA, moved north to YANKEE STATION from DIXIE STATION on 4 January.

On 14 January, an ENTERPRISE A4C aircraft apparently struck trees during a SNAKE EYE run. Severe damage to the underside resulted. The aircraft lost fuel rapidly, was refueled from a tanker and proceeded to Danang. The aircraft was unable to lower its starboard landing gear or jettison a 500 pound bomb. The aircraft then proceeded to the vicinity of the ENTERPRISE and made a controlled ejection. The pilot was rescued by a helo. HANCOCK conducted operations at DIXIE STATION through 14 January, then moved north to YANKEE STATION on 15 January and conducted specops.

While patrolling the Tonkin Gulf on 22 January, a HORNET S2D pilot reported a surface contact and descended to investigate. Radar and radio contact with the S2D was lost and never recovered. SAR results were negative. The aircraft and crew of four were presumed lost in action.

On 31 January, the President directed the resumption of air strikes against North Vietnam after standing down since 24 December, and Rolling Thunder strikes were resumed against NVN at 0900H. 84 sorties were completed during the first day of Rolling Thunder operations although damage assessment was restricted by marginal flying weather.

The heavy weight of effort applied in Southern Laos prior to the resumption of Rolling Thunder operations apparently resulted in a reduction in vehicular activity. Aircraft losses in Laos were two A1H's with one pilot recovered. Two A4's and one F4B were lost in North Vietnam with one A4 pilot and the F4B crew rescued.

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At DIXIE STATION, TICONDEROGA flew 789 combat sorties in support of US and RVN forces averaging 113 per day, for the period 26-31 January.

On 26 January, ENTERPRISE and BAINBRIDGE became the first nuclear powered surface ships to visit HONG KONG. The period from arrival until departure on 1 February, was not marred by any untoward incidents, although the local Communist press focused on a week long diatribe on the visit and became the occasion for an official protest by the CHICOM government to the British government concerning the use of Hong Kong as a "base for aggressors."

BACHE, C. TURNER JOY, ELLISON, STODDARD, LYMAN K. SWENSON, THEODORE E. CHANDLER, EDSON, FECHTLER, VESOLE and ERUSH provided NGFS in all four Corps areas during the week of 5-11 January, firing over 3043 rounds at 145 targets in which 48 structures were destroyed, 71 damaged and three boats destroyed. THEODORE E. CHANDLER was credited with a major assist in repulsing a VC attack on 8 January, on friendly forces. CUMMINGHAM, ELLISON, SHELTON, VESOLE, C.S. SPERRY, FINCH, LEONARD F. MASON, EDSON, INGRAHAM and LYMAN K. SWENSON provided NGFS in all four Corps areas from 12-18 January, expended over 2583 rounds at over 113 targets causing 142 structures to be destroyed, 244 damaged, 2 sampans destroyed and three secondary explosions. LEONARD F. MASON, ELLISON, SHELTON, NICHOLAS, HARRY E. HUBBARD, C. S. SPERRY, SPROSTON and EVERSOLE provided NGFS in the I, II and III Corps areas from 19-25 January. Over 1067 rounds were fired at over 65 targets in which 98 structures were destroyed, 71 damaged and one secondary explosion. Guns of 13 TG 70.8 ships contributed to the effort in South Vietnam from 20-31 January. Ships included the ORLECK, OBRIEN, LEONARD F. MASON, MC CAIN, RUPERTUS, ERNEST G. SMALL, HIGBEE, SHELTON, GEORGE K. MAC KENZIE, FLETCHER and two LANTFLT DD's, C. S. SPERRY and BACHE as well as one DER, VANCE. NGFS was provided in all four Corps areas against 390 targets, firing 4909 rounds. Targets ranged from direct support of a major operation, to digging out VC caves in the II Corps area.

TG's 76.5, 79.5 and 76.6 commenced preparation for EXERCISE HILLTOP, an amphibious exercise to be conducted on 23 January, as a rehearsal for Operation DOUBLE EAGLE.

Operation DOUBLE EAGLE, the largest amphibious operation to date in the war against the Viet Cong, commenced on 28 January. CTG 76.6/COMPHIBRON FIVE (CAPT W. J. MADDOCKS) embarked in PAUL REVERE assumed command as CATF. On D-Day; H-Hour (280700H) BLT's 2/4 and 3/1 and support units landed from PAUL REVERE, SKAGIT, CATAMOUNT, NAVARRO, FORT MARION, WESTCHESTER COUNTY, WINDHAM COUNTY AND TOM GREEN COUNTY near Phan That, RVN, about 35 miles south of Chu Lai. After operating as floating reserve on D-Day, the Special Landing Force (BLT 2/3) was landed by helo assault on D+1 and D+2 from VALLEY FORGE, MONTCROSE and MONTICELLO. OKLAHOMA CITY with Commander SEVENTH Fleet embarked (relieved by TOPEKA on 31 January), and BARRY provided NGFS. VADM HYLAND observed the operation and visited VALLEY FORGE, PAUL REVERE and the beach head area. ELKHORN and SAFEGUARD provided logistic support. Little opposition was encountered upon landing, however, in-

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creased numbers of VC were encountered as the operation continued. The initial landing was slowed by adverse weather and high surf, however weather improved on D+1.

COMSEVENTHFLT called on LEGEN PRESTON (COMUSJAPAN), and Admiral NISHIMURA (JMSDF, Chief of Maritime) in Tokyo on 7 January. The Flagship departed Yokosuka on 10 January, enroute to the South China Sea via Sasebo, Japan. COMSEVENTHFLT departed Yokosuka on 10 January enroute to visit Atsugi and Iwakuni, Japan. COMSEVENTHFLT attended a briefing by FIRST MAW (Rear), (CTG 79.3), MSG-17, MCAS and MAG 13 on 10 January. On 11 January, VADM HYLAND attend COMFAIRWING 6 briefing, called on VADM MASHAKIKO INAGA (Commandant, Kure Regional District), Mr. YOKOTA (Chief of Defense Facilities, Kure District), VADM TOSHIKO TOMITA (Superintendent, MSDF First Service School) and VADM MORIO GOCA (Superintendent, MSDF Officer Candidate School). COMSEVENTHFLT departed Iwakuni on 12 January via USF for Sasebo for familiarization and briefings by CTF 73 and CTG 70.5. COMSEVENTHFLT was embarked in his Flagship in Sasebo, Japan from 12-14 January. While in Sasebo, COMSEVENTHFLT called on VADM YOSHITAKA ONO (Commandant, Sasebo Regional District) and Acting Mayor H. HOASHI (Mayor of Sasebo) on 12 January and called on CAPT A. M. SAVAGE (COMINFLOT ONE/CTG 70.5) on 13 January. VADM HYLAND attended a briefing by COMFLEACT Sasebo and departed Sasebo via helo for Itazuki Air Base. VADM HYLAND flew from Itazuki to the ENTERPRISE on 14 January, for discussions with RADM H. L. MILLER (CTG 77.7). On 15 January, COMSEVENTHFLT flew to the KITTY HAWK to confer with CINC-PACFLT, ADM R. L. JOHNSON. COMSEVENTHFLT departed KITTY HAWK on 16 January to visit Denang, Chu Lai and Saigon. The Flagship departed Sasebo on 15 January enroute Tabones for gunnery practice on 18 January and thence proceeded to YANKEE STATION. COMSEVENTHFLT rejoined his flagship on 20 January at Yankee Station. During the week of 19-25 January, VADM HYLAND visited KITTY HAWK, RANGER and HANCOCK. VADM HYLAND who was embarked during the initial phase of OPERATION DOUBLE EAGLE, departed his flagship on 30 January and flew to Sangley, Subic and Okinawa for briefings and visits.

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BASIC NARRATIVE  
FEBRUARY 1966

Operations continued at a normal pace during this month. No special or large scale operations were conducted. No major policy decisions were made. SEVENTH Fleet continued to conduct combat operations on VIETNAM and LAOS.

On 25 Feb a conference was convened at Okinawa to review amphibious operations conducted to date, to up-date doctrine, effect better coordination between commands involved, review lessons learned, and make recommendations as to future operations. Reps from the following commands participated: COMSEVENTHFLT, CG III MAF, CTF 76, CTF 79, CGFMFPAC, COMPHIBPAC, CINCPACFLT.

During period 31 Jan-3 Feb the final planning conference for SEATO Maritime Exercise SEA/IMP, scheduled to commence 19 May, was conducted at Naval Station, Sangley Pt., Republic of the Philippines. Representatives from COMSEVENTHFLT, COMASWGRU THREE and COMPATFORSEVENTHFLT for U.S. Navy and from REPUBLIC OF THE PHILIPPINE, UNITED KINGDOM, AUSTRALIA, THAILAND and NEW ZEALAND attended.

On 4 Feb the TICONDEROGA moved north to relieve the KITTY HAWK on YANKEE STATION and ENTERPRISE assumed DIXIE STATION duties. The pace of operations increased rapidly after the resumption of ROLLING THUNDER operations on 31 Jan. Adverse weather in NVN until 3 Feb, when it improved for a few hours, hampered operations. On 3 Feb, KITTY HAWK responded with a 170 sortie day including 49 attack sorties in NVN. KITTY HAWK aircraft roamed over the area striking bridges, supply storage areas, junks, barges, AAA/AW and radar sites. BDA reports included: 3 large barges destroyed and 8 other damaged; 5 junks destroyed and 6 other damaged; 1 radar site hit with large building destroyed; one occupied AAA/AW site hit. Damage to this site not known due to heavy fire aircraft were encountering during attack. Exceptional photographic coverage of the area was obtained. RT PKG III area weather had improved markedly and KITTY HAWK RA5C aircraft covering routes and tactical targets in this package during morning flights developed hot targets which were taken under attack in the afternoon. An RA5C was lost to AAA fire while on this mission. During SAR operations for the downed pilots, WADDELL and BRINKLEY BASS were taken under fire by shore batteries. WADDELL and BRINKLEY BASS returned fire until SAR operations were terminated. This marked the first time that shore bombardment was conducted in NORTH VIETNAM by U.S. Navy ships. The crew of 2 was declared MIA.

TICONDEROGA lost an A4E on 7 February, by AAA fire during an attack on boxcars in NVN. The pilot was MIA.

On 11 Feb, the ENTERPRISE moved north to relieve the RANGER after completing 8 days on DIXIE STATION flying a total of 1370 IN-COUNTRY sorties, including 1090 combat sorties. During this period she was credited with the destruction of 510 structures, 24 bunkers, 23 sampans, 4 gun emplacements and 1 bridge. 569 structures were damaged and 46 VC confirmed killed. In addition numerous tunnels and trenches were cut or collapsed, sampans and bunkers damaged and secondary fires and explosions reported.

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HANCOCK relieved ENTERPRISE on DIXIE STATION on 11 Feb. ROLLING THUNDER operations in NVN were hampered by poor weather and low ceilings during the week of 9-15 Feb.

On 10 Feb, a RANGER A1H was missing after a dive bombing run on a RT mission. The wreckage was sighted in the area where the pilot was KIA. On 9 Feb, a TICONDEROGA A4C was damaged by an SA-2 in the vicinity of 19-30N/105-23E. A second missile detonated approximately 700 feet aft of the aircraft. The pilot flew the severely damaged aircraft to sea, ejected in the vicinity of ENGLAND on SAR STATION and was rescued unhurt by USS ENGLAND helo.

Throughout the entire period from 16-22 Feb, operations were severely hampered by bad weather. Strikes flown concentrated their efforts on LOC by cratering roads and destroying bridges. Very little vehicular traffic was reported and few trucks were discovered and attacked.

On 18 Feb, a KITTY HAWK A6A made a low pullout on a glide bombing run in NVN, struck the ground and the remaining bomb load exploded, leaving no possibility of survivors. Crew KIA. On the same day, an ENTERPRISE F4B disappeared over the GULF OF TONKIN. Search and rescue efforts were negative. Crew MIA.

During the week of 23 Feb to 1 Mar, TG 77.0 consisted of HANCOCK (TG 77.3), ENTERPRISE (TG 77.7) and RANGER (TG 77.4). Winter moonsoons continued to severely restrict air operations in NVN. KITTY HAWK continued IN-COUNTRY support operations from DIXIE STATION. During the week, 100 direct air support sorties were flown per day in support of friendly forces in SVN. Units supported include the 22nd and 23rd Divisions in the II Corps area, the 5th, 10th and 25th Divisions in the III Corps area and the 7th, 9th, 10th and 21st Divisions in the IV Corps area. Ground Operations which were in progress during this period and which were also given direct air support were DAN CHI 205, CUU LONG 19, MASTIFF, ROLLING STONE and KOLCHAK.

On 28 Feb, a RANGER SAR SH-3A rescued 5 survivors of a downed USAF RB-66. The prompt rescue was attributed to the alertness of a RANGER A1H pilot who was unaware of the aircraft being down. The pilot was homing on an emergency beeper and located the survivors in the water.

At 042345H Feb BRINKLEY BASS and WADDELL, SAR DD'S, collided while forming up after an unrep with the NAVASOTA. BRINKLEY BASS suffered extensive damage to the bow and area forward of frame 18. WADDELL received damage on the starboard side from frames 89 to 127. Only one man, from the BRINKLEY BASS received injuries consisting of an injured shoulder. Two RANGER SH-3A SAR helos were lost while conducting personnel transfers in the vicinity of the BRINKLEY BASS/WADDELL collision. Three NAVASOTA crewmen who had been assisting with damage evaluation on BRINKLEY BASS were lost in the first helo.

Eleven ships consisting of GEORGE K. MACKENZIE, VANCE, OBRIEN, LEONARD F. MASON, HIGBEE, FINCH, TUCKER, HAWKINS, BARRY and TOPEKA provided NGFS from 1-8 Feb, firing 3657 rounds at 237 targets. Results against such targets as VC structures, VC assembly areas, observation posts, VC controlled bridge,

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VC base camp, VC supply storage area, and VC patrol routes included 129 structures destroyed, 197 structures damaged, 16 sampans destroyed, 1 mortar position destroyed, 1 bridge damaged and 1 secondary explosion.

During the week of 9-15 Feb, 9 ships provided NGFS in all Corps Areas. The HIGBEE, BARRY, ORLECK, HAWKINS, TUCKER, ROBERTS, STODDART, LEONARD F. MASON, and TOPEKA fired 4068 rounds at 379 targets. Targets were again various VC facilities and results included 157 structures destroyed, 294 damaged, 4 sampans destroyed and 3 secondary explosions.

From 16-22 Feb, 7 ships, HIGBEE, ORLECK, BARRY, VESOLE, LEONARD F. MASON, INGRAHAM and EDSON, provided NGFS in all Corps Areas firing 3401 rounds at 160 targets. Of the usual VC targets hit the following results were reported by spotters during the missions: 209 structures destroyed, 312 damaged, 7 bunkers destroyed, 18 sampans damaged, 2 secondary explosions and 6 VC KIA, 10 VC WIA. Six ships provided NGFS in all Corps Areas during the week of 23 Feb to 1 Mar. LEONARD F. MASON, ORLECK, HIGBEE, SAMUEL N. MOORE, TOPEKA and WADDELL fired 3780 at 176 targets. This was WADDELL's first NGFS mission and first assignment since repair of damage resulting from the BRINKLEY BASS collision on 4 Feb. During the final week in Feb 273 structures were destroyed, 449 damaged, 1 bunker was destroyed, 8 sampans were destroyed and 8 damaged, and 1 secondary explosion observed.

OPERATION DOUBLE EAGLE continued through most of the month. Amphibious operations were expanded with the PAUL REVERE, MONTICELLO, WINDHAM and TOM GREEN COUNTIES and embarked artillery and support units making subsidiary landings south of the original objective area. BARRY and TOPEKA expended 254 rounds at 23 targets during the week of 2-8 Feb in support of the operation. TOPEKA and LEONARD F. MASON provided NGFS firing 942 rounds at 218 targets. Withdrawal of the landing force supplies commenced on 14 Feb. Casualties consisted of: US KIA 19. VC KIA 278 and 70 additional possible (included casualties from NGFS and air).

PHASE 1 of OPERATION DOUBLE EAGLE was completed on 17 Feb. All units completed backloading and offloaded at CHU LAI. Casualties consisted of: US KIA 23, WIA 131, VC KIA 312 and 87 possible. PHASE II commenced at 190930H Feb. CTG 79.5, HMM 362, BLT 2/3 embarked VALLEY FORGE, MONTICELLO and MONTROSE comprised the AMPHIBIOUS READY GROUP (CTG 76.5). TOPEKA and EDSON provided NGFS. On 20 Feb, provisional rifle company BLT 2/3 landed by helo encountering no organized resistance. PHASE II casualties as of 22 Feb: US KIA 2, WIA 55; VC KIA 18 and 6 possible.

Summary of OPERATION DOUBLE EAGLE: Commencing on D-day 28 Jan the amphibious Task Force with CATF (CTG 76.6) and CLF (CTG 79.5) conducted an amphibious assault in the southern QUANG NGAI province to assist III MAF forces to seek out and destroy NVN and VC units operating in the area. After establishment of the landing forces ashore control was passed to TF DELTA. PHASE I of OPERATION DOUBLE EAGLE continued until Feb 16 at which time the amphibious forces were back loaded.

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During the period 31 Jan to 15 Feb TG 76.6 provided support for TF DELTA, refueling 579 helos with 68,341 gals of fuel and 479 gals of oil. These included 18 Army Huies, 166 Marine Huies and 1 Marine CH37. Additionally services (hot meals, showers) were provided 7 Army helicopters, and 4,692 troops were helo lifted from various sources during this period. Prior to the initial assault the Officer in Charge of the LPH surgical team and anesthetist were embarked in PAUL REVERE, while VALLEY FORGE was remaining to seaward. After L HOUR was established and the LPH moved into the LPH operating area they were transferred back to VALLEY FORGE. 137 medical evacuees were received on VALLEY FORGE: 3 KIA, 75 WIA, 59 NON-COMBAT injuries or illnesses. Major surgery was provided for 45 patients. Casualties ranged from minor shrapnel wounds to major abdominal, chest, extremity, and head wounds. To accommodate requirements 232 fresh whole blood units were provided by VALLEY FORGE. After treatment, and as feasible, patients were transferred to CHU LAI. Average time of patient aboard LPH was 18 hours. The surgical, evacuation team was considered highly effective in providing timely surgery/treatment and is credited with saving many lives due to quick reaction time from battlefield to operating table.

Following the amphibious assault phase of OPERATION DOUBLE EAGLE, TG 76.6 lifted forces for subsidiary landings at GREEN BEACH ONE (2 Infantry Companies); GREEN BEACH TWO (1 Infantry Company and 3-155 MM self propelled guns); BLUE BEACH (Howtar Battery); GREEN BEACH THREE (1 Infantry Company and Artillery Unit). 4,692 personnel and 249 tons of cargo were helo lifted. 1,121 Navy/Marine helos were refueled using 107 M gals of AVGAS and 17.5 M gals of JP-5. Other support included transport of 1,005 rounds 155MM AMMO, 3 dump trucks, 11,580 MCI, 230 gal POL and VIA AABFS to BSA 158 M gal AVGAS; 66.5 M gal JP-4; 38.6 M gal MOGAS and 28.4 M gal DFM, 382 naval gunfire missions were completed. Personal services and repair facilities were provided. PHASE II OPERATION DOUBLE EAGLE commenced on 19 Feb. Upon completion of the initial phase of DOUBLE EAGLE COMUSMACV requested retention of the SLF, embarked in USS VALLEY FORGE, MONTICELLO and MONTROSE until 28 Feb to provide continuing support for PHASE II DOUBLE EAGLE operations. CTG 76.5 was designated CATF and CTG 79.5 was designated CLF for PHASE II operations. Services were provided PHASE II operations by CTG 76.5 which included transferring BLT 2/3 and two command groups ashore commencing at 191100H, BLT 2/3 chopped to TG DELTA at 191145H. Subsequently BLT 2/3 provisional rifle company was transferred at 201330H. BLT 2/3 backloaded 25-26 Feb, was offloaded and chopped to CG 3rd MARDIV at DANANG 271300H. HMM 362 flew 1353 combat sorties (477.5 hours, lifting 3,257 passengers, 87.2 tons cargo and evacuated 97 casualties.) 189 aircraft were refueled with 18,397 gals AVGAS and 246 gals oil. Services (including 6,000 lbs of fresh fruit) were provided. 66 MAG 36 helos were refueled with 6,537 gals AVGAS and 17 gals of oil, by CTG 76.5. Of the 3,257 personnel total helo lifted, 451 personnel other than BLT 2/3 were lifted. Of these 227 were ARVN and 12 were VN civilians. Helo support UH-34 augmentation of MAG 36 by HMM 362 by date was: 19 Feb, 14; 20 Feb, 12; 21 Feb, 13; 22-24 Feb, 8; 25 Feb, 12; 26 Feb, 8. Surgical team 15 departed 181045H after being relieved by REPOSE (AH-16). Total medevacs to REPOSE were 304 of these 31 were gunshot wounds, 23 shrapnel wounds, 5 traumatic amputations, 9 lacerations, and 234 miscellaneous disease cases. One man died of wounds, one of disease.

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All requests for support/services were directed to CATF or his designated subordinate. Control of positioning LPH was maintained by CATF. Since helo facilities ashore were superior to those in DOUBLE EAGLE PHASE I, the support required from VALLEY FORGE was less than for the initial phase. In summary, the amphibious combat portion of this operation was not large, however, the magnitude of support provided TF DELTA is considered noteworthy.

On 8 Feb, EXERCISE GILLNET was completed with a hot wash up on 9 Feb. The purpose of the exercise which started on 4 Feb, was to evaluate the effectiveness of the LUZON BARRIER. Barrier penetration was attempted by 4 SS against a barrier composed of 3 DD's, 1 SSK and VP aircraft. 25 contacts were made by the barrier units. The exercise was evaluated as excellent. The effectiveness of the barrier will be fully evaluated by reconstruction of the exercise.

On 23 Feb, SS SEA RAVEN, an ESSO T1 tanker supporting CHU LAI in POL, grounded at CHU LAI AABFS site, broaching fifty yards off-shore. Damage consisted of the engineroom and crew's berthing partially flooded. The crew was removed from the ship. USS RECLAIMER and USS BOLSTER were on the scene but surf conditions prevented commencement of salvage operations prior to 28 Feb. RECLAIMER laid 2 sets of beach gear and passed a tow wire on 28 Feb. The owners agreed to Navy salvage.

COMSEVENTHFLT arrived at Kadena AB on 1 Feb for briefings and discussions. On 3 Feb, VADM HYLAND returned to his flagship and proceeded to Yokosuka arriving on 4 Feb. On 7 Feb, COMSEVENTHFLT delivered the opening address at the Fourth Quarter Scheduling Conference. COMSEVENTHFLT was embarked in the OKLAHOMA CITY, his flagship, through 15 Feb. On 17 Feb, VADM HYLAND presented the Legion of Merit to RADM E. P. AURAND (COMASWGRU ONE).

VADM JOHN J. HYLAND embarked in his flagship arrived KEELUNG, TAIWAN on 22 Feb, for a three day visit. Calls were received from RADM CH'EN YUAN-JUN (COMMANDANT THIRD NAVAL DISTRICT) and SU TEH-LIANG (MAYOR OF KEELUNG). VADM HYLAND made return calls, attended a luncheon hosted by ADM NI YUE-SI (CHIEF OF THE GENERAL STAFF) and called on VADM FENG CHI-CHUNG (CINC CHINESE NAVY), VADM GENTNER (COMUSTDC), ADM NI YUE SI (CHIEF OF GENERAL STAFF), CHIANG CHING-KUO (MINISTER OF DEFENSE) and the US CHARGE D'AFFAIRS MR. A.W. HUMMEL, JR.

VADM HYLAND flew from TAIPEI to TSOYSING and called on VADM LEE TUNG-CHIEN (COMMANDER FLEET COMMAND), RADM KUAN SHIEH-CHIEH (COMMANDER FIRST NAVAL DISTRICT) and LTGEN YU HAO CHANG (COMMANDANT CHINESE MARINE CORPS). On return of VADM HYLAND, on 25 Feb, the flagship departed KEELUNG for YANKEE STATION, arriving 27 Feb.

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At the beginning of MARCH 1966, SEVENTH Fleet continued to be deployed and engaged in combat and support operations in Vietnam. The emphasis remained on armed air reconnaissance in NVN and LAOS, direct air support of troops in RVN, provision of naval gunfire support in all four Corps areas and preparation of amphibious operations in support of forces in RVN.

#### AIR OPERATIONS

A RANGER F4B failed to return from a bombing run on 1 March. Extensive SAR efforts conducted in the area 13 miles east of THANH HOA produced negative results. On the same day, a RANGER A4E became separated from his wingman in a turn in low visibility, the aircraft failed in return to the ship. SAR efforts were centered around a position 12 miles NW of CAP MUI RON. Results were negative.

During the week of 2-8 March, combat operations in SEASIA were conducted by HANCOCK (TG 77.3), TICONDEROGA (TG 77.5), KITTY HAWK (TG 77.6) and RANGER (TG 77.4). Results of strikes in NVN were good during several days of improved weather. SAM activity in NVN increased that week with an apparent firing as far south as HA TINH. Three SAMS were fired at RANGER aircraft on 4 March with no damage incurred. KITTY HAWK conducted in-country support operations from DIXIE STATION through 5 March. The air wing flew 100 in-country sorties per day. TICONDEROGA relieved the KITTY HAWK on 6 March and commenced in-country operations. KITTY HAWK, in turn, relieved HANCOCK at YANKEE STATION. On 5 March a HANCOCK A1H crashed when it received a direct hit from AA fire while on a bombing run in NVN. There was no possibility of survival. On the same day a KITTY HAWK F4B was lost during in-country operations presumably from ground fire. The crew ejected and both Pilot and RIO were safely recovered by a helo.

During the week of 9-15 March, the carriers at YANKEE STATION were RANGER and KITTY HAWK. Winter monsoons continued to restrict air operations in NVN. A large number of scheduled sorties were diverted to operations in SVN. On 10 March, the KITTY HAWK provided close air support for the beleaguered special forces camp at ASHAU. The performance of the air wing in carrying out the mission earned the personal praises of General WESTMORELAND, COMUSMACV.

On 14 March the two-man crew of an Air Force F4C ejected into the Gulf of Tonkin west of HO ME ISLAND. A USAF HU-16 rescue aircraft attempted the recovery of survivors but was sunk by enemy mortar fire leaving six more men in the water for rescue. KITTY HAWK aircraft attacked the shore batteries and small craft attempting to reach the men in the water. KITTY HAWK reported four sampans sunk and over 60 NVN troops killed. Two YORKTOWN SH-3 helos, under cover of RANGER A1H aircraft, moved in for the pickup despite heavy fire and rescued five of the eight men in the water. Heavy fire and damage to one SH-3 helo forced both helos to leave the scene. Under heavy fire, ENGLAND UH-2 SAR helo proceeded into the same area and rescued another survivor. BERKELEY and ISBELL arrived from SAR station and received heavy fire from shore batteries, both ships returned the fire. They remained in the area while the helos continued the search for the two remaining missing crew members. One crewman of the HU-16 was confirmed KIA. Subsequent search of the SAR area failed to yield any trace of the other missing crewman.



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During the week of 16-22 March, ENTERPRISE, RANGER and TICONDEROGA operated at YANKEE STATION. Generally bad weather over target areas in NVN continued during the week. Aircraft made successful attacks by taking advantage of breaks in the clouds and short periods of improved weather. BDA was hampered by weather and heavy foliage, however a number of fires and secondary explosions were seen. On 17 March, an ENTERPRISE A4C disappeared about 20 miles SE of VINH. "Missiles Away" was called just prior to loss of the contact with the aircraft. Search of the area by SAR DD and helo failed to yield a trace of the pilot. On 20 March an ENTERPRISE A4C was lost in the vicinity of 18-23N/105-46E. The pilot ejected and a good chute was observed. The pilot landed in a field but appeared to be unconscious. He was immediately surrounded and carried off the field by six armed men. SAR terminated. That same day an ENTERPRISE F4B was hit on an armed reconnaissance flight over NVN. The aircraft caught fire and the crew ejected. The pilot was recovered by the WORDEN (SAR DD) helo, but the RIO is presumed to have been captured by one of many hostile junks in the area. Also on 20 March a TICONDEROGA A4C on an in-country napalm run disintegrated and crashed after receiving AW fire about 30 miles SW of Saigon. The pilot was KIA. On 21 March, the lead pilot of a three plane ENTERPRISE A4C flight noticed a bright orange flash in his rear view mirror. Simultaneously contact was lost with the two wingmen in the vicinity of 17-58N/106-40E. SAR units recovered two helmets and other survival equipment. Both pilots are missing and presumed dead. Suspect loss caused by SA-2 visually sighted in the area at the time of incident, or mid-air collision due to evasive maneuvers under low overcast and poor visibility conditions. TICONDEROGA conducted in-country operations from DIXIE STATION through 21 March, being relieved by HANCOCK on 22 March.

From 23-29 March, the carrier task group at YANKEE STATION consisted of ENTERPRISE and TICONDEROGA. Air Operations in NVN were severely limited by bad weather over the target areas through 31 March. Limited radar bombings provided continued harassment of positions in NVN. On 25 March, an ENTERPRISE A4C disappeared during a bombing run on a ferry in the vicinity of 17-24N/106-30E. Air and surface SAR results were negative. Pilot MIA. HANCOCK conducted in-country support operations from DIXIE STATION throughout the week. Commencing 26 March, HANCOCK aircraft provided daily air support to Operation JACKSTAY in the RUNG SAT SPECIAL ZONE, scheduling 20-50 sorties daily.

On 31 March, KITTY HAWK relieved HANCOCK on DIXIE STATION. HANCOCK proceeded to YANKEE STATION to relieve TICONDEROGA on 1 April.

NAVAL GUNFIRE SUPPORT

Ten ships provided NGFS in all Corps areas from 2-8 March. TOPEKA, ORLECK, WADDELL, SPROSTON, OKLAHOMA CITY, JOSEPH STRAUSS, LEONARD F. MASON, SAMUEL N. MOORE, CANBERRA and WALKER fired 3537 rounds at 176 targets. Damages included 113 structures destroyed and 170 damaged.

From 9-15 March, WADDELL, CANBERRA, DAVIS, ROBINSON, BAUSELL, SPROSTON, TAYLOR, FRED T. BERRY, PORTERFIELD and JOSEPH STRAUSS fired 4659 rounds at 223 targets in all Corps areas. Thirty to forty VC were killed, 146 structures were destroyed and 175 others damaged.

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From 16-22 March, PORTERFIELD, BAUSELL, ARNOLD J. ISBELL, BERKELEY, CANBERRA, JENKINS, FRED T. BERRY, SPROSTON, KOINER, BASILONE, GOLDSBOROUGH and RICHARD B. ANDERSON fired 3717 rounds at 160 targets in all Corps areas. 220 VC were killed, one junk sunk, 183 structures destroyed and 202 others damaged. During the period of 23-31 March, FALGOUT, OKLAHOMA CITY, RICHARD B. ANDERSON, ROBINSON, JENKINS, FRED T. BERRY, HENRY W. TUCKER, BRUSH and EDWARDS fired 5566 rounds at 265 targets. Two bridges and 151 structures were destroyed and 139 others damaged. ROBINSON conducted NGFS in the RUNG SAT SPECIAL ZONE in support of Operation JACKSTAY firing 272 rounds against 25 call fire targets.

FRED T. BERRY, PORTERFIELD and HIGBEE experienced a total of eight 5"/38 gun barrel failures during NGFS. Failures consisted of bulging of the barrel usually about ten feet from the muzzle. An investigation into the probable causes of the failures was ordered by COMSEVENTHFLT.

#### AMPHIBIOUS OPERATIONS

Due to the attacks by the VC on shipping proceeding up river to Saigon, a need arose to clear the RUNG SAT of VC in order to establish a positive control over vital ship channels between the South China Sea and the Port of Saigon. Operation JACKSTAY, an amphibious operation in the RUNG SAT SPECIAL ZONE, commenced on 26 March by TG 76.5. The operation was spearheaded by Marines from the SEVENTH Fleet Special Landing Force. The operation, which struck at LONG THANH Peninsula in the RUNG SAT SPECIAL ZONE 30 miles SE of Saigon, marked the first penetration in force of this area and the southernmost large-scale employment of U. S. Forces in Vietnam. TG 76.5 consisted of PRINCETON (CTG 76.5 embarked), ALAMO and PICKAWAY. Attached units for special operations included WEISS (UDT DET EMB), MERRICK, ROBINSON (NGFS), HENRY COUNTY (CLSR 1 EMB), WASHOE COUNTY and RECLAIMER.

The first elements of the landing force went ashore without opposition. HANCOCK aircraft provided daily air support for the operation. Guam based B-52's provided area bombing on 28 March. BDA unknown. Opposition had been light and spradic. Operation JACKSTAY proceeded as scheduled through 31 March. CTF 115 river and coastal craft patrolled and mineswept waterways in the area. HANCOCK A1's and A4's flew 19 sorties against reported VC positions along the DONG TRANH, DINH BA and at the mouth of the VAM SAT. Surveillance teams were inserted in night ambush sites. Casualties as of 31 March: US KIA 5; WIA 18; VC KIA 41; WIA 3; Poss KIA 26; Poss WIA 4.

#### MISCELLANEOUS

On 1 March, a reconnaissance project to obtain cartographic photography of Laos from the southern border to 19-30N was initiated. The project was being



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accomplished using VAP-61 RA3B aircraft operating directly from Cubi Point. Specified scale of photography was 1:50000 with project name COWBOY ONE assigned. 12,140 flight line miles of the assigned 13,456 miles assigned had been completed as of 15 March. A similar photographic project has been assigned VAP-61 in NVN covering ROLLING THUNDER package areas I, II and III. Package areas I and II have been completed but coverage of package area III has been held in abeyance due to the increased SAM threat and vulnerability of the aircraft when flying required multiple, straight and level flights. The project name in NVN is COWBOY TWO and PINCUSHION.

LEONARD F. MASON, under the OPCON of CTF 130, recovered GEMINI VIII capsule and Astronauts NEIL ARMSTRONG and DAVID SCOTT 500 miles east of OKINAWA on 17 March.

On 28 March, the CANBERRA, while enroute to NGFS duties, rescued a crew of 10 from a downed CHNAVADGRU RVN HU-16 aircraft in the vicinity of 14-05N/116-04E. The aircraft was taken in tow. CANBERRA rendezvoused with SALISBURY SOUND on 29 March for transfer of the aircraft. The HU-16 was taken aboard SALISBURN SOUND undamaged.

#### SALVAGE OPERATIONS

SS SEA RAVEN, an ESSO T1 tanker, aground off CHU LAI AABFS site, was refloated by RECLAIMER and BOLSTER on 5 March. The RECLAIMER delivered SEA RAVEN to the ESSO agent at CAM RANH BAY on 8 March.

On 11 March, SUMMIT COUNTY grounded while entering the inner harbor at CHU LAI, puncturing the hull plating. The main engine room was flooded to the overhead. No personnel casualties were incurred. HITCHITI arrived CHU LAI on 12 March and assumed on-scene commander. Temporary repairs were effected and the engine room was dewatered. Upon completion of hull patching the SUMMIT COUNTY was towed to Sasebo for permanent repairs.

#### VIP VISITS TO SEVENTH FLEET

Philippine President MARCOS and party accompanied by Ambassador BLAIR visited the USS ENTERPRISE at Cubi Point, Republic of the Philippines on 11 March. Arriving by helicopter, President MARCOS was welcomed by Vice Admiral NYLAND, COMSEVENTHFLT, Rear Admiral T. J. WALKER, COMCARDIV THREE and Captain J. L. HOLLOWAY III, Commanding Officer of the ENTERPRISE. President MARCOS toured various areas of the ship including number three propulsion plant. An artistic model of the atom fabricated on a board with the inscription "Presented to President MARCOS on the Occasion of his Visit to the USS ENTERPRISE on March 11, 1966" was presented to President MARCOS while he was touring the propulsion plant. Upon completion of the tour of the ENTERPRISE, President MARCOS and his party proceeded to Subic Bay for a presentation of two Swift craft to the Philippine Navy.

On 12 March, President CHIANG KAI SHEK visited the ENTERPRISE at sea off Taiwan. The President toured the ship and witnessed a naval firepower demonstration.

#### COMSEVENTHFLT MOVEMENTS

VADM JOHN J. HYLAND, COMSEVENTHFLT, departed his flagship on 3 March for

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visits to Vinh, Saigon, KITTY HAWK and RANGER returning on 5 March. The flagship arrived Manila on 8 March for a three day operational visit. VADM HYLAND had an audience with President MARCOS, called on Ambassador BLAIR, and exchanged calls with Philippine officials.

VADM HYLAND accompanied President MARCOS and Ambassador BLAIR during the ENTERPRISE visit and Swift craft turnover ceremonies on 11 March. On return of VADM HYLAND, the flagship departed Subic Bay area enroute YANKEE STATION.

VADM HYLAND embarked in the ENTERPRISE on 12 March to welcome President CHIANG and his party during the President's visit to the ENTERPRISE. VADM HYLAND returned to his flagship at YANKEE STATION on 15 March.

VADM HYLAND departed his flagship on 22 March, conferred with General WESTMORELAND (COMUSMACV) and visited Danang and Cubi Point, returning on 25 March.

VADM HYLAND departed his flagship by helo on 27 March at QUI NHON, visited RADM D. W. WULZEN (CTF 76) in the ELDORADO and observed Operation JACKSTAY, returning to the flagship at QUI NHON on 28 March. The flagship departed YANKEE STATION on 29 March enroute Okinawa for 2 missile shoots.

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BASIC NARRATIVE  
APRIL 1966

During April SEVENTH Fleet air operations continued to be interrupted by poor weather, although the carriers took maximum advantage of weather breaks. Most significant was the concentration of strikes against cargo junks and barges in NVN waters, with encouraging results.

A political crisis developed in the Republic of Vietnam during the early part of April which threatened the entire war effort against the Viet Cong. The crisis stemmed in large part from the firing of General THI, I Corps Commander, by the military directorate headed by Premier KY. Political agitation and demonstrations by the newly-formed Buddhist anti-government "Struggle Group" in Danang, Hue, Saigon and to a lesser extent in other cities took on serious proportions and nearly toppled the KY government. Premier KY's stated intention to deal firmly with the Buddhist anti-government group was moderated by the obvious size of the opposition and the uncertain loyalty of the Army. As a result, a compromise agreement was worked-out whereby elections were promised within 5 months and a national political convention was convened to study the transition from a military to a civilian government.

By the end of April the political situation had returned to near normalcy, but the truce between the government and the Buddhist "Struggle Group" remained uneasy. The net effect of this crisis on the military effort in the Republic of Vietnam was to slow-down logistics flow in areas of greatest political disturbance and to retard coordinated U. S. and RVN military operations. No effect was felt on unilateral U. S. military operations.

#### AIR OPERATIONS

From the inception of the ROLLING THUNDER operations in North Vietnam until Autumn of 1965 the division of areas of responsibility between USN and USAF aircraft was on a time-sharing basis. Thereafter, the country was arbitrarily divided into six packages, Package ONE being the southernmost and Package FIVE the northwestern area, with Package SIX defined as the northeast corner of North Vietnam including the Hanoi/Haiphong complexes. USN and USAF responsibilities alternated every other week within these packages. This procedure continued until early spring of 1966 at which time continuing assignments of areas of responsibility were made, with USN forces assigned the central portion of NVN, and USAF responsibility remaining in the extreme south and in the northwest. It should be pointed out that although geographic division has encompassed the entire country for some time, restricted areas imposed by higher authority have limited actual armed reconnaissance and strikes to precisely defined areas of smaller scope than the area assignments imply.

During the week of 30 March to 5 April, the Yankee Station Task group consisted of ENTERPRISE and HANCOCK. Bad weather continued to limit air

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operations in NVN except on 4 April when HANCOCK and KITTY HAWK aircraft flew 147 sorties against VINH/BEN THUY complex, attacking VINH barracks, supply depots, POL storage sites, bridges, railroad yards, NVN Naval Base and other military targets. Defenses encountered were light throughout the day with medium AAA reported in the immediate target area. No aircraft were lost although three were damaged by AAA. Known results of these strikes included: Three buildings destroyed and five damaged, one bridge temporarily unserviceable and a POL area damaged. Secondary fires and explosions were observed in the area.

On 3 April, a HANCOCK F8C was reported hit by ground fire. 20 seconds after reporting fire warning light the aircraft crashed into the hill side in the vicinity of 19-45N/105-25E. The pilot was KIA.

HANCOCK conducted IN-COUNTRY support operations and provided air support for OPERATION JACKSTAY from Dixie Station. KITTY HAWK relieved HANCOCK at Dixie Station late on 1 April and commenced IN-COUNTRY and JACKSTAY support operations.

During the week of 6-12 April, the Yankee Station task group consisted of ENTERPRISE, KITTY HAWK, TICONDEROGA and HANCOCK. Winter monsoon weather continued to dominate air activity over NVN during the week. The southern panhandle had somewhat better flying weather, consequently the bulk of the air activity was concentrated along the coast and inland south of VINH. An unusual degree of success was achieved against motorized cargo junks with over 200 damaged and/or destroyed.

On 9 April, a HANCOCK RF8A was hit by ground fire while on a photo mission in NVN. The pilot diverted toward DANANG but was forced to eject over water 5 miles north of DANANG when the aircraft became uncontrollable. The chute blossomed, both pilot and chute were observed in the water but both sank from sight prior to the arrival of the SAR helo. Pilot was declared MIA.

On 12 April, a KITTY HAWK A3B was missing on a flight from CUBI POINT, Republic of the Philippines to the KITTY HAWK. Reported indicated that the aircraft probably was shot down by the CHICOM near HAINAN. SAR efforts for the crew of four were conducted with negative results.

KITTY HAWK provided IN-COUNTRY support from Dixie Station through 11 April, averaging 90 sorties daily. RANGER relieved KITTY HAWK and commenced providing IN-COUNTRY air support from Dixie Station on 12 April.

From 13-19 April air operations in VIETNAM/LAOS were conducted from Yankee Station by TICONDEROGA and KITTY HAWK. TICONDEROGA and KITTY HAWK dropped spans of the HAIPHONG and RAI DUONG bridges respectively, in attacks

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conducted near HAIPHONG in the northwest section of NVN. Although weather cleared only briefly, successes in NVN were achieved by KITTY HAWK A6A's in a night radar attack against the UONG BI thermal power plant resulting in an apparent loss of power in the target area and the HAIPHONG complex, and by both carriers in attacks on a railroad complex northeast of HAIPHONG.

RANGER provided IN-COUNTRY support during the week of 13-19 April. A total of 735 sorties were flown. Significant results included destruction of VC structures, caves and small river craft. VC troops also suffered substantial casualties as a result of the attacks.

On 17 April, a TICONDEROGA A4E was lost to enemy ground fire in NVN. The pilot was uninjured and recovered by an Air Force helo.

On 14 April, a KITTY HAWK A1H was lost to an enemy SAM in NVN. The pilot was presumed dead.

On 17 April, a KITTY HAWK A6A experienced hydraulic failure as a result of ground fire and crashed at sea. The pilot and NFO were recovered. On the same day a KITTY HAWK A1H aircraft was reported down. The pilot was MIA with no other information available.

TICONDEROGA, KITTY HAWK and ENTERPRISE comprised the Yankee Station task group during the week of 20-26 April and placed heavy emphasis on interdiction of waterborne cargo movement. Over 200 junks and barges were sunk or damaged in NVN waters.

NVN MIG's became more active and aggressive during the ~~week~~ week. MIG 17/21 aircraft engaged USAF aircraft on seven separate occasions. A total of 3 MIGs were downed. Navy aircraft were not engaged.

On 20 April, a KITTY HAWK A4C was hit by 37mm fire in the vicinity of 18-53N/105-37E. The pilot ejected, a good chute was sighted. No sighting or contact with the pilot on the ground was made. The pilot was assumed captured. The wingman in a second A4C was also hit by ground fire. The pilot ejected close aboard the KITTY HAWK and was recovered safely by helo.

On 21 April, a KITTY HAWK A6A disappeared from an E2A radar surveillance while on a night attack in the vicinity of VIEN SON. No beeper or radio contact was heard. SAR efforts were negative.

On 22 April, a KITTY HAWK A6A, leader of a two-plane flight attacking a suspected SAM site near VINH, was observed to fly into the water during rendezvous 30 miles west of VINH. No emergency was declared by the aircraft. SAR units in the area recovered two aviator's helmets. No other trace of the pilot and RIO was found.

On 26 April, 2 KITTY HAWK F4B's were damaged due to flak over DONG KHE. Both aircraft returned to the ship, one landing safely with minor damage, the other was unable to jettison its ordnance or lower its landing gear.

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The crew ejected in the vicinity of the ship and were picked up by helo, suffering only minor injuries.

RANGER provided IN-COUNTRY air support from Dixie Station throughout the week of 20-26 April. A RANGER A4E was lost on an IN-COUNTRY bombing run on 23 April. The pilot ejected and was recovered uninjured by an Army helo.

ENTERPRISE and RANGER flew over 130 combat sorties in NVN on 27 April, many of which were directed at extremely large concentrations of cargo laden junks and barges. An unknown number of junks/barges were damaged or destroyed. At the largest single concentration, north of VINH, numerous secondary explosions resulted from the attacks, with smoke rising over 2000 feet.

An A6A from the KITTY HAWK was reported down in the vicinity of 18-40N/106-08E at about 270730Z. Both pilot and RIO were picked up by helo.

On 28 April, aircraft from ENTERPRISE and KITTY HAWK on Yankee Station concentrated their efforts on large numbers of cargo junks in the CAPE FALAISE area of the NVN coast. Multiple attacks achieved the destruction of over 100 junks and damage to unknown number of craft.

RANGER, on Dixie Station, flew 115 sorties in support of ground operations.

HANCOCK, KITTY HAWK and ENTERPRISE flew over 190 sorties in NVN on 29 April. Forty of these were strikes against the SON CHAU military and supply area. A large number of POL type secondary explosions and fires resulted in almost complete destruction of the complex. Attrition of waterborne cargo traffic continued with approximately 70 cargo junks destroyed and a large number damaged. In addition, four highway bridges and several military support buildings were destroyed.

KITTY HAWK lost an F4G to NVN ground fire. The aircraft experienced progressive systems failures enroute to the ship. Both crewmen ejected and were recovered.

On 30 APRIL, aircraft from the HANCOCK and RANGER damaged the ME XA highway bridge in northeast NVN and destroyed or damaged numerous buildings in military complexes in the same area. In addition armed reconnaissance continued decimation of waterborne cargo carriers and supply areas.

ENTERPRISE provided air support from Dixie Station through 30 April.

On 29 April, HANCOCK lost two aircraft and pilots, when an F8E flew into a karst cliff on ILE CAC BA while recovering from an attack on cargo junks, and an AHJ crashed into the ground on a dive bombing run.

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Aircraft and pilot losses for April were: 1 F8C, 1 RF8A, 1 A3B, 2 A4E, 3 A1H, 4 A6A, 2 A4C, 1 F4B, 1 F4G, 1 F8E, 4 pilots lost, 11 recovered and 11 MIA.

#### NAVAL GUNFIRE SUPPORT

HENRY W. TUCKER, RICHARD J. EDWARDS, ROBINSON, RICHARD B. ANDERSON, BRUSH, CANBERRA, RUPERTUS, LYNDE MCCORMICK, HOPEWELL and WEDDERBURN fired 4240 rounds at 434 targets during the week of 30 March to 5 April. 2 bridges, 4 sampans and 149 structures were destroyed and 393 other structures were damaged.

Rounds fired by NGFS units in VIETNAM nearly doubled during the week of 6-12 April. LYNDE MCCORMICK, ROBINSON, HOPEWELL, RICHARD S. EDWARDS, RUPERTUS, BERKELEY, RICHARD E. KRAUS, PORTERFIELD, CANBERRA and MASSEY fired 7126 rounds at 285 targets. 2 bridges, 10 sampans and 48 structures were destroyed and 557 damaged.

TOPEKA, CANBERRA, GOLDSBOROUGH, HOPEWELL, MASSEY, MACKENZIE, RICHARD S. EDWARDS, RUPERTUS, JENKINS, HIGBEE and ORLECK fired 3903 rounds at 163 targets during the week of 13-19 April. 11 VC were KIA, 1 bunker, 17 sampans and 94 structures were destroyed with 237 other structures damaged.

JOHN A. BOLE, JOHN W. THOMASON, SAINT FRANCIS RIVER, WALKER, MORTON, CARRONADE, CANBERRA, CARPENTER, ORLECK, TOPEKA, JENKINS, BRISTER, HIGBEE, TAYLOR and GOLDSBOROUGH fired 5457 rounds and 776 rockets at 241 targets during the week of 20-26 April. 299 structures were destroyed, 278 others damaged and 19 VC were killed.

This week's firings, 20-26 April, by CARRONADE and SAINT FRANCIS RIVER marked the first action against an enemy by LSMR's since KOREA. Both ships took part in an operation with JOHN W. THOMASON in which 118 VC structures were destroyed. The VC returned the fire with small arms fire on CARRONADE that was quickly suppressed by 50 caliber machine gun and rocket fire from the IFS.

CARPENTER, JOHN A BOLE, MORTON, SAINT FRANCIS RIVER, CARRONADE, ERNEST G. SMALL, WALKER and JOHN W. THOMASON provided NGFS in all four Corps Areas from 27-30 April. 4107 rounds and 270 rockets were fired at 94 targets. Results included 269 structures destroyed, 432 damaged, 1 bridge damaged, 6 secondary explosions, and 31 VC KIA. In addition, WALKER and JOHN W. THOMASON fired 399 rounds in support of OPERATION OSAGE.

#### AMPHIBIOUS OPERATIONS

OPERATION JACKSTAY continued in the RUNG SAT area through 5 April with opposition light and sporadic throughout the week. Initial estimates of

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VC installations were confirmed with the discovery and destruction of a large arms factory and a hospital complex. HANCOCK and KITTY HAWK aircraft provided air support against VC positions throughout the week. WASHOE COUNTY and HENRY COUNTY received moderate small arms and mortar fire in the Saigon River. Both ships returned the fire. Aerial reconnaissance reported a destroyed mortar emplacement and dead VC in the area. Casualties as of 5 April were: US 5 KIA, 24 WIA; VC 62 KIA. Backloading of the troops and equipment commenced on 6 April, completing 7 April.

Final cumulative casualties were: US 5 KIA, 24 WIA; VC 63 KIA.

TG 76.5 (PRINCETON, ALAMO, PICKAWAY) with SLF embarked (BLT 1/5 and HMM 364) with JOHN W. THOMASON and WALKER providing NGFS commenced amphibious landing OPERATION OSAGE in the vicinity of PHU LOC, THUA THIEN PROVINCE, with H and L Hour at 262230Z. The first waves of 9 LVTP's and 16 helicopters landed on time with no opposition encountered. The landing force objective was to conduct a search and destroy operation in coordination with ARVN Forces and to provide rice harvest protection in the PHU LOC area. The operation proceeded as planned with no enemy opposition until 30 April when friendly forces received heavy sniper fire and detonated a land mine. This resulted in 6 USMC KIA and 9 USMC WIA. BLT 1/5 continued search and clear operations in the area. Casualties as of 30 April: Friendly - 8 KIA, 9 WIA; VC 2 KIA.

#### MISCELLANEOUS

OSAP patrol over the Sea of Japan sighted two SOVIET KOTLIN Class DD's pendant numbers 022 and 072 in company with the oiler ALATYR on 21 April in the vicinity of 35-20N/130-55E. The SOVIET units exited the Sea of Japan through TSUSHIMA STRAITS on 22 April and proceeded south into the Philippine Sea on an apparently routine extended operation. Based on past experience, it was estimated that two or more submarines may have also been involved. Daily locator flights with random sonobuoys planted around the SOVIET units continued.

On 5 April, the ALAMO collided with the KAWISHIWI during an UNREP. The collision occurred while the ALAMO was making her approach to the starboard side of the KAWISHIWI. The PRINCETON was alongside to port. Damage to KAWISHIWI was minor, not impairing her mission. ALAMO received a tear 25 feet above the water line on the portside between frames 54 and 74. There were no personnel casualties. ALAMO continued her mission in support of OPERATION JACKSTAY.

#### SALVAGE OPERATIONS

on 24 April, the SS EXCELLENCY, a GAA ship operated by AMERICAN EXPORT ISBRANDSEN LINES with approximately 1000 tons of ammunition on board, grounded

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on TRITON ISLAND in the South China Sea. The ship's operator requested salvage and CTF 73 was directed to take charge of salvage operations. USS UTE, USS COUCAL, USS RECLAIMER and an Army tug arrived on the scene and commenced preparations for salvage. On 27 April an attempt was made to refloat the EXCELLENCY which resulted in pivoting the ship 28 degrees with no astern movement. USS BOLSTER arrived on 28 April and two LST's were sent to the scene to off-load the cargo. On 28 April a four ship pull was tried to no avail and off-loading commenced by the LUZERNE COUNTY. On 29 April, another four ship pull was attempted resulting in the ship moving 30 feet aft. Another four ship pull was scheduled for 30 April which resulted in the SS EXCELLENCY being refloated at 301602Z.

SS OHIO and SS WASHINGTON MAIL collided in the vicinity of 35-50N/125-50E on 25 April. Although both ships suffered serious damage, they were able to proceed south under their own power until SS OHIO's number one and two holds flooded lifting her screw from the water. SS OHIO anchored in the vicinity of 34-29N/125-52E. 29 members of SS OHIO crew were taken on board SS WASHINGTON MAIL. SS OHIO was given initial assistance by an Army tug out of Korea. It was then towed by a Japanese commercial tug to NAGASAKI for repairs. SS WASHINGTON MAIL proceeded to PUSAN, KOREA where USS SURFBIRD, at the request of AMERICAL MAIL LINES provided damage control assistance in patching and dewatering number one hold.

#### COMSEVENTHFLT MOVEMENTS

VADM JOHN J. HYLAND, COMSEVENTHFLT in his flagship, USS OKLAHOMA CITY, visited CHINHAE, KOREA on 4 April. COMSEVENTHFLT exchanged calls with RADM KIM YONG KWAN, COMROKFLT; COMMODORE KIM SANG KIL, COMCHINHAE-BASE; COMMODORE KIM CHUN TAE, SUPERINTENDENT, NAVAL ACADEMY. The flagship departed on 5 April enroute INCHON arriving on 6 April. VADM HYLAND flew from CHINHAE to POHANG with RADM MCCRORY, COMNAVFORKOREA, where he called on MGEN CHUNG KWANG HO, CG FIRSTMARDIV.

COMSEVENTHFLT visited INCHON, KOREA from 6-7 April. VADM HYLAND, accompanied by RADM MCCRORY, COMNAVFORKOREA, called on GEN BEACH, CINCUNC; KOREAN VICE MINISTER OF NATIONAL DEFENSE KHANG SU RYONO; LGEN KONG JUNG SHIK, COMROKMC; and VADM HAHM MYONG SOO, CNO ROK NAVY. At the invitation of GEN BEACH, VADM HYLAND also attended a farewell parade of the 26th ROK REGIMENT which was sent to VIETNAM, and visited ROK MARINE outposts on KIMPO PENINSULA with GEN KONG, KOREAN MARINE CORPS COMMANDANT. The flagship departed INCHON on 8 April arriving YOKOSUKA on 10 April via SHIMONOSEKI STRAITS.

VADM HYLAND received a call from BGEN RYAN, CTF 79, on 18 April, in YOKOSUKA, JAPAN

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The flagship departed YOKOSUKA enroute KORE, JAPAN on 23 April, arriving KOBE on 25 April for a four day visit. VADM HYLAND called on RADM TAKAHASKI, COMSDF, OSAKA BASE; MR. SAKAI, VICE GOVERNOR, OSAKA PREFECTURE; MR. MIYAZAKA, DEPUTY MAYOR OF KOBE; LGEN KANO, CG CENTRAL ARMY; GOVERNOR SATO, OSAKA PREFECTURE; and MAYOR CHUMA of OSAKA.

COMSEVENTHFLT, embarked in his flagship departed KOBE on 29 April enroute YOKOSUKA, ETA 300900I.

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BASIC NARRATIVE...  
MAY 1966

The political situation in the Republic of Vietnam began to deteriorate again in early May precipitated largely by a 7 May news conference at which time Premier KY stated that he expected to remain in office for another year. He stated his political time table called for the RVN election of a Constituent Assembly in late summer (September) and a National Assembly plus civilian government in 1967. The Buddhists and "Struggle Group" called this plan unacceptable and renewed their demands for the immediate ouster of the KY government. This was followed by increased "Struggle Group" activity in the RVN I Corps area, particularly in Danang. On the early morning of 15 May Premier KY moved against the dissidents in the I Corps area, by ordering two battalions of ARVN Marines and Airborne troops plus 8 A1H aircraft to Danang to restore order. Government troops quickly took over I Corps Headquarters and surrounded anti-government forces which occupied the principle pagodas and central market area. After limited fighting and casualties, "Struggle Forces" surrendered or fled the city on 23 May. For the remainder of the month Danang remained quiet. A new I Corps Commander, Major General LAM, was appointed by the government.

After surrender of the "Struggle Forces" in Danang, political agitation and demonstrations increased in the Hue area. The mood of the demonstrators became increasingly anti-American on 26 May when the USIS Library in Hue was attacked and burned. As a precautionary measure the U.S. Consulate was evacuated on 27 May following rumors of plans to attack it. In Saigon and elsewhere through-out the country, the situation remained tense but under control, punctuated by an occasional Buddhist self-immolation and regular anti-government demonstrations. By the end of the month Premier KY still remained in control but trouble continued to brew principally in Hue.

#### AIR OPERATIONS

During the week (27 Apr - 3 May), Yankee Station carriers included HANCOCK; RANGER; ENTERPRISE at Dixie Station. Results of air operations in NVN reflected continued seasonal weather improvement. Interdiction of waterborne cargo movement remained intense with several hundred junks and barges destroyed or damaged. Several inland waterways were observed to be lined with burned out hulls and wreckage. The success of this effort became apparent during the last days of the week when progressively smaller numbers of targets were available and former areas of high concentration of traffic fell into disuse. Logistics centers and LOC hubs in VINH, CON CHAU and QUI VINH areas were repeatedly attacked, destroying POL storages, railroad rolling stock and one hundred boxcars. Smoke, dust and intense opposition limited more detailed BDA. The railroad remains in use, although previous wide spread destruction requires considerable transshipment and use of trucks as prime movers rather than locomotives.

On 2 May a HANCOCK A4E engine was damaged by its own ordnance malfunction during a rocket attack on trucks in NVN. The aircraft caught fire prior to reaching the coast and the pilot ejected at 18-31N/105.51E. The pilot was retrieved by a Navy SAR helo. The helo hoist jammed, the pilot was carried to sea and deposited in the water, where he was later picked up safely by a second helo.

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On 2 May a HANCOCK F8E was hit by ground fire over HON ME Island. The aircraft flight controls were lost after the fire warning light came on. The pilot ejected in the vicinity of 19-20N/106-12E and was recovered by a Navy SAR helo.

On 2 May a RANGER A4E crashed during attacks on HON NGU Island. The pilot's ejection was not observed but the aircraft was seen to impact. The pilot's chute was sighted in the water. The pilot was assumed drowned when the chute sank.

During the week of 4-10 May combat operations on Yankee Station were conducted by HANCOCK, RANGER, KITTY HAWK and ENTERPRISE. Approximately 400 junks and barges were sunk, destroyed or suffered varying degrees of damage. The very large concentrations of water borne shipping of previous weeks virtually disappeared and successes were obtained in more sporadic fashion against smaller groups. Over fifty railroad cars were damaged or destroyed during the week, primarily in the QUI VINH area where a major railroad bridge was also destroyed and considerable collateral damage was inflicted on the LOC storage complex. This was typical of the recent trend of attacks which continued to emphasize destruction of focal points of the NVN war effort. Similar results were obtained at the BAI THUONG and YEN CU POL storages, PHAT DIEM port facility and the RAO QUA, DONG LY and MONG DUONG supply/storage areas. In addition, several SA-2 sites were successfully attacked and two suspected PT boats were destroyed or severely damaged.

On 5 May, a RANGER A4C struck the water on a pull out from an attack run in the vicinity of 20-40N/107-28E. The aircraft skipped once and climbed to altitude, had fire warning light and lost control. The pilot ejected and was rescued by an HU-16 helo.

On 5 May a HANCOCK RF8A was downed by ground fire about 15 miles southwest of THAN HOA. The pilot was seen to eject from the burning aircraft. Heavy AW fire and many people were sighted in the area. The pilot was presumed captured.

ENTERPRISE provided In-country support from Dixie Station through 7 May. During the nine days that ENTERPRISE was on Dixie Station, CVW-9 aircraft flew 1176 strike sorties averaging 180 sorties daily. HANCOCK relieved the ENTERPRISE on 8 May.

On 9 May a HANCOCK A1H lost power returning from an In-country strike. The pilot ditched 60 miles south of CAM RANH BAY and was safely recovered by helo.

During the week of 11-17 May, Yankee Station combat operations were conducted by HANCOCK, INTREPID, KITTY HAWK and ENTERPRISE. Interdiction of the North Vietnamese transportation system continued at an apparent high level of effectiveness. Nearly two hundred cargo junks and barges were destroyed or damaged, in addition fifty railroad cars and eleven trucks were destroyed by Navy aircraft. The number of lucrative waterborne targets continued to decline. Emphasis was shifted somewhat to major land infiltration routes, predominately those along the coast feeding NAPE and MUGIA Passes. The mountain passes were seeded with time delayed fuzed bombs, night and day armed reconnaissance was increased, and several small

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bridges were destroyed. The TAM DA and PHU QUAT bridges had two and three spans dropped respectively. In addition, daily attacks against the NVN military, supply and transportation establishments, continued resulting in the destruction of numerous barracks, warehouses, stacked supplies and POL.

HANCOCK provided In-country air support from Dixie Station through 14 May. INTREPID relieved HANCOCK and commenced air operations on 15 May, marking INTREPID's first combat operations in Vietnam.

Combat operations were conducted at Yankee Station during the week of 18-24 May, by HANCOCK, KITTY HAWK and ENTERPRISE. Both the number of sorties flown and results obtained were limited by marginal flying weather persisting over most of the area throughout the week. Major strikes were flown against several military and supply areas and against the VINH complex with varying degrees of success. The interdiction program against land and water LOC continued when weather permitted, however, results were less noteworthy than in recent weeks.

On 19 May a KITTY HAWK F4G was shot down while searching for a downed aircraft. The crew ejected and was recovered by an Air Force helo.

On 21 May a HANCOCK A4C was hit during a strike in NVN. The aircraft returned to the ship but was unable to land due to gear malfunction. The pilot ejected and was picked up by a HANCOCK helo.

On 23 May a HANCOCK F8E was downed by ground fire. The pilot ejected in the vicinity of 18-28N/105-55E and was recovered by the WORDEN helo.

On 23 May an ENTERPRISE A4C experienced a fuel leak after completing a strike on a bridge north of THANH HOA. The aircraft lost power on returning to the ship and the pilot ejected and was recovered by the ENTERPRISE helo.

INTREPID flew more than 630 In-country support sorties during the week of 18-24 May. The majority were flown against VC concentrations, structures and transportation. Close air support was provided ARVN armored units at AN GIANG and in Operation WAHIAWA in TAY NINH Province.

Combat strike operations were conducted at Yankee Station during the week of 25-31 May by HANCOCK, RANGER and ENTERPRISE. The first half of the week was characterized by poor weather over NVN, but improved on the 28th. The Yankee Station carriers averaged 144 sorties daily. Twelve bridges were destroyed on the main North-South LOC. Attacks against rolling stock resulted in 57 railroad cars being destroyed and 43 others being damaged. Thirty trucks were either destroyed or damaged by air attack. Attacks were conducted against numerous supply, storage and military areas resulting in more than 150 structures being destroyed and at least 50 others being damaged. Nine SA-2 missiles were fired at Navy aircraft during the week without success. No Navy aircraft were lost to enemy action.

INTREPID provided In-country air support from Dixie Station throughout the week. Close air support was provided for Operations EL PASO and WAHIAWA. CVW-10 flew over 400 In-country sorties delivering 570 tons of ordnance in the II, III and IV Corps Areas.

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On 11 May, underway replenishment ships providing support in the Tonkin Gulf were authorized to operate to 19N-107E. Previous restrictions of 18N,107-30E were not compatible with the more northerly location of the SAR stations and movement of Yankee Station to 17-30N/108-30E on 13 April 1966.

The shortage of air to ground munitions became serious enough during May to effect operations. For the first time since the bombing in NVN began, sorties had to be cancelled, planes light loaded and missions loaded with less than optimum type ordnance to effectively carry out the assignment. In an effort to continue air raids against the NVN, but not run out of air to ground munitions prior to deliveries of new production, CINCPAC allocated all critical air to ground munitions on a fair share basis between SEVENTH Fleet, the Marines and the Air Force. This required a daily monitoring of ammunition expenditures in order to remain within the allocation.

#### NAVAL GUNFIRE SUPPORT

JOHN A BOLE, CARPENTER, WALKER, ST. FRANCIS RIVER, CARRONADE, JOHN W. THOMASON, MORTON and ERNEST G. SMALL fired 6352 rounds and 4200 rockets at 196 targets, from 27 April to 3 May. 21 sampans and 519 structures were destroyed. 12 other sampans and 395 structures were damaged. Rocket fire from ST. FRANCIS RIVER and CARRONADE destroyed 383 of the total structures destroyed and damaged. 148 others.

From 4-10 May, MORTON, CARRONADE, ORLECK, CANBERRA, JOHN W. THOMASON, ERNEST G. SMALL, WALKER, ST. FRANCIS RIVER, JOHN A. BOLE, AGERHOLM and WEDDERBURN fired 4305 rounds and 1699 rockets at 172 targets, destroying 251 structures and damaged 352.

ORLECK, JOHN W. THOMASON, MORTON, ERNEST G. SMALL, CARRONADE, ST. FRANCIS RIVER, DAVIS, LEONARD F. MASON and BASILONE fired 3415 rounds and 1338 rockets at 179 targets during the week of 11-17 May. 205 structures were known to have been destroyed and 176 others damaged. 58 VC were killed and 21 others wounded.

From 18-24 May VANCE, O'BANNON, ST. FRANCIS RIVER, ROWAN, CARRONADE, LEONARD F. MASON, PORTERFIELD, BASILONE, LOWE, ERNEST G. SMALL and AGERHOLM fired 3567 rounds and 1842 rockets at 224 targets, resulting in 360 structures destroyed and 350 others damaged. 32 VC were confirmed killed.

During the week of 25-31 May, CLARION RIVER, WHITE RIVER, ST. FRANCIS RIVER, CARRONADE, DYESS, ROGERS, DAVIS, ROWAN, OKLAHOMA CITY, RICHARD B. ANDERSON, BASILONE, O'BANNON, VANCE, PORTERFIELD and LEONARD F. MASON fired 3925 rounds and 3561 rockets at 231 targets destroying 355 structures and damaging 339. 26 VC were confirmed killed.

#### SAR OPERATIONS

On 26 May a VQ-1 A3B from Cubi Point to Yankee Station became uncontrollable while in a vertical descent in the vicinity of 15-32N/117-42E. Four of the crew parachuted from the aircraft. Control was regained and the aircraft returned safely to Cubi Point. A USAF rescue C-47 was dispatched to the scene. Surface units in

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the general area were prevented from commencing immediate SAR operations due to Typhoon Judy. The USS RICHARD S. EDWARDS, while enroute to SAR datum, suffered a personnel casualty due to heavy weather and the man subsequently expired. FIRE-DRAKE suffered shoring breakdown with a resulting threat to a security bulkhead. Loose ammunition was restowed and the FIRE-DRAKE was released from further SAR operations. Typhoon Judy hampered SAR efforts on the 27th of May to the extent that operations were not conducted. SAR operations were resumed on 28 May when a life vest believed to have come from the aircraft was recovered by the USS TAUSSIG. SAR operations were terminated at 291100Z when SAR efforts produced no further results.

#### AMPHIBIOUS OPERATIONS

TG 76.5/TG 79.5 (Amphibious Ready Group/Special Landing Force) arrived at SAN JOSE, MINDORO, R.P. and commenced PHIBLEX-HILLTOP V. H-Hour was 250800H with L-Hour at 250830H and waves touched down on time. Companies of BLT 3/5 landed ashore by helo, LCVP and LVTP. The ashore phase of the operation was conducted from 25-26 May with withdrawal taking place on 27 May. The forces involved completed a civic action project of painting a school building, installed swings and concluded with a public presentation of school supplies and confections.

#### MARITIME EXERCISE

Exercise SEA IMP, a SEATO maritime exercise, commenced its training phase on 23 May outside Manila Bay. The SEA IMP was designed to exercise the assigned forces in their operational roles in the protection of a convoy against surface, sub-surface and air attacks. The exercise commenced in Manila on 23 May and will terminate in Bangkok on 9 June. The Exercise Director was RADM C.P. MILLS, RN, FO2FEF, with RADM ISAMAN, CTF 72, as Deputy Exercise Director. The total participating force consisted of 40 ships and approximately 100 aircraft, including the carriers USS YORKTOWN (RADM GILKESON (CTG 70.4 embarked)) and the HMAS MELBOURNE.

The main force of the exercise made an opposed sortie from Manila Bay under the direction of RADM V.A.T. SMITH, FOCAF, embarked in the HMAS MELBOURNE commencing the CONVEX PHASE of the exercise. Minesweeping of the approach channel was made prior to the sortie. From the 26th through the 30th the force was open to attack by F-86 aircraft of the Philippine Air Force and P-3 aircraft in addition to the six opposing submarines. On the 30th, Exercise Play was suspended for a mid-ocean break and critique. Upon completion of the critique, units redeployed for the next phase of the exercise. This phase commenced on the 31st under the direction of RADM F. E. GILKESON, COMASWGRU THREE/CTG 70.4.

#### MISCELLANEOUS

From 4-5 May the USS BUGARA transited the Makassar and Lombok Straits enroute Perth, Australia to take part in the Coral Sea Celebration. This was the first transit through the straits by a U.S. warship in over two years. The transit was made on the surface flying the National Ensign. No reaction was noted from Indonesia.

VP aircraft continued surveillance of two Soviet KOTLIN DD's and AO ALATYR conducting exercises in the Philippine Sea. CTG 70.9 submarines REMORA and SNOOK

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conducted subsurface surveillance of the Soviet units through 8 May, when SNOOK departed the area for Okinawa. As of 10 May, there had been no indication of Soviet submarines in company with the surface units.

ENTERPRISE and BAINBRIDGE arrived Manila on 20 May for a one day visit. During the short stay a tour of the ENTERPRISE was conducted for members of the Philippine government, military officials, local government officials and business men.

The nuclear powered submarine SNOOK entered Yokosuka, Japan on 30 May for a four day stay. SNOOK was the first nuclear powered ship to visit Yokosuka. Demonstrations by Japanese were smaller than anticipated and generally orderly. Isolated disturbances were well controlled by Japanese police. The gate to the Naval Base remained open. No instances or difficulties occurred between the liberty parties and the demonstrators.

On 27 May, the USS MARS and the Japanese merchant ship SEIWA MARU collided in dense fog at the entrance to Tokyo Bay. Both ships were backing with little way on at the time of impact. MARS suffered minor damage to the starboard side amidships.

#### COMSEVENTHFLT MOVEMENTS

VADM JOHN J. HYLAND, COMSEVENTHFLT, delivered the opening address at the First Quarter FY 67 Scheduling and Planning Conference in Yokosuka on 2 May.

COMSEVENTHFLT departed Yokosuka, Japan for Yankee Station aboard the flagship on 10 May.

On 12 May COMSEVENTHFLT departed the flagship for a three day trip. During this period, VADM HYLAND met with BGEN RYAN, CTF 79, for a planeside conference at Naha, and visited NAS Cubi Point, NAVBASE Subic Bay, USS INTREPID and USS KITTY HAWK, returning to the flagship at Yankee Station on 15 May.

During the time that the flagship was on TOMCAT duty in the Tonkin Gulf, COMSEVENTHFLT visited the USS STRAUSS at northern SAR station on 24 May. LGEN WALT (CG III MAF) and BGEN PLATT (COFS III MAF) visited VADM HYLAND onboard the flagship on 29 May, when the flagship was providing NGFS in the I Corps area. VADM HYLAND departed the flagship on 29 May for the ENTERPRISE to meet DR. JOHN FOSTER (DD R&E) returning to the flagship on 30 May.

#### VIP VISITS TO SEVENTHFLT

Deputy Under Secretary of the Navy, Mr. Beaumont, visited COMSEVENTHFLT, (in OKLAHOMA CITY), HANCOCK, LOFBERG, HOPEWELL, and KITTY HAWK from 17-18 May.

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BASIC NARRATIVE

JUNE 1966

The tense situation that prevailed in the Republic of Vietnam throughout May, highlighted by the burning of the USIS Library in Hue on 26 May, continued into June and erupted in the sacking and burning of the U.S. Consulate and Consul's residence in Hue by 500-800 Buddhist youths on 1 June. Buddhist led riots, demonstrations, and strikes increased in the Hue area and became more numerous and violent in the Saigon area. On 10 June the government sent two companies of Saigon Combat Police to Hue to establish order in that city. These were followed on the 16th by the ARVN 5TH Airborne Battalion. At the same time two ARVN First Division Battalions, sympathetic to the "Struggle Forces", were ordered into the field in the I Corps area. By the 18th the government had regained control in Hue and had arrested the leaders of the "Struggle Forces" or forced them to flee.

Although Buddhist led riots and demonstrations continued in Saigon throughout the remainder of the month, these were effectively contained by the government riot police and troops.

By the end of the month the government had effectively regained control in all troubled areas and the influence of the militant Buddhist faction continued to wane with the house arrest of the protest-fasting Tri Quang in Hue and his later removal to a clinic in Saigon.

AIR OPERATIONS

During the week of 1-7 June, YANKEE STATION carriers included RANGER, ENTERPRISE and HANCOCK. Attacks continued to be concentrated on interdiction of lines of communications and storage and supply areas in NVN. Attacks against railway targets at THANH HOA and QUI VINH were particularly effective. Strikes at DONG HOA and XOM YEN DONG highlighted efforts against storage and supply areas. A total of 653 sorties were flown despite unfavorable weather. No aircraft were lost to enemy action.

INTREPID provided IN-COUNTRY air support from DIXIE STATION throughout the week of 1-7 June. CVW-10 provided direct air support for IN-COUNTRY search-and-destroy operations LEXINGTON, HARDIHOOD, RENO and MAKIKI conducted by U.S. Army, Marine and Allied troops.

HANCOCK and RANGER conducted air operations from YANKEE STATION during the week of 8-14 June. Interdiction of lines of communications in NVN remained at a high level. Approximately one hundred railroad cars were damaged or destroyed and the QUI VINH, PRO CAN and NAM DINH railroad yards were damaged extensively. Junks and barges continued to provide lucrative targets and at least five major highway bridges were dropped. Strikes against military, storage and supply areas also continued to absorb a large part of the Navy's air effort. As a result of the attacks several complexes were removed from the strike list as having no remaining military value.

On 12 June, four F8 aircraft from HANCOCK were challenged by MIG 17 aircraft from NVN. HANCOCK aircraft downed one MIG and damaged another.

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An RA3B from VAP 61 failed to return to CUBI POINT on 14 June after a night mission over NVN. Contact was lost with the aircraft and an orange fireball was sighted in the vicinity of 18-16N/107-07E. SAR effort in the area yielded negative results.

INTREPID provided IN-COUNTRY air support from DIXIE STATION throughout the period from 8-14 June, flying 581 sorties against targets in the II, III and IV Corps Areas. In all, over 600 structures were destroyed or damaged by CVW 10 aircraft. In addition, 13 sampans and 22 bunkers were destroyed and 3 bridges interdicted.

HANCOCK and RANGER conducted air strike operations from YANKEE STATION from 15-21 June. The continuing program of interdiction of lines of communications in NVN was furthered by damage or destruction of at least forty trucks and over one hundred cargo junks and barges. In addition, successful attacks were conducted against the ME XA highway bridge and the MAI DUONG RR/HWY bridge, both on the HANOI-HAIPHONG transportation system. An SA-2 site between HANOI and HAIPHONG was seriously damaged by an air attack in conjunction with the attack on the HAI DUONG RR/HWY bridge. Other results in NVN included destruction of numerous railroad cars and extensive damage to the yards and facilities at QUI VINH, SAI THON and VAN COI. A number of POL, military storage, supply and barracks areas were also attacked with excellent results.

On 15 June, a RANGER F4B was hit during an attack on a PT boat. The pilot and RIO ejected near the SAR DLG and were rescued by an SH-3 helo. On the same day a RANGER A4E was downed in the vicinity of 20-14N/106-03E. The pilot ejected safely and was observed on the ground with NVN personnel nearby. The pilot was declared MIA, probably a POW.

On 17 June, a HANCOCK A4C was hit by ground fire during a pullout from a dive during an attack of the VINH RR yards. The pilot ejected safely, was in radio communications with RESCAP and advised that he was about to be captured, was destroying his radio and for RESCAP to stop endangering themselves by trying to save him.

On 21 June, a HANCOCK RF8A was downed by AAA fire in the vicinity of 21-36N/106-35E. Good ejection was observed. Enemy defenses prevented a helo approach. Four HANCOCK F8E's arrived as RESCAP. One F8 was damaged by ground fire and departed the area with his wingman. The remaining two aircraft were attacked by MIG-17's. One F8 was downed by a MIG. Good ejection was observed. The first F8 section returned to assist. The F8 damaged earlier attacked the MIG and scored a hit with a sidewinder. The second MIG was hit by 20mm by another F8. One MIG was destroyed and one was damaged.

CONSTELLATION provided IN-COUNTRY support from DIXIE STATION during the week of 15-21 June. During her first week of RVN operations of this deployment, CONSTELLATION destroyed 384 structures, 5 bridges and 5 sampans.

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During the week 22-28 June, RANGER and CONSTELLATION conducted SEASIA air operations from YANKEE STATION. The continuing program of interdiction of lines of communications in NVN was furthered by damage or destruction of nearly 200 railroad cars, numerous trucks and several bridges. In addition, major strikes were conducted against the DONG KHE SAM site, the DONG CAN military area and the BIEN SON barracks. Other results included destruction or severe damage to numerous military supply and storage areas.

HANCOCK provided IN-COUNTRY support from DIXIE STATION from 23-28 June after relieving CONSTELLATION on 23 June. In addition to providing air support against targets in the II, III and IV CORPS AREAS, HANCOCK also provided close air support for OPERATION DECKHOUSE ONE, an amphibious operation.

On 25 June, a RANGER A4E was hit by AAA during a RESCAP mission for a CONSTELLATION A6A. The pilot ejected over water in the vicinity of 18-46N/106-00E and was rescued by an SH3A helo.

On 25 June, a CONSTELLATION A6A pilot lost directional control during a bombing run. The pilot and RIO ejected over water in the vicinity of 18-46N/105-50E. The pilot was rescued by an SH3A helo. The chute of the RIO was seen but the RIO was not located; subsequently the RIO was declared MIA.

On 27 June, a CONSTELLATION A4E crashed during a bombing run on barges in the vicinity of 19-37N/105-48E. No ejection was sighted and pilot was listed as MIA.

On 27 June, a HANCOCK A4E caught fire enroute to an IN-COUNTRY strike. The pilot ejected in the vicinity of 10-40N/108-30E and was rescued unhurt by a USAF HH43 helo.

From 29-30 June, RANGER, HANCOCK and CONSTELLATION conducted air operations on YANKEE STATION. On 29 June RANGER aircraft attacked the HAIPHONG POL storage, the largest in NVN. CONSTELLATION aircraft struck the DO SON POL storage southeast of HAIPHONG with excellent results although damage assessment was hampered by smoke. All aircraft returned safely. These attacks initiated a new phase of the combat-the destruction of NVN POL facilities and storage areas.

On 30 June, HANCOCK and CONSTELLATION aircraft struck the BAC GIANG POL storage and KEP/GCI site respectively, as major strikes were mounted in the HANOI/HAIPHONG complex for the second consecutive day. Early reports indicated very severe damage or complete destruction of both targets. All aircraft again returned safely.

ORISKANY provided IN-COUNTRY air support from DIXIE STATION.

#### NAVAL GUNFIRE SUPPORT

From 1-7 June, O'BANNON, TAUSSIG, ST PAUL, DAVIS, CLARION RIVER, BASILONE,

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KRAUS, ROWAN, WHITE RIVER, BAUSELL and OKLAHOMA CITY fired 7638 rounds and 4399 rockets at 213 targets throughout the four corps areas of RVN. 388 structures, 1 bridge and 55 sampans were known to have been destroyed. 582 structures, 1 bridge and 10 sampans were damaged and 24 VC were confirmed killed.

From 8-14 June, ROWAN, BASILONE, ST. PAUL, TAUSSIG, DAVIS, RICHARD B. ANDERSON, JOHN W. THOMASON, MORTON and HOPEWELL fired 5395 rounds at 240 targets destroying 252 structures and 45 sampans. 386 structures, 3 bridges and 19 sampans were damaged and 5 VC were confirmed killed.

From 15-21 June, MORTON, JOHN W. THOMASON, RICHARD B. ANDERSON, HOPEWELL, ST. PAUL, TAUSSIG, JOHN A. BOLE, CLARION RIVER, WHITE RIVER and FISKE fired 6029 rounds and 1330 rockets at 185 targets resulting in 459 structures and 17 sampans being destroyed, and 416 structures and 33 sampans damaged. 25 VC were confirmed killed.

From 22-28 June, DAVIS, WHITE RIVER, STICKELL, BASILONE, ST. PAUL, DYESS, KOINER, JOHN A. BOLE, SAVAGE, CLARION RIVER, MORTON, JOHN B. THOMASON and CHEVALIER fired 5380 rounds and 2631 rockets at 27 targets. 667 structures, 5 sampans and 3 bunkers were destroyed with 647 structures and 2 sampans damaged. 47 VC were confirmed killed.

From 29-30 June, ST. PAUL, DAVIS, STICKELL, CLARION RIVER, BASILONE, DYESS and WHITE RIVER fired 2546 rounds at 178 targets. 106 structures were destroyed, 97 damaged and 2 secondary explosions constituted the damage.

#### MARITIME EXERCISE

SEATO EXERCISE SEA IMP completed the at-sea phase of the operation on 6 June with a mine countermeasures exercise as the group approached BANGKOK. The exercise group commenced the post-exercise phase in BANGKOK on arrival on 6 June and returned to national commands upon completion of the critique conducted by RADM C. P. SMITH, RN, EXERCISE DIRECTOR, on 9 June.

#### AMPHIBIOUS OPERATION

Task Group 76.5/79.5 consisting of PRINCETON, PICKAWAY and ALAMO with SLF embarked conducted operation DECK HOUSE I commencing 18 June. DECK HOUSE I was a search and destroy operation conducted in the rice producing SONG CAU area. VC losses included 51 confirmed dead, 8 known wounded and 60 captured with estimates of actual enemy casualties much higher. Three infantry companies of BLT 3/5 were landed by LCU, LCVP and HELO in the vicinity of SONG CAU. The SLF encountered light resistance during the landing and no major engagements were fought however the VC were driven out of the area. In addition, rice stores upon which the VC depended were denied them and hidden VC supply caches were destroyed. The Navy/Marine Civic Action Team also provided medical and dental care for local

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inhabitants in SONG CAU and outlying villages. Upon termination of operation DECK HOUSE I on 27 June the battalion landing team remained ashore and joined with U.S. Army in conducting operation NATHEN HALE a large scale search and clearing operation in PHU YEN Province which ended on 2 July.

#### SALVAGE OPERATIONS

The USS RECLAIMER was diverted to SALVOPS of GERTRUDE THERESE, a U.S. MERSHIP, aground at ADELE ISLAND off N.W. AUSTRALIA. The RECLAIMER transited the SUNDA STRAITS in the INDONESIAN ARCHIPELAGO on 14 June, arriving ADELE ISLAND on 18 June. The GERTRUDE THERESE was refloated by RECLAIMER on 19 June. RECLAIMER visited DARWIN, AUSTRALIA prior to returning to SEASIA operations.

#### MISCELLANEOUS

PATROL aircraft from TG 72.4 and 72.2 conducted daily surveillance operations of three SOVIET surface ships. The destroyer escorts, hull numbers 124 and 169 and the AOL ROSSOSH have been operating in the vicinity of the TSUSHIMA STRAITS since 22 June.

#### COMSEVENTHFLT MOVEMENTS

VADM HYLAND, COMSEVENTHFLT embarked in the OKLAHOMA CITY at YANKEE STATION on 3 June, visited RANGER and ENTERPRISE, spoke briefly to the officers and men of each ship and conferred with RADM WEISNER and RADM RICHARDSON on YANKEE STATION OPERATIONS.

The Flagship arrived at KAOHSIUNG, TAIWAN on 6 June, for a three day visit. VADM HYLAND exchanged calls with RADM CHIEN HUAI-YUAN, COMSERFORCMD; VADM HAHM MYONG SOO, CNO, ROK NAVY; and CHEN CHI-CHUAN, MAYOR KAOHSIUNG. VADM HYLAND was hosted at a luncheon by VADM FENG CHI-CHUNG, CINC, CN, and was accompanied on a tour of KAOHSIUNG harbor by RADM LI LIEN-CHIH, DIRECTOR KAOHSIUNG HARBOR BUREAU.

VADM HYLAND embarked in the OKLAHOMA CITY arrived in HONG KONG on 10 June for a five day visit. VADM HYLAND exchanged calls with COMMODORE F.D. HOLFORD, RN, COMMODORE HONG KONG, VADM SIR FRANK TWISS, RN, COMFEF and AMCONGEN RICE. COMSEVENTHFLT also called on his EXCELLENCY SIR DAVID TRENCH, GOVERNOR HONG KONG. On 14 June, VADM HYLAND attended a formal meeting of fleet commanders and staffs on board HMS HAMPSHIRE, COMFEF FLAGSHIP. OKLAHOMA CITY departed HONG KONG on 15 June, enroute Yokosuka, Japan. VADM HYLAND departed HONG KONG by air enroute RANGER via CONSTELLATION.

VADM HYLAND visited CONSTELLATION at DIXIE STATION on 15 June, and later flew to the RANGER at YANKEE STATION to meet ADM R.L. JOHNSON, CINCPACFLT. VADM HYLAND accompanied ADM JOHNSON on visits to STRAUSS, POLLUX and HANCOCK on 16 June. On 17 June, VADM HYLAND flew from RANGER to KADENA AFB where he conferred briefly with BGEN RYAN, USMC, CG 9TH MAB and then returned to

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the Flagship off OKINAWA by helo. OKLAHOMA CITY arrived YOKOSUKA, JAPAN on 19 June for a two week stay.

VADM HYLAND departed YOKOSUKA on 28 June to attend COMNAVPHIL change of command returning to YOKOSUKA on 29 June.

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BASIC NARRATIVE  
JULY 1966

The internal political situation in the Republic of Vietnam continued to improve during July as the government further consolidated its position and gained increased confidence from the firmness with which the United States continued its destruction of POL supplies in North Vietnam and prosecuted other measures to reduce the infiltration of supplies and men from North Vietnam.

#### AIR OPERATIONS

From 29 June to 5 July, RANGER, CONSTELLATION and HANCOCK conducted air operations from YANKEE STATION. CONSTELLATION launched a strike against the DUONG NHAM POL complex on 1 July. Reports indicated large quantities of dense black smoke and good target coverage by the bomb bursts. One CONSTELLATION A-4 aircraft was hit by ground fire. The pilot ejected over water. SAR efforts produced negative results. The pilot was listed as MIA.

On 1 July Combat Air Patrol Aircraft sighted three high speed surface units closing on U.S. destroyers COONTZ, RODGERS, KING and GURKE. COMDESRON 17, Northern SAR Commander, in COONTZ, requested air support. Aircraft from CONSTELLATION and ORISKANY were sent immediately to the area. These aircraft attacked the enemy surface units (which proved to be North Vietnamese P-6 patrol boats) with rockets, bombs and 20mm, sinking all three. As a result, 19 North Vietnamese Navy officers and enlisted men were captured and collected aboard COONTZ.

On 1 July, a CONSTELLATION A4E was hit by ground fire in NVN during the withdrawal from the strike on the KEP EW/GCI site. The pilot ejected in the vicinity of 21-07N/107-38E, the chute was sighted, but the pilot was not recovered.

On 4 July, a HANCOCK A4E was hit during a night bombing attack against the bridge in the vicinity of 18-30N/106-27E. The pilot headed to sea, the aircraft caught fire and the pilot ejected in the vicinity of 18-16N/106-49E and was rescued by a HANCOCK helo. The pilot suffered a broken arm and other bodily injuries.

On 5 July, a CONSTELLATION A4E was hit during a night attack against suspected NVN PT boats in the vicinity of 20-47N/106-22E. The wingman lost radar contact at approximately 0155H. An SH3A helo, launched at first light, rescued the pilot at 0708H in the vicinity of 20-43N/106-14E. The pilot suffered a leg injury.

The ORISKANY provided IN-COUNTRY air support from DIXIE STATION throughout the period from 29 June to 5 July. HANCOCK, CONSTELLATION and ORISKANY conducted SEASIA air operations from YANKEE STATION during the week of 6-12 July. Destruction of POL resources continued with successful strikes/restrikes against the HAI PHONG site on 7 July. The THAN HOA site on 9 July and the YEN HAU site on 10 July. Aircraft destroyed at least three of four NVN patrol craft discovered on 7 July, camouflaged among coastal islands. The attacks

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against RR yards at VINH and QUI VINH and storage sites at XOM YEN DONG and BIEN SON resulted in various degrees of damage. The SON TRIEU, XOM GIA, QUYEN HOANG and MAC KHE bridges were dropped. Night bombing attacks were flown against the BAI THOUNG airfield and the HAI DUONG bridge. In addition over 100 trucks were destroyed or damaged during armed reconnaissance of lines of communications.

On 7 July, a HANCOCK A4E was hit by AA fire at the coast-in-point enroute on a strike on the HAI PHONG POL. The pilot ejected in the vicinity of 20-30N/106-55E and was recovered unhurt by the SAR helo.

On 11 July, a CONSTELLATION A4C was reported missing after flare drops on trucks in the vicinity of 18-35N/105-41E. The wingman reported observing a fireball shortly after the drop was made. Extensive SAR yielded negative results.

On 12 July, an ORISKANY F8E was hit by ground fire in northeast NVN. The pilot ejected about 20 miles NE of HAI PHONG in the vicinity of 21-09N/106-55E and was rescued unhurt by an SH3 SAR helo.

ORISKANY provided IN-COUNTRY air support from DIXIE STATION through 7 July. INTREPID relieved ORISKANY and commenced operations from DIXIE STATION on 8 July, providing close air support for operations in SVN and for an armored column under VC attack in the BINH LONG PROVINCE.

CONSTELLATION, RANGER and ORISKANY conducted air operations from YANKEE STATION from 13-19 July. Destruction of NVN POL resources received highest priority during the week. Interdiction of LOCS continued with fifty trucks destroyed or damaged and destruction of the LAN TRA, QUANG KHUYEN and HUNG LONG bridges. Principal attacks were made against fixed military logistic targets at KENH GIA, BEN THUY, NAM DINH transshipment points, the QUI VINH and PHY LY RR yards and the KE NHED barracks. A number of buildings, RR cars and supplies were destroyed or severely damaged during the attacks.

Four CONSTELLATION F4B TARCAP engaged six attacking MIG 17 aircraft on 13 July, downing one MIG.

On 14 July, an ORISKANY F8E was damaged during an encounter with a MIG 17. The fueling probe would not extend and the pilot was forced to eject in the vicinity of 20-48N/106-55E due to fuel exhaustion. The pilot was recovered uninjured by an AIR FORCE helo.

On 15 July, a RANGER A4E was hit by ground fire and downed during an attack on a SA-2 site in the vicinity of 20-48N/106-55E. The pilot was presumed MIA, possibly captured.

On 19 July, an ORISKANY F8E on TARCAP for the strike on the CO TRI BRIDGE site was hit by an SA-2 in the vicinity of 20-41N/105-50E and crashed. The pilot was KIA.

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INTREPID provided IN-COUNTRY air support from DIXIE STATION throughout the period from 13-19 July.

RANGER and ORISKANY conducted air operations from YANKEE STATION from 20-26 July. Destruction of NVN POL resources continued during the week with twenty-six POL or POL associated targets attacked. Despite the presence of TYPHOON ORA for three days during the period, seven hundred and two sorties were flown. Interdiction of LOCS continued with bridges at PHOUNG BAI, TAM DA, QUI MY and THO TRANG being destroyed. One entire train, locomotive and ten cars, was demolished. Twenty-four other railroad cars were destroyed, twenty-six to thirty-five more severely damaged or destroyed and another thirty-one damaged. In addition, forty trucks were reported destroyed and seven others damaged. At least one hundred and twenty barges and junks were destroyed and another one hundred and fifty-nine damaged.

On 23 July, an ORISKANY A4E was hit by ground fire in the vicinity of VINH. In spite of the pilot being seriously injured he flew the aircraft over water and ejected in the vicinity of 19-00N/106-05E and was rescued by the USS REEVES. Injuries to his right arm necessitated amputation.

On 24 July, a RANGER A4E was hit by flak in the vicinity of CAP MUI RON. The pilot ejected in the vicinity of 18-08N/107-13E and was rescued three miles off coast by the SAR helo.

INTREPID provided IN-COUNTRY air support from DIXIE STATION throughout the week of 20-26 July. CVW-10 provided prestrike and close air support for various IN-COUNTRY operations.

RANGER, ORISKANY and CONSTELLATION conducted air operations from YANKEE STATION during the week of 27 July to 2 August. Efforts against NVN POL systems continued to occupy primary importance when over forty attacks were made against dispersed POL sites during the period. In addition, barges, trucks, trains and railroad cars were subject to repeated attacks. A total of 901 sorties were flown during the week.

On 28 July, an ORISKANY A4E was missing after a mission against a SAM radar control unit 15 miles north of VINH. The aircraft was believed downed by a SAM. Heavy flak in the area hindered SAR efforts. The pilot was listed MIA.

On 29 July, a CONSTELLATION A4E was hit while on a run against barges along the NVN coast and crashed 20 miles north of VINH. Neither a chute was sighted nor a beeper heard. The pilot was listed MIA.

INTREPID provided IN-COUNTRY air support from DIXIE STATION throughout the week of 27 July to 2 August.

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NAVAL GUNFIRE SUPPORT

From 1-5 July, WHITE RIVER, DAVIS, ST. PAUL, BASILONE, CLARION RIVER, DYESS, ROWAN, FRED T. BERRY, TOWERS, LOFBERG, RICHARD E. KRAUS and WILTSIE fired 2461 rounds and 1151 rockets at 264 targets destroying 211 structures and 6 sampans, and damaging 259 other structures.

TOWERS, ROWAN, LOFBERG, ST. PAUL, WILTSIE and JOHN A. BOLE fired 4329 rounds at 333 targets from 6-12 July, 293 structures and 9 sampans were known to have been destroyed and 535 other structures and 7 sampans were damaged. 15 VC were confirmed killed.

From 13-19 July, TOWERS, BLACK, LOFBERG, WILTSIE, WHITE RIVER, CLARION RIVER, O'HARE and WILHOITE fired 6024 rounds and 864 rockets at 204 targets. Results consisted of 346 structures and 17 sampans destroyed, 446 structures and 26 sampans damaged, and 32 VC confirmed killed.

From 20-26 July, MORTON, O'HARE, BLACK, WHITE RIVER, CLARION RIVER, LOFBERG, OKLAHOMA CITY, CONWAY, SOUTHERLAND, TAUSSIG and JOHN A. BOLE fired 5230 rounds and 3866 rockets at 193 targets destroying 930 structures and 58 sampans/junks. 1203 other structures and 61 sampans/junks were damaged. WHITE RIVER and CLARION RIVER destroyed 904 and damaged 1016 of the total structures destroyed or damaged during the week of 20-26 July. In one day, 23 July, WHITE RIVER destroyed 265 structures and damaged an additional 180.

CONWAY, ST. PAUL, CARRONADE, O'HARE, WHITE RIVER, MORTON, BEALE, SOUTHERLAND, CLARION RIVER, HOLDER and TAUSSIG fired 3863 rounds and 3249 rockets at 296 targets from 27 July to 2 August, destroying 664 structures and 18 sampans. 1199 other structures and 56 sampans were damaged and 61 VC were confirmed killed by naval gunfire.

AMPHIBIOUS OPERATION

AMPHIBIOUS READY GROUP consisting of PRINCETON, ALAMO and PICKAWAY with the SLF embarked (BLT 3/5 and HMM 363) commenced amphibious OPERATION DECKHOUSE II in the THACH HAN RIVER area about six miles south of the DMZ in RVN. D-Day, H and L hour were 152230Z. BLT 3/5 landed over BLUE beach and in two designated helo landing zones. Search and destroy operations were conducted from 16-17 July. On 18 July, the SLF was firmly established ashore and chopped OPCON to CG III MAF for participation in OPERATION HASTINGS. The ARG remained in support of units ashore. WHITE RIVER and LOFBERG provided NGFS. COOK, with the UDT embarked, conducted pre D-Day survey and reconnaissance operations.

ASW EXERCISE

ASWGRU FIVE consisting of KEARSARGE, JAMES E. KYES, EVERETT F. LARSON, FRANK E. EVANS, COCHRANE, RADFORD and WALKER with BONEFISH, GUADALUPE and JAPANESE destroyers AMATSUKAZE, ISONAME, SHIKINAMI, AZANAMI and URANAMI in

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company, commenced the SEA OF JAPAN TRANSIT from YOKOSUKA, JAPAN on 20 July. The group proceeded through the TSUGARU STRAITS on 23 July, conducting joint ASW exercises enroute. After transit of the TSUGARU STRAITS the group proceeded north to the vicinity of WAKKANAI off northern HOKKAIDO. The group then headed south on 25 July. Numerous overflights and electronic jammings occurred on 26 July. USAF aircraft on standby alert at WAKKANAI and CHITOSE were unable to take off due to 100 foot ceilings and fog. Two surface ships, a KOTLIN CLASS DD and an MSF shadowed the formation. The transit continued on a southerly course and on 27 July JMSDF units were detached to proceed independently to SASEBO. On 28 July, seven ROK Navy units rendezvoused with U.S. Forces and U.S./ROK exercises were conducted through 1 August at which time ROK forces were detached and U.S. forces terminated the exercise and proceeded to SASEBO arriving on 2 August.

The joint exercise consisted of basic and advance ASW exercises, CASEXs, screen exercises and unreps were conducted with BONEFISH and GUADALUPE.

#### VIP VISITS TO SEVENTHFLT

The Honorable PAUL NITZE (SECNAV), DR. ROBERT FROSCH (ASST SECNAV R&D), RADM WILLIAM BRINGLE, USN (STAFF, CINCPACFLT), and RADM LEROY SWANSON, USN (OPNAV), visited the CONSTELLATION on 12 July, on their first day of a three visit to the SEVENTHFLT. The visit was concluded with visits to OKLAHOMA CITY, ORISKANY, RANGER, MARS, CHEVALIER, HASSAYAMPA and MT. KATMAI.

ADM H. H. RIVERO, USN (VCNO), RADM A. F. SCHADE, USN (ACNO PLANS AND POLICY), RADM F. G. BENNETT, USN, RADM G. E. MILLER, USN and CAPT H. H. EPES visited CONSTELLATION, OKLAHOMA CITY, CHEMUNG, BOYD, DALE, RANGER and INTREPID from 17-16 July.

#### COMSEVENTHFLT MOVEMENTS

VADM JOHN J. HYLAND, COMSEVENTHFLT, departed YOKOSUKA, JAPAN in OKLAHOMA CITY on 5 July enroute YANKEE STATION, arriving on 11 July

On 11 July, COMSEVENTHFLT held discussions with RADM J. R. REEDY (CTF 77) on board USS CONSTELLATION. VADM HYLAND returned to the CONSTELLATION on 12 July for a meeting with the SECRETARY OF THE NAVY, MR. NITZE, and his party. On 13 July, SECNAV and his party were briefed on board the flagship and visited various ships in the force.

On 14 July, RADM JAAP, COMFAIRWHIDBEY, visited the flagship.

VADM HYLAND returned to the ORISKANY on 16 July, to accompany ADM RIVERO, VCNO, to the flagship for briefings. Following the briefings the party returned to the ORISKANY. VADM HYLAND remained overnight for informal discussions with ORISKANY air wing personnel on 17 July.

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On 18 July, VADM HYLAND visited the PRINCETON, ALAMO and the SLF command post ashore while the flagship was operating as a NGFS ship in support of AMPHIBIOUS OPERATION DECKHOUSE II near the DMZ.

VADM HYLAND departed the flagship on 23 July for a visit to Bangkok. While there he called on AMEMB MARTIN, and exchanged calls with ADM CHAROON (CINCRTN). On 26 July, VADM HYLAND, accompanied by AMEMB MARTIN and MGEN STILWELL, called on FIELD MARSHALL THANON KITTIKACHORN, MINISTER OF DEFENSE and SUPREME COMMANDER of the THAI armed forces. VADM HYLAND called on LGEN JESUS VARGES (SECRETARY GENERAL SEATO) on 26 July. Briefings and discussions were conducted with COMUSMCTHAI and other commands. VADM HYLAND received a return call from FIELD MARSHALL THANAM KITTIKACHORN, SUPREME COMMANDER, THAI ARMED FORCES, called on RADM JINAWAT, CO, ROYAL THAI NAVAL STATION, SATTAHIP, and RADM SANONG, COMMANDANT, ROYAL THAI MARINE CORPS. VADM HYLAND visited UDORN airfield where he was briefed by MGEN C. R. BOND, USAF, DEP COMMANDER 7TH/13TH AIR FORCE. He then flew to SATTAHIP where he toured the following activities: BAN U TAPAO AIRFIELD, SATTAHIP NAVAL STATION, ROYAL THAI MARINE CORPS FACILITIES and all construction connected with the development of the SATTAHIP PORT. VADM HYLAND departed BANGKOK on 29 July, for OKINAWA and returned to the flagship off Okinawa on 30 July. The flagship departed OKINAWA enroute YOKOSUKA, JAPAN ETA 1 August.

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BASIC NARRATIVE  
AUGUST 1966

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The political situation in the Republic of Vietnam continued to improve throughout August. Preparation for the 11 September national elections highlighted the political scene. The government's determined effort to make all suitable arrangements for the election and to "Get Out the Vote" appeared to be a genuine effort to offer the Vietnamese people a truly free and democratic opportunity to elect a National Assembly.

AIR OPERATIONS

During the week ending 2 August RANGER, ORISKANY and CONSTELLATION conducted SEASIA air operations from YANKEE STATION. Efforts against NVN POL systems continued to occupy primary importance. Over forty attacks were made against dispersed POL sites during the period. In addition, POL transportation vehicles came under attack. Barges, trucks, trains and railroad cars were subjected to repeated attacks. A total of 901 strike sorties were flown during the week.

During this same week INTREPID provided in-country air support from DIXIE STATION providing DAS/CAS in III and IV Corps areas, including CAS for Operation SPRINGFIELD in BINH DOUNG Province.

During the period 3-9 August Navy participation in the North Vietnam war entered a new phase with the shift of the DIXIE STATION CVA to YANKEE STATION on 4 August, permitting three-carrier operations to commence there. This shift was made in order to more effectively employ WESTPAC carrier assets. With three instead of two carriers on station, sustained "around the clock" air operations became possible. Also, concentrating our carriers in one general area brought about more efficient Combat Air Patrol operations. This shift was made possible by the increased air strike capability located in-country. Increased strike sorties and improved efficiency of operations were an immediate result.

RANGER, ORISKANY, CONSTELLATION and INTREPID flew over 1100 Rolling Thunder attack sorties during the week 3-9 August. The THACH LUYEN and YEN HOI HA railroad bridges, the MAC KHE, HOANG LE and PHU HAU highway bridges were all dropped. Numerous secondary bridges, transshipment points and other communication links received varying degrees of damage. In addition, over 270 cargo junks and barges and 30 trucks were destroyed or damaged. Destruction of NVN POL resources continued at a high level, with attacks against most of the known or suspected POL sites possessing residual target value. DO SON POL was restruck several times and strikes against the NINH GIANG and YEN HAU complexes resulted in secondary explosions and fires. The BAI CHAY Naval Base received widespread damage to POL storage areas, barracks, headquarters and supply areas.

At least three of approximately five PT-type boats attacked were sunk and the remainder damaged. Three of these were spotted by a returning strike in the vicinity of HON GAY and attacked. Two were sunk and the third damaged. During

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this action two more PT boats were seen to be moored in camouflaged berths. These were attacked later by a return flight, resulting in one boat being sunk and one damaged.

On 3 August a RANGER A1H was hit by ground fire over NVN. A hydraulic line ruptured, causing brake failure after landing. The aircraft went over the side but the pilot was recovered uninjured.

On 7 August an ORISKANY A1H was hit by ground fire on a NVN strike mission. The aircraft went out of control while returning to the ship, crashed and exploded. There was no chance of survival for the pilot.

Also on 7 August, an INTREPID A4 Tanker crashed while commencing a landing approach. The cause is unknown. Enemy action was not involved. The pilot was not recovered.

During the period 10-16 August FRANKLIN D. ROOSEVELT, ORISKANY and CONSTELLATION remained on YANKEE STATION conducting SEASIA air operations, including over 1100 attack sorties flown into North Vietnam prosecuting the Rolling Thunder program. The interdiction of supply movements continued at a high level, with over 200 cargo junks and barges and over 100 trucks damaged or destroyed. In addition, thirteen large and numerous smaller bridges were destroyed during the period. A large number of known and suspected POL storage sites were attacked, with nine yielding secondary explosions and dense smoke. An estimated 2000 tons of POL were destroyed in strikes against POL barges among the islands off HON GAY. It is believed that much or all of this POL had been recently off-loaded from a Russian tanker in the immediate vicinity. CONSTELLATION aircraft, utilizing their all-weather capability, dropped one span of the HON DUONG bridge on the main link between HANOI and HAIPHONG and severely damaged the UONG BI Thermal Power Plant which has apparently been undergoing reconstruction since it was knocked out of commission by TF 77 aircraft last spring.

On 10 August a CONSTELLATION A4E lost power on catapult launching and crashed into the sea. The pilot's body was recovered.

On 11 August an ORISKANY F8E was hit by AW fire over NVN. The aircraft's fire warning light came on and the aircraft also experienced hydraulic failure. The pilot ejected in the vicinity of 20-50N/107-14W and was recovered safely by helicopter.

On 13 August an ORISKANY F8E was hit on pullout from a firing run and caught fire. The pilot ejected in the vicinity of 20-42N/107-13W and was recovered uninjured by helicopter.

ORISKANY, CONSTELLATION and FRANKLIN D. ROOSEVELT remained on YANKEE STATION during the period 17-23 August with all air operation efforts directed toward Rolling Thunder, Blue Tree and YANKEE TEAM programs. Over 1000 sorties were flown, resulting in approximately ten large bridges being dropped, and 220 cargo junks and barges, 180 trucks and 60 railroad cars being destroyed.

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Several of the barges were laden with POL. Further inroads were made into the NVN POL reserves with highly successful attacks against the THANH HOA, DUONG NHAM and BAI THUONG storage areas.

Four North Vietnamese PT boats and their support facilities at ILE DE LA TABLE and PEO CAC BA were damaged. In addition, numerous other military installations and supply areas were struck, resulting in varying degrees of damage.

An ORISKANY F8E was hit by AW fire on 18 August during a run on barges in the vicinity of 18-52N/105-33E. The pilot ejected over water and was recovered safely by SAR helicopter from HALSEY.

On 19 August a CONSTELLATION RASC became uncontrollable after transiting a moderate flak area in the vicinity of 19-43N/105-43E. Both the pilot and the navigator ejected near the carrier and were recovered safely by helicopter.

An A4E from FRANKLIN D. ROOSEVELT experienced engine explosion and gradual loss of power on 21 August, enroute to the ship after a rocket run, in the vicinity of 19-44N/105-44E. The pilot was recovered safely after ejecting near the carrier.

On 22 August a FRANKLIN D. ROOSEVELT A4E's engine began running rough after a strike in NVN. The pilot ejected over the sea in the vicinity of 19-34N/106-47E and was recovered by a SAR helicopter.

On 23 August an ORISKANY F8E experienced engine explosion and severe vibration after a normal catapult shot. The pilot ejected five miles ahead of the ship and was recovered by F.E. EVANS.

During the week of 24-30 August CONSTELLATION, ORISKANY and FRANKLIN D. ROOSEVELT remained on YANKEE STATION prosecuting the Rolling Thunder effort in North Vietnam. Again, over 1100 attack sorties were flown in North Vietnam, resulting in destruction or damage of nearly 400 cargo junks and barges, more than 100 trucks and approximately 90 railroad cars, including three locomotives. In addition to the attacks on direct means of transport, interdiction of routes continued with destruction of twelve major and numerous smaller bridges. Strikes against eight POL storage areas resulted in secondary explosions, fires and columns of smoke.

On 25 August an ORISKANY A4E flew into the sea ahead of the ship after a normal catapult launch. The cause was unknown and the pilot was not recovered. On the same day an ORISKANY A1H went into the water off the port bow when the holdback parted and the catapult did not fire. The pilot was recovered safely by the ORISKANY's helicopter.

On the night of 27 August an ORISKANY A4E crashed into the water near the ship during aircraft recovery operations. The pilot was rescued by BUCK. A second ORISKANY A4E was lost when the pilot ejected following gyro failure. The pilot was recovered by the ORISKANY's helicopter. On this same date a

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CONSTELLATION A6A was downed by a suspected SAM in the vicinity of 19-02N/105-26W. Two parachutes were sighted but SAR results were negative.

On 28 August an ORISKANY A1H was hit by AW fire and burst into flames over the beach in the vicinity of 18-50N/107-09E. The pilot bailed out over water and was recovered by the HALSEY SAR helicopter.

Shortly after midnight, 28 August, three North Vietnamese PT boats fired on CONSTELLATION aircraft making an identification pass in the northern GULF OF TONKIN. Flare and radar attacks were conducted against the boats under conditions of darkness and heavy thunderstorms. All boats were damaged to an unknown degree although one secondary explosion was observed and one of the boats disappeared from the radar as the aircraft retired.

At 0900H 29 August a camouflaged SO-1 or PT was discovered moored at one of the offshore islands northeast of HAIPHONG. Attacks with rockets and 20MM resulted in the boat being engulfed in flames with a large spreading oil slick.

As of 31 August ORISKANY, CONSTELLATION and FRANKLIN D. ROOSEVELT remained on YANKEE STATION conducting SEASIA air operations. Results in the Rolling Thunder program in North Vietnam included attacks by CONSTELLATION aircraft on two North Vietnamese PT type craft during the early morning hours. Successive attacks resulted in one craft being beached in flames and possible damage to the other. In addition, the MAC KHE highway bridge and TRUONG QUANG TIEN railroad bypass bridge were dropped. The THO TRANG POL storage area yielded a large fireball followed by numerous small secondary fires. The PHO CAC BA military installation was severely damaged and approximately forty cargo junks and barges, and the same number of trucks, were damaged or destroyed.

Also on 31 August, an RF8C from ORISKANY was hit and downed, with the pilot ejecting over HAIPHONG Harbor. Numerous small craft converged on the pilot, attempting his capture. These were driven away by fire from the downed pilot's wingman in an ORISKANY F8C, which remained on the scene until a daring rescue could be made by a KEARSARGE SH3 SAR helicopter. The pilot was picked up in good condition and taken to Northern SAR Ship, TOWERS.

#### NAVAL GUNFIRE SUPPORT

During the week ending 2 August, CONWAY, ST. PAUL, CARRONADE, O'HARE, WHITE RIVER, MORTON, BEALE, SOUTHERLAND, CLARION RIVER, HOLDER and TAUSSIG fired 3863 rounds and 3249 rockets at 296 targets. 664 structures and 18 sampans were known to have been destroyed. 1199 other structures and 56 sampans were damaged. 61 VC were confirmed killed by naval gunfire.

During the period 3-9 August, HOLDER, ST. FRANCIS RIVER, CARRONADE, MULLINNIX, BEALE, ST. PAUL, PRICHETT, TAUSSIG, CONWAY, MORTON, O'HARE and CLARION RIVER fired 4765 rounds and 3178 rockets at 422 targets in all Corps Areas. 659 structures and 7 sampans were known to have been destroyed. 880 other structure and 10 sampans were damaged. Ten VC were confirmed killed.

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From 10 through 16 August, CARRONADE, THEODORE E. CHANDLER, ST. PAUL, BEALE, HOLDER, MULLINNIX, MANSFIELD, PRICHETT, BUCHANAN and WHITE RIVER fired 4364 rounds and 2843 rockets at 412 targets. 699 structures and 18 boats were known to have been destroyed. 825 other structures and 26 boats were damaged. 167 VC were confirmed killed and 7 additional VC were known to have been wounded. 156 of the VC killed and 4 of the VC wounded were attributed to NGFS from HOLDER.

During the period 17-23 August, PRICHETT, VOGELGESANG, BUCK, ST. FRANCIS RIVER, MANSFIELD, ST. PAUL, THEODORE E. CHANDLER, JOHN W. THOMASON, HAMNER and EUGENE A. GREENE fired 5959 rounds and 436 rockets at 269 targets. 271 structures were known to have been destroyed and 573 others damaged. Sixty-three VC were confirmed killed by naval gunfire.

During the week of 24-30 August, CHEVALIER, HAMNER, DE HAVEN, ST. FRANCIS RIVER, JOHN W. THOMASON, BLACK, ST. PAUL, HOLLISTER, EUGENE A. GREENE, MULLINNIX, OZBOURN, BEALE and CARRONADE fired 6356 rounds and 825 rockets at 542 targets. 420 structures and 9 junks and sampans were known to have been destroyed. 402 other structures and 30 junks and sampans were reported damaged. Thirty-one VC were confirmed killed.

On 31 August, FRANK E. EVANS, CARRONADE, HOLLISTER, BEALE, RADFORD and MULLINNIX provided naval gunfire support in the I, II and III Corps areas, firing 527 rounds and 172 rockets at 20 targets. Results included 47 structures destroyed, 57 damaged, and 15 VC KIA.

#### AMPHIBIOUS OPERATIONS

Amphibious Ready Group, consisting of IWO JIMA, VANCOUVER and THOMASTON with SLF (BLT 1/26 and HMM 363) embarked commenced EXERCISE HILLTOP VI on 9 August at SAN JOSE, MINDORO, Republic of the Philippines. H-Hour was 090800H, L-Hour was 090830H.

HILLTOP VI was completed on 12 August and units involved sailed for DECKHOUSE II Operation Area.

ARG/SLF commenced OPERATION DECKHOUSE II 16 August in conjunction with and in support of OPERATION TOLEDO in the BINH TUY Province in III CTZ. ST. PAUL, THEODORE E. CHANDLER and ST. FRANCIS RIVER were assigned for NGFS. Clear weather, slight seas and light surf prevailed during the landing. The first wave, composed of 10 LVT, transited the 4000 yard boat lane and touched down at scheduled L-Hour of 120930H. Light small arms fire was encountered on landing. No casualties were experienced.

DECKHOUSE II continued through the period 24-30 August in support of OPERATION TOLEDO. SLF ashore under OpCon of CGII FFORCEV with ARG maintaining station in the vicinity of TINE PHOUC TUY Province, RVN in III CTZ in support. Casualties during this period were: USMC-3KIA and 21 WIA. VC-2KIA, 7WIA (probable).

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VIP VISITS

During the week ending 2 August Mr. Thomas ROGERS, Director, Communications and Electronics, DOD visited ORISKANY and Mr. A. BORG, National Commander, VFW, visited CONSTELLATION.

During the period 3-9 August GEN W.M. GREENE, JR., CMC, visited WESTPAC. On 4 August GEN GREENE visited COMSEVENTHFLT and received a briefing on SEVENTH Fleet operations.

During this same period BGEN H.B. KUHEMAN, Conventional Warfare Analysis, USAF, and party visited INTREPID and the Honorable CHESTER BOWLES, American Ambassador to INDIA visited CONSTELLATION.

BGEN KEMP, USAF, Joint Staff; MGEN SADAMU SANAGI and AIRGEN KIYOMI MASUMOTO, both retired JSDF Flag Officers, visited ORISKANY during the week of 24-30 August.

COMSEVENTHFLT MOVEMENTS

On 2 August VADM HYLAND addressed the opening of the SEVENTH Fleet Second Quarter Scheduling and Planning Conference and hosted a Stag Luncheon for attending Flag Officers.

VADM HYLAND held discussions on board his flagship on 3 August with Flag Officers attending the SEVENTH Fleet Scheduling and Planning Conference. On the afternoon of 3 August VADM HYLAND attended NGFS briefing conducted by RADM T.S. KING, JR., CTG 70.8, on board OKLAHOMA CITY.

RADM D.D. RICHARDSON, COMCARDIV SEVEN and RADM V.P. DE POIX, prospective COMCARDIV SEVEN, called on VADM HYLAND 8 August.

VADM HYLAND attended COMCARDIV SEVEN change of command ashore at YOKOSUKA 9 August and made a short visit to GEORGE CLYMER.

On 11 August VADM HYLAND attended a meeting of the "Country Team" at the American Embassy in Tokyo. That evening he attended a dinner hosted by ADM YAMAMOTO, Yokosuka Regional Commandant, JMSDF.

On 15 August VADM HYLAND, embarked in his flagship, departed YOKOSUKA enroute to NAHA, OKINAWA. The flagship arrived in NAHA 17 August.

While in NAHA, VADM HYLAND attended a briefing by Fleet Activities, RYUKYUS on future Navy/Marine Corps construction programs; called on LTGEN WATSON, HICOM RYUKYUS and visited CTF 72 for a briefing and tour of VP-9 facilities. Following a press briefing and conference on 18 August, he flew to PUSAN, KOREA.

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After arrival in KOREA, VADM HYLAND called on VADM KIM YONG KWAN, COMROKFLT, at CHINHAE. He then accompanied President PARK CHUNG HEE, American Ambassador BROWN and other KOREAN dignitaries on a visit and short cruise in USS SNOOK (SS(N) 592) on 19 August. Following the cruise, VADM HYLAND held a press conference in COUCAL.

On 20 August VADM HYLAND flew to SUBIC BAY and returned to his flagship there on 21 August.

RADM GOODFELLOW, COMCRUDESFLT SEVEN and RADM BAER, COMNAVBASE SUBIC, called on VADM HYLAND on 22 August. Following these calls, VADM HYLAND called on the Mayor of OLONGAPO, visited USMC SLF camp under construction at SUBIC BAY and held discussions with RADM WULZEN, COMPHIBGRU ONE.

On 23 August the flagship, with COMSEVENTHFLT embarked, departed SUBIC BAY enroute to YANKEE STATION.

On 25 August VADM HYLAND visited SAIGON for a meeting with RADM WARD, COMNAVFORV, BGEN JONES, USMC, Staff, COMUSMACV, GEN WESTMORELAND, COMUSMACV and LTGEN MOMYER, CG SEVENTH AIR FORCE. While in SAIGON, VADM HYLAND also attended VNAF briefing by BGEN SCHINZ, USAF, SEVENTH AIR FORCE ADVGRU and held discussions with the press corps prior to returning to his flagship on 26 August.

VADM HYLAND presented the ADMIRAL FLATLEY Memorial Award to the FRANKLIN D. ROOSEVELT on 28 August during that ship's change of command ceremony.

On 29 August VADM HYLAND held discussions with RADM REICH, CTG 70.4 on board the OKLAHOMA CITY. Then, the following day, VADM HYLAND visited HALSEY on Southern SAR Station and KING at PIRAZ Station.

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The highlight during September in the Republic of Vietnam was the successful election on 11 September of the 117 man constituent assembly. More than 80% of the registered voters went to the polls on election day despite massive efforts by the Viet Cong to dissuade the people from voting. Credit for this large turn-out is partially due to the government's extensive program to "Get out the Vote" and to insure an honest election. Viet Cong tactics were unsuccessful primarily because they were unable to offer a comparable alternative to the Vietnamese desire to move towards a democratic, constitutional government.

#### AIR OPERATIONS

During the week, 1-6 September, Yankee Station carriers included the F.D. ROOSEVELT, CONSTELLATION, INTERPID and ORISKANY, although hampered at times by poor weather some 988 attack sorties were flown over North Vietnam. These strikes were mainly directed against POL targets, tangible successes were obtained against rolling stocks, vehicular traffic and waterborne cargo carriers. A total of 55 trucks were destroyed and 63 others damaged, with particularly heavy traffic being attacked in Package Area III. Some 94 junks and barges were destroyed and an additional 147 craft were reported to have sustained various degrees of damage. Over 130 railroad cars were sighted and brought under heavy attack resulting in over 40 railroad cars being damaged. Lines of communication were also interdicted and nine major railroad bridges were rendered impassable.

On 2 September an INTREPID A1H was hit by ground fire over North Vietnam. The pilot bailed out over water in the vicinity of 18-02N/106-32E and was picked up by a helo from the INTREPID.

On 5 September an ORISKANY F8E was lost due to a suspected MIG encounter, disappeared in the vicinity of 17-11N/107-00E. His wingman was badly damaged but was able to return to the ship. SAR result for the downed pilot was negative.

On 6 September an F.D. ROOSEVELT RF8G flew into the water in the vicinity of 19-35N/106-06E. There was no trace of the pilot. Aircraft debris was located at the crash scene. His flight escort saw no flak during the mission.

During the week 7-13 September all five WESTPAC carriers, the F.D. ROOSEVELT, CONSTELLATION, INTREPID, ORISKANY and CORAL SEA conducted operations from YANKEE STATION, although only three were on the line at any one time. Flying nearly 1,200 attack sorties into North Vietnam, POL targets again accounted for a large part of the effort. Interdiction of supply routes continued with 12 large bridges being dropped. This continuing effort to attack the direct means of transport such as bridges, highways and rail lines resulted in damaging or destroying approximately 70 trucks and over 100 railroad cars. In addition, nearly 350 cargo junks and barges were damaged or destroyed in the process of

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denying supply movement by coastal and inland waterways. Patrol craft were encountered in the waters of Hon Gay, two were destroyed and three damaged to an unknown extent. Military complexes were also attacked, with the Ninh Binh storage area and Headquarters compound left in flames with smoke rising over 5000 feet.

On 8 September an INTREPID A1H was downed by ground fire in the vicinity of 19-19N/105-47E. No chute was sighted and the pilot is reported as missing in action.

On 13 September, a CONSTELLATION A4C flew into the ground while making a night bombing run. His wingman reported no survivors.

On 13 September, an INTREPID A1H was downed by ground fire in the vicinity of 19-04N/105-59E. The pilot was rescued by a helo from the REEVES.

During the period 14-20 September SEASIA strike operations were conducted by CORAL SEA, INTREPID and CONSTELLATION from Yankee Station flying approximately 1200 attack sorties into North Vietnam. A major effort was concentrated in the Ninh Binh area (14-17 Sep), resulting in almost complete destruction of two large trains and a number of trucks. Again attacks were concentrated on transportation, transshipment and storage facilities.

In addition, one span each was dropped on the Ninh Binh railroad/highway bridge and railroad by-pass bridge under construction.

Throughout the Navy areas of North Vietnam, results of the ROLLING THUNDER program included over 250 cargo junks/barges, nearly 100 trucks and approximately 175 railroad cars as being damaged or destroyed.

Additionally, one patrol boat was sunk and two were damaged. Six large bridges were dropped and POL storage areas from THUAN LE in the south to BAI CHAY in the north were attacked in the continuing effort to interdict supply movements.

On 14 September a CORAL SEA A1H was downed by a SA-2 in the vicinity of 18-38N/105-55E, there was no chance of survival.

On 17 September a CORAL SEA A4E was downed by ground fire in the vicinity of 19-42N/106-18E. The pilot was recovered by a SH3A helo from HS-6.

On 19 September a CONSTELLATION F4B flew into the water after a night catapult. There were no known survivors.

On 19 September a CORAL SEA F4B was downed by a SA-2 in the vicinity of 19-05N/105-47E. The crew is reported as missing.

On 20 September a CORAL SEA F4B disappeared during a night bombing run, an SA-2 loss is suspected. There were no electronic indications of crew

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survival. SAR operations were unsuccessful.

On 16 September, ORISKANY helos made a daring rescue in heavy seas of 44 men from the British Merchantman AUGUST MOON which ran aground on Pratas Reef. All crewmen were removed to safety before the ORISKANY departed the scene. One of the helos involved in this task was engulfed by a gigantic wave and crashed into the water. All three occupants of the downed helo were immediately picked up by other helos and returned to safety.

CORAL SEA, CONSTELLATION, INTREPID and ORISKANY flew over 1300 attack sorties from Yankee Station into North Vietnam during the period 21-27 September, principally on the THANH HOA transportation and storage complex resulting in extensive destruction of rail facilities, rolling stock, POL, storage facilities and bridges. Accomplishments during this reporting period were aimed at attrition of the North Vietnam war-making and infiltrating capacity, which resulted in four patrol craft destroyed and two others damaged, five SA-2 sites extensively damaged, five major bridges destroyed and numerous POL sites attacked. In addition, over 200 cargo junks/barges, 80 trucks and 150 railroad cars were damaged or destroyed.

On 22 September, an INTREPID AH was hit by 37 MM and smaller AA in the vicinity of 18-06N/106-20W. The pilot maintained control and headed for the coast. Shortly thereafter the aircraft's starboard wing burst into flames and the 20 MM ammunition began to explode. The pilot bailed out and a good chute was sighted. The pilot was oscillating in the chute and entered the water almost flat on his back. Both the pilot and the chute began to sink slowly. SAR forces saw the pilot below the surface, still in harness but could not get into position until the pilot and chute were out of sight.

During the period 28-30 September Yankee Station carriers included the CORAL SEA, CONSTELLATION and ORISKANY flying approximately 511 attack sorties into North Vietnam. Two spans of the TRUNG QUAN TIEN railroad bridge; and one span of the XOM KHE railroad bridge were destroyed. Good hits were reported on all launcher positions of a SAM site. The THANH HOA POL was attacked and a large secondary explosion was heard with heavy black smoke raising over 4500 feet. The BEN PHUONG Garage and Truck Park was attacked and 4 garage type buildings were destroyed and 1 damaged.

#### NAVAL GUNFIRE SUPPORT

During the period 1-6 September, the RADFORD, HAMNER, ST. FRANCIS RIVER, DEHAVEN, BEALE, FRANK E. EVANS, MULLINIX, CARRONADE, HOLLISTER, JAMES E. KYES, OZBOURN, PHILLIP, PRITCHETT, COCHRANE and OKLAHOMA CITY fired a total of 5609 rounds and 1988 rockets at 222 targets. As a result, 483 structures were destroyed and 993 others damaged. Eighteen Viet Cong were confirmed killed by Naval gunfire.

During the week 7-13 September, the HOLLISTER, OZBOURN, MULLINIX, HANSON, CARRONADE, PRITCHETT, STORMES, HULL, BRADLEY and OKLAHOMA CITY fired 6382

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rounds and 2000 5" SSR at 429 targets. Results included 307 structures destroyed and 673 damaged. There were 17 secondary explosions observed and 95 Viet Cong killed in action.

TAUSSIG, STORMES, DENNIS J. BUCKLEY, HANSON, MULLINIX, CONWAY, HULL, OKLAHOMA CITY, ST. PAUL, ST. FRANCIS RIVER and HOLDER expanded 7089 rounds of gunfire and 804 5" SSR at 572 targets during the period 14-20 September. As a result 202 structures were destroyed and 520 damaged, 2 secondary explosions were observed and 141 Viet Cong were killed in action.

Over 6416 rounds of gunfire and 3498 rockets were expended on 600 targets by the DENNIS J. BUCKLEY, ST. FRANCIS RIVER, HANSON, HOLDER, HULL, ST. PAUL, TAUSSIG and JOHN R. CRAIG during the period 21-27 September. As a result 294 structures were destroyed and 514 damaged. In addition, 33 sampans/junks were destroyed and 12 damaged and 79 Viet Cong were confirmed killed by naval gunfire.

#### AMPHIBIOUS OPERATIONS

On 15 September, operation DECKHOUSE IV commenced with elements of the Special Landing Force (SLF) (TG 79,5) landing in QUANG TRI PROVINCE south of the DMZ in helos, tracked vehicles and landing craft from the Amphibious Ready Group (TG 76.5). Five hours later all of Battalion 1/26 plus supporting artillery had been landed within the Amphibious objective area by helo and landing craft, landing force objectives had been consolidated and search and destroy operations were being conducted. After three days of sporadic light to heavy contact with the enemy the SLF was chopped to the operational control of CG, III MAF for support of operation PRAIRIE. BLT 1/26 was further chopped to the operational control of the 4th Marines, and HMM 363 continued to use IWO JIMA as a base while under the OPCON of MAG16. Chop of SLF was effective on 18 September. As of 20 September the SLF had accounted for 140 enemy killed in action, 153 probable killed in action and 55 wounded in action, while sustaining 21 killed in action and 118 wounded in action. On 24 September, the SLF moved into position for withdrawal. ARG/SLF was reconstituted, withdrawal was completed and DECKHOUSE IV terminated on 25 September. DECKHOUSE FOUR was a highly successful operation accounting for heavy enemy casualties. BLT 1/26 off-loaded from the Amphibious Ready Group at Danang on 26-27 September completing their tour as SEVENTHFLT SLF.

#### ASW EXERCISE

Exercise SILVER SKATE, a Command ASW Exercise, took place off the coast of LUZON 23 through 27 September. Units of ASW Group 5; augmented by the destroyer TAUSSIG and the DE BRADLEY; patrol aircraft from Sangley; transiting destroyers, units of TF 73; and British ships TIDEREACH and CLEOPATRA, participated. Submarines SEA DRAGON, POMODON and BONEFISH served as the opposing force. The exercise was in three phases. The Cold War Phase-SSC functions were exercised; followed by a Hot War Phase; and, a reconstruction of the exercise.

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VIP VISITS TO SEVENTHFLT

Admiral U.S.G. SHARP, USN, CINCPAC and MGEN C. HUTCHINS, USA, CINCPAC ACOS (Operations and Plans) visited F.D. ROOSEVELT.

VADM T.F. CONNOLLY, COMNAVAIRPAC and party paid a three day visit to Yankee Station CVA aboard CONSTELLATION 13-15 September.

RADM C.P. MILLS, RN Flag Officer Second in Command, Far Eastern Fleet, visited ORISKANY during CROSS DECK operations with HMS VICTORIOUS 15 September.

COMSEVENTHFLT MOVEMENTS

VADM JOHN J. HYLAND, COMSEVENTHFLT, met with Admiral U.S.G. SHARP, RADM D.C. RICHARDSON, RADM R.W. COUSINS and RADM E.T. REICH for discussions in F.D. ROOSEVELT 31 August and returned to his flagship 1 September.

LTGEN KRULAK, CG FMFPAC, visited VADM HYLAND and attended the morning briefing on board the Flagship on 6 September. Following LTGEN KRULAK's visit, VADM HYLAND departed OKLAHOMA CITY for discussions with RADM WESCHLER, COMNAVSUPACT Danang at Danang and an observation flight in VQ-1 Big Look aircraft, returning to the Flagship on 7 September.

VADM HYLAND departed the Flagship for CHU LAI on 8 September where he met with MGEN FIELDS, CG FIRST MARDIV. After a tour of Naval and Marine facilities at Chu Lai, VADM HYLAND proceeded to Subic Bay. Following a visit to the IWO JIMA (LPH 2) and VANCOUVER (LPD 2) and a visit with the SLF Commander on 9 September, VADM HYLAND returned to the Flagship via Danang.

On 11 September, RADM D.C. RICHARDSON, CTF 77/COMCARDIV FIVE visited the Flagship.

On 13 September, VADM HYLAND visited the BRADLEY and INTREPID.

VADM HYLAND embarked in CONSTELLATION on 13 September for discussions with VADM CONNOLLY and RADM RICHARDSON returning to the Flagship on 14 September.

On 15 September, VADM HYLAND visited IWO JIMA, VANCOUVER and THOMASTON which were participating in Operation DECKHOUSE IV.

On 16 September, VADM HYLAND heloed from the Flagship to the beach at Danang to visit Battalion Landing Team 1/26.

On 17 September, VADM HYLAND visited RADM RICHARDSON in CONSTELLATION and RADM DE POIX in CORAL SEA before departure of Flagship enroute Yokosuka.

VADM HYLAND, COMSEVENTHFLT embarked OKLAHOMA CITY arrived at Yokosuka on 22 September.

Enclosure (2)

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VADM HYLAND attended the change of command ceremony in FRANKLIN D. ROOSEVELT on 23 September.

BGEN R.R. VAN STOCKUM, USMC, FMFPAC (FWD) called on VADM HYLAND and attended the morning briefing on 24 September. Following the brief VADM HYLAND held discussions with CAPT J.L. MAROCCHI, CINCPACFLT, ACOS (INTEL); and CAPT R.E. FORD, Head Naval Warfare Branch (ONI).

Enclosure (2)

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BASIC NARRATIVE...  
OCTOBER 1966

~~SECRET NOFORN~~  
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POLITICAL STATUS

During October the political highlights in the Republic of Vietnam were Prime Minister KY's participation in the Seven Nation Conference at Manila and President JOHNSON's surprise visit to Cam Ranh Bay. The Republic of Vietnam government remained relatively stable with the only evidence of discord being the continued squabble between Northern and Southern factions over what the Southerners contend is increasing dominance of the government by Northerners.. The Constituent Assembly which was elected in September swore in its 117 representatives and approved working rules for drafting a constitution. Efforts during the month to encourage the North Vietnamese government to enter into negotiations for a peaceful settlement of the war came no closer to success.

AIR OPERATIONS

During the period 1-4 October, YANKEE STATION carriers, including the CORAL SEA, CONSTELLATION and ORISKANY flew approximately 589 attack sorties against North Vietnam. In two days of concentrated effort at PHY LU, a large number of warehouses, railroad cars and support buildings were destroyed, and railroads were extensively damaged. In addition, one railway bridge and one highway bridge were dropped. During this period nearly two hundred cargo junks and barges, approximately fifty railroad cars, and over sixty trucks were damaged or destroyed throughout the Navy's Rolling Thunder area. Additionally, eight large bridges were destroyed, a large number of POL storage sites were successfully attacked, numerous truck parks, military installations, and supply areas sustained varying degrees of damage.

On 2 October a CORAL SEA A3B shed the bridle on a catapult launch, the aircraft went overboard and entered the water partially inverted. The pilot and crew were successful recovered by a helo from the CORAL SEA.

On 4 October a CORAL SEA A4C was hit by AA when the pilot descended to a low altitude as a result of a SAM warning from APR-24 and ALQ-21. The pilot ejected from his plane in the vicinity of 19-58N/105-48E. SAR was unsuccessful and the pilot was reported as missing.

On 5 October an ORISKANY A1H was lost in the vicinity of 18-37N/105-58E after encountering instrument conditions at 1200 during a night reconnaissance. It is suspected that the pilot became disoriented. SAR forces found an oil slick but no debris. The pilot was reported as missing in action.

On 5 October an F.D. ROOSEVELT F4B crashed after take off from NAS Cubi Point, R.P. as a result of complete engine failure at 400 feet. The pilot was recovered and sustained minor injuries. The plane impacted three miles north of the Air Station killing three Philippines Nationals and injuring one other.

Enclosure (2)

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CORAL SEA, ORISKANY and INTREPID flew over 1100 attack sorties into North Vietnam in the Rolling Thunder interdiction program during the period 5-11 October. A three CVA strike was launched against the PHY LU transportation/supply complex, resulting in severe damage to the railroad and shipping facilities and, also destruction of the railroad and highway bridges leading north to Hanoi. POL storage areas throughout North Vietnam continued to be subjected to extensive attacks, with heavy, successful strikes launched against both the SAC LE and THANH HOA storages. Cumulative results for the period included over 300 cargo junks/barges, more than 50 trucks and approximately 70 railroad cars damaged or destroyed. In addition, eleven major and numerous minor bridges were destroyed on key rail and highway lines of communications.

An ORISKANY A4E on a BARCAP mission on 9 October shot down a MIG 21 over North Vietnam. On the same day an A1 from the INTREPID on a RESCAP mission downed a second MIG over North Vietnam, and still another pilot on the same flight was credited with the probable downing of a third MIG.

On 6 October an ORISKANY F8E flamed out due to fuel exhaustion; the cause of fuel loss is unknown. The pilot ejected in the vicinity of 19-51N/107-07E and was rescued by a SAR helo from KING.

On 8 October an ORISKANY A1H was hit by AA near 19-29N/105-30E. The pilot was reported as missing in action, survival doubtful.

On 8 October a CORAL SEA RF8G lost its oil pressure and caught fire returning from a photo reconnaissance mission. The pilot ejected in the vicinity of 19-45N/105-30E and was promptly rescued by KING.

On 9 October a CORAL SEA F4B was hit by 37 MM fire (probable) in the vicinity of 20-32N/105-45E. Although the pilot and RIO ejected successfully SAR efforts were unsuccessful and they were probably captured.

On 10 October a CORAL SEA A4E disappeared during a night rocket attack on a storage area near 20-13N/105-28E. The pilot is missing in action.

During the week of 12-18 October, YANKEE STATION carriers included the CORAL SEA, INTREPID and ORISKANY flying more than 200 sorties the first three days of the period into North Vietnam. Notable successes were obtained against POL sites, trucks, bridges and waterborne cargo carriers. Subsequent poor weather over all of North Vietnam, however, sharply curtailed air activity which resulted in little significant damage to enemy installations and lines of communications.

On 12 October a CORAL SEA A1H was shot down near 19-25N/105-34E. The wingman reported no chance of survival and SAR was terminated at 1259H. However, at 1600H SAR was reopened when an ORISKANY A1H heard a beeper and radio contact was established with the pilot. An extensive SAR effort was mounted which continued through 16 October. Due to the rugged terrain, thick jungle and ground fire, SAR efforts were unsuccessful. A limited random SAR effort continued.

Enclosure (2)

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On 12 October an ORISKANY A4E was downed by a SA-2 missile in the vicinity of 19-05N/105-40E. The pilot was reported as missing in action.

On 14 October an ORISKANY A1H flew into the ground during a night rocket attack in North Vietnam at 19-35N/105-20E. There was no chance of survival for the pilot.

On 16 October an INTREPID SH-3 was forced to ditch 700 yards from the USS COLLETT after being hit twice during a SAR attempt for the CORAL SEA A1H pilot downed on 12 October. All personnel were rescued by boat and helo.

During the period 19-25 October, the ORISKANY, F.D. ROOSEVELT and CONSTELLATION operated from YANKEE STATION. Unfavorable weather reduced average sorties to less than 90 per day and caused one day of complete stand down for all pilots. Their efforts were evenly divided among LOC, dispersed POL, and military storage sites. Notable success was obtained against waterborne traffic on the 22nd of October when over 90 junks/ barges were damaged or destroyed. In addition, over 30 tons of ordnance was delivered against a transshipment point target discovered east of THANH HOA resulting in multiple large secondary explosions and fire covering a large area and damage to 13 barges.

On 20 October, a F.D. ROOSEVELT A4C disappeared after an attack on barges in the vicinity of 19-48N/105-49E. The pilot's survival radio was heard for only 4-5 minutes. Pilot status was missing in action.

On 20 October a CONSTELLATION A4C failed to recover from a 55 degree diving attack in the vicinity of 20-21N/106-08E. The pilot is assumed to have been killed in action.

On 22 October a CONSTELLATION F4B was hit by flak in the vicinity of 20-05N/105-55E. The RIO ejected shortly after the aircraft reached open water and was recovered in good condition. The aircraft was last seen on fire and the pilot has been assumed to have been killed in action.

On 22 October a CONSTELLATION RA5C disappeared in the vicinity of 20-55N/106-15E. The pilot's last transmission was "Missiles Away", a pre-briefed call meaning a SA-2 was in sight.

On 22 October an ORISKANY A4E was lost after a mid air collision in the vicinity of 18-38N/107-05E. The pilot ejected and was rescued by the USS HAMNER. The second aircraft landed safely at Danang.

During the week 26-31 October ORISKANY, F.D. ROOSEVELT, CORAL SEA and CONSTELLATION continued to operate from YANKEE STATION. Flying weather over North Vietnam continued to be poor. A large portion of the sorties executed during this bad weather were full systems runs by A6A aircraft, with no bomb damage assessment available. A total of 369 sorties were flown.

At 252345 on 26 October a major fire broke out on board the ORISKANY. The probable cause was the ignition of a magnesium flare in the flare locker,

Enclosure (2)

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