Undersea Warfare

PERMIT Class Evaluation. The first portion of the PERMIT (SSN 594) Class evaluation program was conducted during the period September-December 1964, employing all three PACFLT PERMIT Class submarines and six other submarines of various classes, both nuclear and conventional. These exercises provided a valuable, if modest, beginning data base for evaluation of weapon system effectiveness of PERMIT Class submarines employed in the forward area concept. A valuable product of the program was increased readiness of all forces involved, resulting from extensive training during shore workup phases, followed by five weeks of realistic operations at sea.

TAGROUP. The COMSUBPAC Tactical Analysis Group was established to perform continuing functions in the area of tactical analysis and in contributing to the Fleet ASW Data Analysis Program (FADAP) and to the development of new tactics. Supporting computer programming techniques have been instituted by the Group and include programs for data retrieval, submarine tactical simulation and computation of secure sweep width/rate, all of which are directed to the eventual evolution of a computerized submarine tactical analysis program.

SUBROC Weapon System Operational Evaluation. The SUBROC Weapons System Operational Evaluation (CNO Project C/S 17 FY 62- Task III) at short and intermediate range has been successfully completed during September-December 1964. Preliminary analysis shows ten hits out of 15 shots fired by USS PLUNGER (SSN 595) at the fast attack submarine USS BLUEBACK (SS 581). It is planned to complete the long range portion of the project prior to the end of FY 1965.

FLEET EXERCISES

Major Striking Forces Exercises

Four major strike force exercises were conducted during the period. Three were STRIKEX/AAWEX 6-64 (BIRD DOG), STRIKEX/AAWEX 8-64 (UNION SQUARE) and STRIKEX/AAWEX 2-65 (FIRST FLIGHT) conducted in the Eastern Pacific. PACAAWEX/STRIKEX 9-64 (TALL BACK) was conducted in the Western Pacific. STRIKEX/AAWEX 9-64 (STEEL SHAFT) and STRIKEX/AAWEX 1-65 (SHORT PUTT) to be conducted in the Western Pacific were cancelled due to other operational commitments.

Fleet Amphibious Exercises

Despite an increase in the tempo of operations in WESTPAC, emphasis on amphibious exercises continued at the Battalion Landing Team (BLT) troop level. Additional emphasis was placed in exercise staff planning in Headquarters above the battalion level. By emphasizing these factors, overall improvement in increased readiness was achieved. The advantage in conducting exercises in which the BLT is a "building block" is that it facilitates escalation to Marine Expeditionary Brigade Landing exercises

(MEBLEXES) and Marine Expeditionary Force Landing exercises (MEFLEXES). The following unilateral exercises were conducted during the period 27 June 1964 to 1 April 1965:

Eastern and Mid-Pacific

Two battalion-sized exercises in which 3 Marine battalions participated.

Four amphibious helicopter landing exercises (HELILEXES) in which 7 Marine battalions participated.

Three Marine Expeditionary Brigade exercises (CROW BAR, HARD NOSE, and TOUGH NUT).

One Marine Expeditionary Corps Exercise (SILVER LANCE). This exercise was conducted as a Corps exercise on the Headquarters level, but at the last moment the situation in SEASIA necessitated the withdrawal of the First Marine Brigade from the exercise. A battalion was substituted for the Brigade and played the Brigade's role in the exercise.

Western Pacific

Three amphibious landing exercises involving eight Marine battalions (SQUARE JAW, STRONG SIDE and BIG DOME) were conducted.

One Air Mount-Out exercise of battalion size (REFLEX ONE).

One Marine Expeditionary Brigade Landing exercise (LONE END).

One Cold Weather exercise of battalion scope.

Five Amphibious Reconnaissance exercises (RECONNEX).

SEATO Exercises

During the period 27 June 1964 to 1 April 1965, PACFLT staff personnel participated in one SEATO exercise. This exercise was:

LOG TRAIN - A SEATO logistic exercise designed to test the deployment of forces in SEATO MPO Plan 4. The exercise was primarily a CPX (Map Maneuver) and was conducted from 15 to 30 March 1965 in Thailand. Sponsored by the U. S., participating nations included Australia, New Zealand, United Kingdom, Thailand, France, Pakistan, Philippines and the United States.

Combined Exercises Other Than SEATO

Valuable training based on realistic contingency scenarios was conducted by WESTPAC amphibious and allied forces in various combined exercises during the period 27 June 1964 to 1 April 1965. Necessary familiarization with land and ocean areas of interest in Asian countries was received. The following combined amphibious exercises were conducted:

WARRIOR. This was a platoon size joint USMC/GRC Marine RECONNEX. It was significant because it was the only exercise held during the period with the Republic of China. It was conducted 5-15 February 1965.

JUNGLE DRUM III. This bilateral U.S./THAI exercise was conducted during the period 17-26 March 1965. U. S. participation was originally set at Marine Expeditionary Brigade level, but the exercise was scaled down to the battalion level due to the adverse situation in RVN. The exercise was conducted with a counterinsurgency training objective.

Joint Exercises

The following Army/Navy joint exercises were conducted during the period 27 June 1964 to 1 April 1965. Two more were scheduled, CASCADE COLUMBIA II and SEVEN FATHOMS, but were canceled because of over-riding operational commitments.

SEA BAR. This was a CONARC/PHIBLEX providing elements of the 4th Infantry Division USA, with basic amphibious training. The exercise was conducted at Fort Lewis, Washington 2-14 August 1964.

BAND WAGON. This was a CONARC/PHIBLEX designed to train participating Navy and Army forces in the planning and execution of a conventional surface amphibious assault of Brigade size. The exercise was held 2-13 November 1964 at Camp Pendleton, California.

Special Forces Exercises

During this period, planning for exercise AUMEE IV was begun and during the month of March partial implementation of the exercise commenced. AUMEE IV is an annual US/GRC Army Special Forces exercise, conducted this year from 20 March to 20 May 1964. CINCPACFLT provided Navy and Marine personnel for participation in the "escape and evasion" phase of the exercise, and additionally furnished 3 Navy officers to the Exercise Director's Planning Staff and also a SEAL detachment.

Antisubmarine Warfare Exercises

During this reporting period, five major ASW exercises were conducted. Three of these exercises were active, and two were constructive (CPX). The three active exercises included two CONVEXs, "MAD BULL" (2-64) and "FAST EXPRESS" (3-64), which were convoy exercises for the Control and Protection of Shipping, and one DEFSLAMEX, "HARDSHOT" (2-64), which tested ASW defenses against a submarine-launched missile attack off the west coast of the United States. The two constructive exercises included REX " RADIATOR CAP", which exercised the combined Naval Control of Shipping organizations of the United States, United Kingdom, Australia, and New Zealand, and CPX "DRAGONS TEETH", which exercised all Pacific Fleet commands involved in ASW mine warfare. The Operational Readiness Evaluation of two ASW Groups were made. Two SUBEX (SUBASWEX) were conducted, one in the MIDPAC area and one in the EASTPAC area. Three ASWEXs were conducted in the SEVENTHFLT in conjunction with the quarterly AAWEX/STRIKEXs. The SEVENTHFLT conducted numerous minor ASWEXs with Naval forces of South Korea, Philippines, Republic of China, Thailand, and Japan. ASW Task Group exercises, COMPTUEXs and Opposed Sorties were conducted by FIRST Fleet and SEVENTH Fleet during the reporting period.

PART II

PLANS DIVISION

STRATEGIC PLANS AND POLICY

PACOM Force Deployments

During the period April - July 1964, a rather extensive study of force deployments was conducted. This study addressed the positioning of deployed forces if bases were lost in the Ryukyus, some of the bases lost in Japan, all bases lost in Japan, and all bases in Ryukyus and Japan lost. (CONFIDENTIAL)

Force Requirement

During September, CINCPACFLT reviewed the ADHOC Committee recommendations for JSOP-69 and after further staffing, determined CINCPACFLT force requirements and force objectives input to JSOP-70. Numerous local command ship characteristics board meetings were conducted to recommend and comment on the proposed characteristics of new construction ships and ship conversions. The Pacific Fleet force structure was under continuous review to recommend to higher authority the ships needed to maintain a balanced fleet. (UNCLASSIFIED)

Revised General Orders 5 and 19

Revised General Orders 5 and 19 resulted in vast changes in command and control over the entire naval shore establishment. In essence, "CINCPACFLT attained extensive additional authority and responsibility over Fleet Support activities, not only in WESTPAC, but also in MID and EASTPAC. The Commandants, ELEVENTH, TWELFTH, THIRTEENTH, and FOURTEENTH Naval Districts were placed directly under the command of CINCPACFLT." CINCPACFLT also became the area coordinator for all shore (field) activities in WESTPAC. OPNAVINST 5400.24 effective 1 Jan 1965, contains the new command channels. (UNCLASSIFIED)

PLANS REVIEW AND DEVELOPMENT

During the period 26 June 1964 to 30 March 1965 CINCPACFLT revised and updated existing operation plans and annexes and the basic operation order. CINCPAC OPORD 202-65 (SSBN Operations) was promulgated and CINCPACFLT OPLAN 10-(YR) was canceled. Three previous OPLANs (OPLANs 33, 37 and 99) were consolidated into one OPLAN with the promulgation of the new OPLAN 37-65. Two new OPLANs were issued during the period. As of 30 March 1965 a total of 22 OPLANs and 2 current operation orders were being maintained to provide for general war, limited war and cold war operations of the Pacific Fleet. (UNCLASSIFIED)

FOREIGN MILITARY ASSISTANCE

Overhauls and ASW Modernization

During the period of this report two Thai PCs, one GRC DE, and one ROK DE received ASW modernizations. Two Philippine PCEs received both overhauls and ASW modernizations. All of the foregoing were accomplished in U.S. Navy facilities at Pearl Harbor, Guam and Subic. (UNCLASSIFIED).

MAP Ship Transfers

One PCE was transferred to the Republic of China on 22 December 1964. During the remainder of calendar year 1965 the following vessels are scheduled to be transferred to the countries indicated:

BURMA	CHINA	PHILIPPINES	THAILAND	RVN
1 PCE	2 PCE 2 MSC	1 PCE	3 MSC	4 PGM

(CONFIDENTIAL)

MAP Target Submarine

The MAP target submarine program continued, with RATON providing services in the first half of FY 65 and ROCK in the second half. The participating countries were the Republic of China, South Korea, the Philippines and Thailand. (Because of their involvement with counterinsurgency the South Vietnamese Navy has ceased utilizing the submarine.) As a result of operations with the submarine, the effectiveness of the Navies concerned has continued to improve. The average ASW effectiveness is regarded as good with the South Korean Navy demonstrating particular excellence. (CONFIDENTIAL)

CINCPAC MAP Evaluations

During the reporting period CINCPACFLT participated in the CINCPAC MAP Evaluations of Japan, Korea, Thailand and the Philippines, conducting the Navy and Marine portions of the evaluations. Each MAP country is normally inspected annually. (UNCLASSIFIED)

Philippine Navy Typhoon Damage

On 29 June 1964, during Typhoon WINNIE, RAJAH SOLIMAN (PS 66), ex-U. S. APD 40, capsized. The ship, acquired by the Philippine Navy in 1961 through MAP, was alongside the wharf at the National Steel and Shipbuilding Shipyard, Mariveles. Both

boilers were open for repairs and the ship was unable to get underway. Philippine Navy efforts to raise the ship failed. On 15 January 1965 the Philippine government returned her to U.S. custody. USN salvage teams succeeded in raising the hulk during February 1965. She was then towed to SRF Subic for ultimate disposition. (CONFIDENTIAL)

NUCLEAR WARFARE PLANS

SIOP

Plans for employment of SSBNs in Pacific Fleet SIOP forces are now fully in effect. Three POLARIS A-3 equipped units are currently targeted. Other PACFLT SIOP force commitments and force applications have been regularly revised in accordance with SIOP planning schedules. Planning for the initial SIOP application of the first A-6 aircraft has been accomplished. (SECRET)

Other Nuclear War Plans

All nuclear annexes and nuclear target lists for CINCPACFLT general and contingency war plans have been revised or updated. (CONFIDENTIAL)

Nuclear Weapons Requirements

A statement of PACFLT requirements for nuclear weapons for FY 1968, and initial estimates of requirements for FY 1969 and 1970, have been developed and presented to CINCPAC. (SECRET)

PART III

INTELLIGENCE

PRODUCTION

A total of 226 Mission Planning Folders (SIOP and non-SIOP) were developed in support of the PACOM Nuclear Attack Targeting Materials Program. Of this total 95 were original folders and 131 were revisions of folders already in fleet use. Supporting documents included a new Mission Planning Document that combined all attack aircraft sortie information, photo reconnaissance information, and a cross index of mission planning information into a single document. In addition, a Polaris Planning Document, listing current Polaris force laydown, was developed and produced. (CONFIDENTIAL)

Sixty Order of Battle files covering fourteen WESTPAC countries were created for the specific use of the Integrated Operational Intelligence System (IOIS) aboard RANGER. The magnitude of this effort is reflected in the 17,000 electronic accounting machine cards that were required for cataloging the necessary information. (UNCLASSIFIED)

As a result of photo analysis a variety of products were developed and distributed, including detailed port facility and POL studies, Russian trawler analyses, Soviet Missile Range Instrumentation Ship reports, and the creation of a CHICOM Air Facility Photo-Interpretation Key. (SECRET)

In the area of basic intelligence, a number of new publications were produced and old ones were updated. A Basic Intelligence Study on the USSR (Far East) was written, along with two new Survival and Evasion Intelligence Folders and two editions of the Survival, Evasion, Assistance and Escape Newsletter. The latter publication has been warmly received by all military agencies, and its distribution list has more than doubled in the past 9 months. (CONFIDENTIAL)

The Automatic Data Processing Computer installation and related equipment at FICPAC have significantly increased in size and capability. Memory core storage has doubled to 80,000 character positions and a 1301 Disk File has been added. (UNCLASSIFIED)

Production efforts in support of contingency operations trebled during the reporting period. Some of the more important projects completed in response to PACOM requirements include the following:

Tactical Target Illustration sheets in Lithographic and Aperture Card form were produced on 491 targets, with research continuing on 350 additional targets. (UNCLASSIFIED)

Research was completed on 34 North Vietnam/Laos targets, which were recommended to DIA for Bombing Encyclopedia identification numbers. (CONFIDENTIAL)

At the request of the Unified Commander CINCPACFLT developed and produced a **Naval Order of Battle** publication for the PACOM Area, to be used by all PACOM forces. The new document supersedes the CINCPACFLT Order of Battle, Communist Countries Far East and provides more current information than the one produced by DIA. (CONFIDENTIAL)

DISSEMINATION

Daily intelligence briefings were prepared by the Staff based on information obtained from worldwide intelligence sources. All fleet units deploying to WESTPAC were given an intelligence briefing upon arrival at Pearl Harbor. Special briefings were given to selected personnel assigned to certain ships and staffs. Emphasis continues to be placed on Soviet electronic warfare techniques and equipment, and efforts expended by the Soviets in their attempts to detect, locate, and identify PACFLT units and monitor PACFLT operations. (SECRET)

Standard intelligence briefings, classified and unclassified as appropriate, on the Communist threat in the Pacific were given to SECNAV guests, authorized representatives of foreign nations, and other VIPs as the occasion arose. (UNCLASSIFIED)

The Pacific Fleet was kept abreast of daily happenings throughout the world through the medium of the CINCPACFLT Secret Intelligence Summary, electrically transmitted to more than 200 addressees. Special summaries of a higher classification were prepared as the need arose to service selected PACFLT units engaged in sensitive operations. (UNCLASSIFIED)

COLLECTION

General

CINCPACFLT continued to carry out an extensive intelligence collection program, covering the Pacific basin from the Chukchi Sea to the Indonesian Archipelago. Although the greatest collection emphasis continued to be directed against Soviet naval targets in the Sea of Japan, the critical situation in Southeast Asia resulted in a significant shift of both air and surface collection activity to that area. (UNCLASSIFIED)

Surface

Three peripheral reconnaissance missions were conducted by

SEVENTH Fleet destroyers. Two of these missions consisted of DE-SOTO patrols in the Gulf of Tonkin, and were designed to satisfy PACOM priority intelligence collection requirements in the area as well as establish the right of transit of U.S. naval vessels in this strategically important area. The other destroyer reconnaissance patrol was conducted along the Soviet Coast in the Sea of Japan, collecting ELINT and other intelligence information as well as showing an American naval unit in that area. (CONFIDENTIAL)

Two reconnaissance efforts utilizing submarine rescue vessels (ASR) were conducted in the Vladivostok area. These operations included general, visual, photographic and electronic intelligence collection, and were scheduled during anticipated Soviet Fleet exercises. One surveillance mission utilizing an ATF was conducted in the vicinity of the Kurile Islands and the Petropavlovsk region. Primary purpose of this operation was to observe a Soviet Fleet exercise. (SECRET)

Close surveillance of the Soviet Northern Sea Route Convoy was conducted during the summer months, and continued surveillance of the Soviet Missile Range Instrumentation Ships was maintained during their deployment to the mid-Pacific. Five ICBM entries were observed during this period. (CONFIDENTIAL)

Air

Increased activity in Southeast Asia had a direct influence upon airborne reconnaissance throughout the WESTPAC area. Fleet Air Reconnaissance Squadron ONE (VQ-1) provided the majority of ELINT data collected in the Pacific theater. In addition to conducting flights in execution of the National ELINT Plant (NEP), VQ-1 flew extensive sorties in conjunction with YANKEE TEAM and associated operations. (CONFIDENTIAL)

The BRIGAND concept of locating and analyzing a radar intercept has been further perfected by VQ-1 personnel. Special techniques and equipment has resulted in location and intercept of radars with increased accuracy. Throughout the summer and until late October 1964, the FAIRCONRON ONE SCORCHING (EA3B) aircraft at Shemya continued to successfully operate against Soviet space operations and missile activity in the Kamchatka area. (SECRET)

Marine Composite Reconnaissance Squadron ONE (VCMJ-1) continued to contribute to the ELINT collection effort, but to a considerably reduced degree due to certain peripheral flight restrictions placed on the squadron through implementation of the NEP. (CONFIDENTIAL)

Patrol squadron surveillance operations increased in tempo with the rising tensions in the Southeast Asian area. ASW barriers

were established in the Taiwan and Philippine areas and Junk surveillance was initiated in the hopes of slowing down sea infiltration into South Vietnam. (SECRET)

The RA5C and the Integrated Operational Intelligence System of the USS RANGER underwent its first operational test under combat conditions with marked success in the field of photo reconnaissance. Other sensors in the aircraft have not been as effective as desired or anticipated. It is believed, however, that many of the problems experienced by the USS RANGER will be resolved prior to deployment of the USS KITTY HAWK with the system. (SECRET)

Monumental increases in aerial film exploitation (4 million feet in the last 9 month period) and the continuing requirement for a forward area photo intelligence support capability led to the establishment of the Fleet Intelligence Center Pacific Facility at Cubi Point, P.I. The Facility is an outgrowth of the temporary Joint Cubi Special Processing Facility, and was established as a modern precision photo processing, interpretation and repair center for direct support of the Fleet, national and theater consumers. (UNCLASSIFIED)

COUNTERINTELLIGENCE

The professional level of competence within the Fleet Counterintelligence support organization has increased in the past year through the assignment of trained civilian special agents. Emphasis has been placed on counterintelligence efforts with investigative and related services requiring only routine attention. (UNCLASSIFIED)

A study was conducted to determine the advisability of relocating the Navy Counterintelligence Support Group Pacific from Japan to the Hawaiian area. It was concluded that minute and close supervision to the counterintelligence support units in the Far East was not necessary, and that DIA's and CINCPAC's increased involvement in counterintelligence matters would make it more beneficial to have the Group personnel physically located at CINCPACFLT Headquarters. It is expected the relocation will take place in the summer of 1965 upon relief of the present incumbent Officer-in-Charge. (UNCLASSIFIED)

MAPS, CHARTS, AND GEODESY

The assignment of Polaris submarines to the Pacific Fleet and the need for up-to-date terrain maps and charts in the WESTPAC area created a requirement for a billet on the staff to monitor the mapping, charting, and geodesy program. To fill the billet an officer trained in MC&G reported in November 1964. Since then four instructions have been issued to aid Pacific Fleet commands to fill the MC&G requirements promulgated under the DIA management concept.

PART IV

COMMUNICATIONS

GENERAL

Significant improvements have been effected in Pacific Fleet communications during the period 27 June 1964 to 30 March 1965. The year was characterized by significant strides and achievements. The increased military/politico activity in the Southeast Asia area has manifested itself by an unbelievably high message traffic load throughout the Pacific. Examples of this escalated traffic load at both a selected shore communication center and an afloat command are included for record purposes. A steady increase in the total messages processed in the CINCPACFLT Message Center continued throughout the year. In February 1964, 30,047 messages were processed; in July 1964, the monthly total was 34,976; and an all time high of 44,571 was reached during the 28 days of February 1965.

Similar increases in the traffic load of shipboard communications centers were experienced. A striking example of this is the fact that during the period of 7 and 8 February, HANCOCK found it necessary to copy nine teletype circuits (two broadcasts, three KW-7 (ORESTES) circuits and four channels of multiplex utilizing AN/UCC-1 equipment) in order to meet her commitments. During this two day period HANCOCK processed a total of one hundred forty seven Flash, Top Secret messages on the direct CINCPACFLT to Afloat Commander Flash Net. (CONFIDENTIAL)

SHIPBOARD

On-Line Crypto

In November of 1964 the ORESTES (TSEC/KW-7) was designated as the primary means of transmitting unscheduled, itinerant ship/shore traffic, unclassified and classified through Secret, within the Pacific Fleet for those afloat units having ORESTES capability. Pacific-wide, ship-to-shore access has been provided to afloat units by the assignment of a family of frequencies specifically for ORESTES ship/shore use. ORESTES terminals are guarded continuously by Naval Communication Stations San Diego, San Francisco, Honolulu, Guam, Japan and the Philippines.

The equipment installation program in PACFLT ships is progressing satisfactorily. Approximately 50% of PACFLT ships now have KW-7's installed or being installed. Units scheduled for deployment to WESTPAC have been receiving installations on a priority basis prior to their departure from EASTPAC.

The primary KW-7 installation problem is the paucity of ancillary equipment. However, installations are being completed to meet

deployment schedules by re-allocation and diversion of equipment from less critical assignments.

As an interim measure to insure all WESTPAC urgent requirements are met, a TSEC/KW-7 equipment pool has been established in WESTPAC for COMSEVENTHFLT contingency use until all units deployed to WESTPAC are equipped with KW-7's. (CONFIDENTIAL)

Submarine Broadcast

The AN/FRT-64 very low frequency transmitter at Naval Radio Station (Transmitter) Lualualei was activated at 010001Z October 1964 for operational and reliability testing. Commander Submarine Force, U.S. Pacific Fleet, has been designated as the Broadcast Control Authority for the Honolulu Submarine Broadcast, and as such keys the broadcast from his Communication Center. Initial activation employed uncovered, frequency shift teletype keying. In November this broadcast was JASON covered and the concept of operations was changed to allow for periods of both Radioteletype and CW keying during certain portions of the radio day. In December of 1964, COMSUBPAC, in addition to keying transmitters located in Hawaii, commenced keying a low frequency transmitter located at NAVCOMMSTA Guam. The broadcast keying line for keying the Guam component is in the Trans-Pacific cable. Initial evaluation of the Submarine Broadcast in the Western Pacific has revealed deficiencies in the signal reliability of this broadcast to the deployed submarines, especially in the radioteletype mode. In February 1965 the Submarine Broadcast was reverted to CW operation exclusively. Emergency procurement and installation of an AN/FRT-72 (100 KW LF Transmitter) at Guam is in progress and upon completion should provide marked improvement in area coverage. Delivery of this new transmitter is presently scheduled for mid-May.

Fleet Broadcasts

The consolidation of the Fleet CW and General Broadcasts which occurred in the past six months at Guam and Honolulu effected a savings in manpower, material and frequencies. On 1 November 1964, the San Francisco Fleet Weather Broadcast was upgraded to transmit both facsimile and radioteletype on adjacent sidebands of the assigned frequency. This broadcast was designated the FRP. (CONFIDENTIAL)

AN/UCC-1 Program

The current tempo of operations in WESTPAC has disclosed that the requirement for an improved multiplex capability in PACFLT ships is most urgent, particularly in carriers and cruisers.

Recent operational reports from various PACFLT ships and communication stations indicate that the AN/UCC-1 frequency division multiplex (FDM) system provides a considerable improvement over the older AN/UGC-1 time division multiplex (TDM) system.

Current AN/UCC-1 assets are being judiciously allocated and are being installed on a priority basis. CNO has requested CNM to initiate exigency procurement action for various types of communication equipment including twenty-five AN/UCC-1 equipments for forces afloat installation in carriers, cruisers, and AGC's.

To enhance multiplex operations, termination schedules are promulgated monthly by COMFIRSTFLT requiring those ships in EASTPAC and MIDPAC with a multiplex capability to terminate with shore stations at every opportunity in preparation for WESTPAC deployment. (UNCLASSIFIED)

CIBR

One of the most significant problems confronting PACFLT communications is meeting the criteria for eliminating the possibility of Compromising Information Bearing Radiation emanating from shipboard cryptographic installations. A large majority of PACFLT shipboard installations do not meet this criteria. Correction of existing shipboard crypto installations to meet current CIBR criteria is a costly and time-consuming program. This program is severely impeded by the paucity of maintenance funds available to Type Commanders. It is anticipated that all shipboard crypto installations will be corrected by the next regular overhaul period commencing FY 66.

As an interim measure, existing shipboard crypto installations as well as current installations in progress are being inspected. Upon achieving the elements of a minimum essential criteria set forth by CNO, authority is being granted to operate shipboard crypto systems. A CINCPACFLT Instruction will delegate to Type Commanders the authority to grant interim exceptions for ships to operate which do not meet the minimum criteria. The Instruction is intended to be explicit on all aspects of the CIBR problem in order to provide the operating forces a clear understanding of operating limitations and minimum essential criteria. (CONFIDENTIAL)

Proportional Error Protectors

In September 1964, CNO advised that a new device known as a Proportional Error Protector (PEP) has been developed in an effort to increase the reception accuracy and reliability of radioteletype circuits. The PEP system may be used with either TSEC/KW-7, TSEC/KW-26 or TSEC/KW-37 crypto systems.

The procurement of the PEP units has been limited and is intended primarily to provide operational evaluation on dedicated Navy point-to-point circuits. However, seven PEP sets have been allotted to PACFLT for evaluation afloat on ship/shore and broadcast circuits.

These sets were shipped February 1965 to designated surface ships currently assigned to FIRSTFLT and SEVENTHFLT for installation and evaluation.

Preliminary reports indicate the PEP system will considerably enhance Fleet Communications, especially in geographic areas of marginal reliability. (UNCLASSIFIED)

SHORE STATIONS

Trans-Pacific Cable

The most significant development in the long-haul, point-to-point communication capability has been the assignment of military circuits in the Trans-Pacific cable linking the Pacific Naval Communication Stations. The Naval Communication System has provided CINCPACFLT with outstanding communication support in this area during recent months. This positive demonstration of real-time communications between CINCPACFLT and the Afloat Commanders has been accomplished by utilizing dedicated cable circuitry between CINCPACFLT Headquarters and the Naval Communication Stations terminating the Afloat Commanders. The remainder of the communications path utilized the High Frequency medium. (UNCLASSIFIED)

Follow-The-Fleet Concept

In August 1964, a new concept of operations known as the "Naval Communication System Follow-The-Fleet" method of operation was implemented in the Pacific Area. This system recognizes the basic tenets of the worldwide Military Command and Control System and the responsibility of the Navy to provide facilities therefor. It is based directly on the assigned mission of the Naval Communication System to provide requisite communications for the command, operational control and administration of the Naval Establishment. The objective of the Naval Communication Follow-The-Fleet concept is to provide optimum communications integral to the Command and Control of the operating forces of the Navy. Special NAVCAMS circuitry, identified as NAVCAMS circuits have been allocated both in the Trans-Pacific cable and in the high frequency trunk in support of Follow-The-Fleet. By necessity the present operations are being conducted on an austere basis due to manpower and equipment limitation. (CONFIDENTIAL)

Contingency Communications

CINCPACFLT's contingency communication capability has been augmented with the modification of a second CVS to support on-board operation of an ATCU-100A. BENNINGTON and HORNET are now equipped and YORKTOWN will be modified beginning in late May 1965. The primary purpose of the CVS/ATCU-100A communication system is to support future manned spacecraft recovery operations. The system provides the CVS with the capability of terminating a long-haul, high-powered, multi-channel circuit with any U.S. Naval Communication Station. 10 KWs of power and up to 8 teletype and 3 voice channels are available. CINCPACFLT contingency communication assets include two ATCU-100A's pre-positioned at NAVCOMMSTA Honolulu and NAVCOMMSTA Philippines.

ASW Communications

ASW shore communication facilities programmed for installation in the Pacific were assigned a completion target date of July 1965 by CNO. Although all OCAs and FAIRWING Commanders have at least a limited capability at this time, it is obvious that portions of the project will not be completed on schedule. Delays of 6-12 months are expected in many cases due to procurement delays, building construction and resubmission of plans and cost estimates due to the significant changes brought about by new red and black installation criteria.

Project TACAMO

The TACAMO equipment was installed in two C-130 aircraft during the period October to December 1964 to implement the TACAMO program. Both units are now available for emergency use and are being employed on a routine basis to augment the VLF component of the HOTEL SIERRA Broadcast during the periods that the VLF transmitter at Lualualei is off the air for weekly maintenance.

Shipboard Satellite Communication Terminals (AN/SSC-2)

The first shipboard satellite communication installation was completed in CANBERRA in early January and has been undergoing test since 10 January 1965. The second AN/SSC-2 terminal was completed in MIDWAY the following month and has participated in tests since 16 February 1965. These tests to date have been quite encouraging although some difficulties have been encountered. Two-way voice, covered and uncovered teletype terminations have been successfully achieved and facsimile has been received by CANBERRA. The covered teletype test was an actual relay of the Guam Fleet Broadcast via KINGSPORT and the satellite to CANBERRA. The MIDWAY-CANBERRA communication tests via the satellite spanned the

Pacific from the California Coast to WESTPAC. (CONFIDENTIAL)

Secure Voice

In October 1964, CINCPAC and his Component Commander Representatives initiated development of an Interim PACOM Secure Voice Plan since the DCA AUTOSEVOCOM Program appears to be bogged down in DOD. This interim program includes the following:

a. Priority 1A, CINCPAC, COMUSMACV, AMEMB SAIGON, DEP COMUSMAC THAI.

b. Priority 1B, CINCUSARPAC, CINCPACFLT, CINCPACAF, CINCPAC ADV, CINCPAC ALT.

c. Priority 1C, COMUSJAP (5AF), COMUSKOREA (EUSA), CG, 13 AF, CG 2ADIV, CINCPAC REP PHIL, COMSEVENTHFLT, CG USARYIS (CINCPAC REP), COMUSTDC, COMNAVFORJAPAN.

d. Priority 1D, 313 ADIV KADENA, USARMA VIENTIANE.

e. Priority 1E, USARJ, PACAF KUNIA, CINCUSARPAC ADV, 313 ADIVOSAN.

Additionally, action is being taken to provide operating forces under CINCPACFLT with a High Frequency Radio Secure Voice System. The first to be used between Detachment ALFA and YANKEE TEAM Carriers with two carriers to be equipped within thirty days. Additional equipment is being planned to enable secure voice to COMSEVENTHFLT when underway and to provide a system for use with operating forces when underway. (SECRET)

CINCPACFLT Headquarters Communications Center

The increasing operational tempo and political sensitivity of fleet operations in the Pacific theater resulted in greater requirements to provide near real-time communications between CINCPACFLT and all echelons of command as well as instantaneous relay of some of these communications to Washington. The following monthly totals of messages processed in the Communication Center substantiate the increased reliance of command on communications:

1964

FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT
30047	31471	30565	30471	33399	34976	37741	38469	40339

NOV	DEC	1965	JAN	FEB
36206	37287		39748	44571

During the year it was necessary to add one receive and three full duplex circuits to the facilities of the Communications Center in order to provide for increasing communications requirements. These were, one full duplex and one receive only circuit to the Plan 55 AUTOSWITCH at Hickam AFB, the CINCPACFLT to COMSEVENTHFLT Flash Circuit and the Fleet Flash Net. To implement these additional circuit requirements which constitute a nearly 100% increase, AN/FGC-59 relay tape equipment was obtained and installed.

The Pacific Sector FleetHICOM Voice Net Control Station, located at CINCPACFLT Headquarters, was extensively modernized. This rehabilitation included new and more powerful transmitters, superior antennas, and integrated phone patch and operator facilities.

The personnel allowance of the CINCPACFLT Communications Center has remained essentially the same since 1960 while traffic volume and circuit requirements have increased greatly. To bring the allowance up to meet the high tempo of operations, the Pacific Fleet Commander has requested billet increases from CNO. (CONFIDENTIAL)

Fleet Flash Net

The Fleet Flash Net is a 60 WPM simplex, KW-26 covered, teletype net which utilizes long-haul point-to-point (via cable with high frequency back-up), DURATT, and multiplex ship/shore terminations (via high frequency) to link net members. Net members are certain designated Carrier Task Group Commanders in the Southeast Asia area, NAVCOMMSTA Phil, COMSEVENTHFLT, and CINCPACFLT. CINCPACFLT the net control authority, has delegated the operational function of net control to NAVCOMMSTA Phil. The Fleet Flash Net has been of great value in providing extremely rapid communications from the on-scene commanders to CINCPACFLT. During highly important operations, CINCPACFLT relays vital messages received on the net to CNO and CINCPAC. This provides a much more rapid delivery to higher authority than would be available via common user circuits while retaining Navy control over its organic communications. (CONFIDENTIAL)

PART V

NAVAL SECURITY GROUP

HFDF PARTICIPATION IN FLEET EXERCISES AND GEMINI/APOLLO HIGH FREQUENCY RECOVERY AID EXERCISES

In addition to CNO/CINCPACFLT tasks assigned, the Pacific High Frequency Direction Finder Nets, in conjunction with COMSEC, participated in seven major fleet exercises to assist task group commanders to minimize the vulnerability of their communications to the enemy. Additionally, the HFDF nets participated successfully in three GEMINI/APOLLO high frequency recovery aid exercises.

PACIFIC AREA BULLSEYE HFDF SYSTEM SHOTGUN CONSTRUCTION

The project SHOTGUN portion of the BULLSEYE Program entails the construction/installation of the building and antenna array (which is referred to as the Wullenweber Antenna), and installation of the AN/FRD-10 and/or AN/FLR-9, as in the case of stations collocated with the Air Force.

There are eight Navy SHOTGUN Sites planned in the Pacific area, six of which are completed and operational, two are in the construction/installation phases. In addition, there will be three AN/FLR-9 sites in which the Navy and Air Force will be collocated.

REORGANIZATION OF THE PACIFIC AREA COMMUNICATIONS SECURITY (COMSEC) EFFORT

On 1 March 1965 a reorganization of the Navy Pacific Area COMSEC Program was effected for the purpose of enhancing the traffic analysis effort and to provide better and more timely support to the various fleet and area commanders. An additional COMSEC component is being established at NAVSECGRUACT Hanza. Hanza, Okinawa, to provide better coverage of fleet operations in the Western Pacific. The tasking assignments of the COMSEC component located at Point Mugu, California were changed to support of fleet operations vice that of Commander Pacific Missile Range. COMSEC components at San Diego, Hawaii and Japan were designated as Processing and Reporting Centers for the areas of EASTPAC, MIDPAC, and WESTPAC respectively and will work in close coordination with the respective fleet and area commanders. These Process and Reporting Centers task and coordinate the efforts of the COMSEC components in their respective areas located at Point Mugu, Guam, Philippines, and Okinawa which are designated Collection and Reporting Centers. Under the previous program each COMSEC worked independently of the others. Additional changes to the previous COMSEC Program include

increased use of High Frequency Direction Finding, use of Radio Fingerprinting, improved analysis techniques, improved communications between the COMSEC components, and elimination of unnecessary duplication of COMSEC efforts.

ELECTRONIC INTELLIGENCE TECHNICAL GUIDANCE UNIT (TGU)

The Naval Security Group Detachment (NAVSECGRUDET) Technical Guidance Unit (TGU) personnel conducted electronic intelligence (ELINT) training briefings in collection procedures and related subjects for 132 Pacific Fleet Units during the period 27 June 1964 to 3 March 1965. The TGU conducted ashore and afloat instruction for 889 fleet ECM personnel in the operating techniques of special and basic collection equipment to enhance the intelligence take from ECM; prepared and distributed training aids; and evaluated 77 ELINT training reports submitted by Fleet Units. ECM personnel from ships preparing for deployment to WESTPAC were given special training in nonfriendly electronic order-of-battle for the WESTPAC area, new signals of interest, signal identification techniques pertinent to threat emitters, association of emitter to platform type, and use of ELINT publications.

PART VI

LOGISTICS

LOGISTICS PLANNING

Headquarters Support Activity, Saigon

Commencing in July 1964, the increase in U.S. advisory effort in the Republic of Vietnam (RVN) resulted in an accelerated buildup of HEDSUPPACT SAIGON. HEDSUPPACT, established on 1 July 1962, was originally staffed and organized to support an advisory force of less than 10,000 U.S. personnel. Since then the support role and size of HEDSUPPACT have increased considerably over original plans. By July 1964 the U.S. military advisory strength in RVN had INCREASED to over 16,000 with a concomittant buildup in HEDSUPPACT.

Subsequent to July 1964 the number of U.S. military advisors increased to 24,000. Concurrent with the buildup, Navy responsibilities increased, and varying degrees of support were provided to third country nationals also involved in the counterinsurgency effort in Vietnam. Thus, HEDSUPPACT SAIGON has grown from a command of about 500 officers and men to 850 as the U.S. strength increased. Additionally, the following significant changes in operations and functions are noted:

a. Construction commenced;

(1) Add-on to Navy Hospital - $100,000 project; completion date estimated 15 April 1965.

(2) Navy Exchange in Saigon - completion date estimated 15 April 1965.

(3) Enlarged Motor Pool - completed 15 December 1964.

(4) New warehouse, 60,000 sq. ft. - estimated date of completion, 15 April 1965.

b. New construction approved;

(1) New 200-bed hospital; canceled in March 1965 and efforts shifted to studying feasibility to converting the now vacant American Community School to a hospital.

c. CNO approval received to extend Navy Exchange operations to Bien Hoa and Da Nang.

d. Number of vehicles maintained and controlled rose from 900 to 1500.

e. Leases in effect increased from 200 to 250.

f. Navy Exchange sales increased from about 1 million dollars in June 1964 to a high of 1.7 million dollars in December 1964. The exchange profits permitted over $100,000 a month to be contributed to the welfare and recreation fund administered by HEDSUPPACT for U.S. military activities in RVN.

g. The number of libraries has increased from one to five with the opening of branch libraries outside of Saigon.

h. Local national hire administered by HEDSUPPACT rose to 3,000.

i. Special services to U.S. troops received highly intensified emphasis.

During December 1964 a further buildup of forces in RVN reached advanced planning stages, and preliminary estimates were made to expand logistic support by the introduction of specialized Army units. (SECRET)

Exercise LOG TRAIN (SEATO)

Preliminary planning for this exercise was begun by COMUSMACTHAI in October 1964. CINCPACFLT participation involved approximately 60 officers and enlisted men from FMFPAC and PACFLT commands.

LOG TRAIN was a logistics exercise designed to test the capability of SEATO nations to resist overt invasion of friendly SEASIA territory by use of SEATO air and ground forces. LOG TRAIN was conducted by staff elements composed of personnel from all SEATO nations working in a realistic environment to assess the validity of existing plans and to improve working relationships, coordination, and cooperation among SEATO member nations. Although the field forces designated were simulated, the exercise group numbered several hundred personnel, 60% of whom were U.S. troops. Actual play of Exercise LOG TRAIN was held at Korat, Thailand from 17 to 30 March 1965. (UNCLASSIFIED)

Advanced Base Development Planning

With the assistance of DIRPACDOCKS personnel, Advanced Base Development Planning is continuing in order to prepare plans for the activation of selected bases in the Pacific in the event of mobilization. Five plans have been completed and four additional plans are in preparation at the present time.

COMPLETED	IN PREPARATION
NAVSTA, Buckner Bay, Okinawa	NAS Wake Island
NAVSTA Chichi Jima, Bonin Volcano Islands	NAF Misawa, Japan
NAF Kobler, Saipan, Mariana Islands	NAVSTA Saipan, Mariana Islands
NAF Palawan, Philippine Islands	NAVSTA East Indian Ocean - Planning held in abeyance pending site selection (SECRET)
NAF Tainan, Taiwan	

Service Craft

The major increase of support requirements at Subic Bay which has been generated by the shifting of Fleet Operations to the South has imposed a service craft problem at Subic. Presently available craft are inadequate in number and advancing in age. This, coupled with the adverse climate causing higher than normal down time for repairs, has created a requirement for additional service craft. A request to augment Subic with 10 additional service craft, including 2 YTBs to replace existing YTMs, has been approved and action is currently in progress to provide these craft. The additional craft will be activated from OSIR status at Yokosuka and Guam due to the high workload at Subic. With the arrival of these craft at Subic, the problem of inadequate service craft caused by the shift of SEVENTH FLEET operations will be alleviated. (UNCLASSIFIED)

Landing Craft

Subic Bay is currently one of the two WESTPAC storage sites for landing craft. These craft are stored as replacement craft for the WESTPAC amphibious forces and may also be used as lighterage to off-load MSTS shipping in an assault objective area in accordance with the CINCPACFLT tasks delineated in various CINCPAC OPLANS. The landing craft at Subic in an issuable condition are currently below the minimum as specified in the effective OPNAVINST establishing the storage sites, and below the CINCPACFLT requirements in the event landing craft are required for contingency operations. A program to improve the readiness condition of the landing craft is currently underway. Due to the high workload at SRF Subic, the engines from the landing craft are being transferred to Guam in transiting fleet ships and overhauls of the engines is being done at SRF Guam. Upon the completion of this program, the ready for issue landing craft at Subic will be sufficient in number to meet the initial contingency plan requirements. Additionally, approval has been granted to position 4 LCM-6 in dry storage at Iwakuni. The depth of the inner harbor at Iwakuni requires the use of lighterage to embark Marine units in deep draft ships.

By positioning 4 LCM at Iwakuni, organic lighterage will be available at all times should a contingency plan be executed with MSTS shipping directed to load at Iwakuni. (CONFIDENTIAL)

LOGISTICS OPERATIONS

Phase-Out of Pacific Barrier (NAVSTA Midway)

In December 1964, the Chief of Naval Operations advised of the decision by the Secretary of Defense to phase-out the seaward extension the DEW-line and contiguous barrier. The schedule for phase-out dictated cessation of Barrier flight operations by 1 May 1965 and disestablishment of BARFORPAC by 30 June 1965. Associated with phase-out of the Barrier, inter alia, was the effect this action would have upon the future of NAVSTA Midway. Except for providing facilities and normal logistic support, Barrier operations on Midway have been practically self-supported operations. Phase-out of these operations at NAVSTA Midway does not reduce the requirement for continued retention of this important station. The strategic importance of Midway for surveillance, reconnaissance and ASW operations, among other things, provides a unique flexibility to our defense posture in the Pacific. Based upon the foregoing, in February 1965, CINCPACFLT presented revised mission and tasks for NAVSTA Midway along with detailed operations. Subsequently, the Chief of Naval Operations approved continued operation of NAVSTA Midway as recommended by CINCPACFLT. (CONFIDENTIAL)

Foreign National Hires

In October 1963, the Secretary of Defense directed a reduction of Foreign National Hires of 15% which was later reduced to 10½%. This reduction in employment of foreign nationals at naval activities in the Pacific Ocean area was accomplished substantially by 30 June 1964. In August 1964, the Secretary of Defense advised of a proposal, for planning purposes, for reducing foreign national hires by an additional 4½%. This would achieve the full 15% reduction referred to above, by 30 June 1965. CINCPACFLT, in September 1964, provided the Chief of Naval Operations with his detailed plan for the proposed 4½% reduction and reiterated the adverse effect of this reduction upon fleet readiness, and again proposed taking a vertical cut (4½%) at FLEACT, Sasebo, Japan. This action was followed by the Secretary of the Navy directing the Auditor General of the Navy to conduct an on-site survey of foreign nationals employed at naval activities in the Western Pacific area, to determine the effects of the previous (10½%) reduction and the estimated impact of the proposed (4½%) reduction. The AUDGENAV, accompanied by CINCPACFLT representatives, conducted the survey during November 1964. The findings

of the survey report by the AUDGENAV validated and supported in depth the CINCPACFLT position with regard to the effect on fleet readiness of the proposed (4½%) reduction. The end result of the foregoing has been that further reductions in Foreign National Hires at naval activities in the Western Pacific have been deferred by the Secretary of Defense and in one instance an increase in Foreign National Hire has been authorized. (SECRET)

Fleet Air Western Pacific Repair Activity

The Fleet Air Western Pacific Repair Activity (FAWPRA) continues to be a vital element in the support of SEVENTH Fleet Naval Aviation. The backbone of FAWPRA support are two Japanese aircraft companies, the New Japan Aircraft Manufacturing Company (NIPPI), with facilities located adjacent to the Naval Air Station Atsugi, and a satellite facility at Sugita, located on Tokyo Bay; and the Shin Meiwa Industry Company Limited (SMIC), with facilities on the Osaka International Airport, and seaplane facilities at Konan. Occasionally FAWPRA contracts for aircraft rework in the Philippine area with the Philippine Airlines (PAL). Additionally, some component rework is performed by specialized contractors in Japan. The FAWPRA program permits better utilization of resources by negating the requirement for a large pipeline of aircraft to support attrition in SEVENTH Fleet Naval Aviation.

During Fiscal Year 1965, the Secretary of Defense approved the rework of F-4 aircraft in WESTPAC by FAWPRA. Five aircraft are scheduled for Progressive Aircraft Rework (PAR) in this fiscal year. Other models of aircraft scheduled for rework are:

A-4	HU-16
F-8	C-54
C-45	SP-5
F-9	C-1
UH-34	A-3

The total cost of reworking these aircraft is about $4.8 million with $4.1 million being Gold Flow. However, it should be noted that annual savings in rework costs alone to taxpayers is currently estimated at about $30 million. The FAWPRA program precludes the necessity of having to have a large pipeline of aircraft to support the SEVENTH Fleet, which results in total savings to the taxpayer of over $50 million. This cost includes the procurement of sufficient aircraft to fill the logistic pipeline and support replacement pool requirements. (CONFIDENTIAL)

Fleet Tactical Support Squadron TWENTY-ONE

VR-21 airlifted an average of 5,760 passengers and 990 tons of

cargo per month in support of the Fleet during the period 1 July 1964 through 1 March 1965, as compared with an average of 6,660 passengers and 253 tons of cargo per month for the entire fiscal year 64. This increase in airlift support was achieved despite the critical decrease in material support for the aging C-118 aircraft. Among the varied types of lifts flown by VR-21 in logistic support of the Fleet were the following:

a. Meeting increased material requirements brought on by the Tonkin Gulf incident, and the escalation of operations in Southeast Asia.

b. Logistic support of priority materials to the Fleet in augmentation of MATS flights during periods of excessive cargo backlogs at Travis AFB.

c. Logistic support for Trans-Pacific flights of VP Squadrons, Carrier Air Wing Squadrons, Construction Battalion advance units, and UDT detachments.

d. Emergency logistic support for MILLS in operation "Deep Freeze", and for VP-4 in Operation 'PEAR HEAD'.

e. Logistic support for the embarkation/debarkation of carrier air groups/squadrons prior to and subsequent to the WESTPAC deployments of CVA/CVS's.

Two C-130 type aircraft assigned to VR-21 and configured in support of TACAMO, flew a combined averaged of 218 hours per month conducting tests and evaluations of the TACAMO equipment. This operation is still in progress. (UNCLASSIFIED)

Project HANDCLASP

The HANDCLASP program continues its service to the less fortunate overseas, to increase the opportunity for learning through the distribution of books, and in many other ways to further the President's "People-to-People" program. During Fiscal Year 1965, Project HANDCLASP will have distributed almost 3,500,000 pounds of HANDCLASP material aboard 175 ships and 75 aircraft of the U.S. Pacific Fleet. Included were such items as food, medical supplies (including drugs), educational supplies, clothing, toys, athletic equipment, household items, hand tools, and books. Additionally Project HANDCLASP has provided funds to help renovate classrooms, play areas and the like. The funds procure the necessary material, the labor is performed by servicemen during their off duty hours. HANDCLASP material has been distributed to:

Japan	Pakistan	New Zealand
Korea	Truk	Australia
Taipei	Chile	Panama
Hong Kong	Samoa	Peru
Philippines	Mexico	Columbia
South Vietnam	Honduras	India
Thailand	Guatumala	Indonesia
Singapore	Malaysia	Guam

Warehouses, temporary storage and transshipment points have been established at Long Beach, Oakland, Seattle, Pearl Harbor, Yokosuka, and Subic Bay, in addition to the excellent facilities available in San Diego. (UNCLASSIFIED)

WESTPAC Pool Aircraft

With the escalation of the situation in Southeast Asia, and based on experience over several months in that area, CINCPACFLT directed COMSEVENTHFLT and COMNAVAIRPAC to make a study of WESTPAC aircraft pool requirements and to make comments and recommendations as to an optimum WESTPAC pool to meet normal and combat attrition. Factors such as base loading, maintenance capability, transportation/TRANSPAC, and aircraft inventory were considered in the study. As a result of COMSEVENTHFLT's and COMNAVAIRPAC's study CINCPACFLT has approved a planned aircraft pool to support SEVENTHFLT operations.

Planned WESTPAC Pool

Model	Number
A1H/J	6
A4C	12
A4E	8
F8C	4
F8D	4
F8E	6
F4B	12
SH2	1
S2E	2
US2A	2
TOTAL	57

(SECRET)

CIVIL ENGINEERING

Base Development

Critical deficiencies in the support capability of the Navy's shore bases, particularly in the Western Pacific, have been clearly demonstrated by virtue of demands created by the increased tempo of

operations experienced by the Pacific Fleet throughout the period covered by this report. It will be necessary to increase, by severalfold, the funding level for shore facility construction over that made available for this purpose in recent years in order to provide the capability to sustain indefinitely the forward posture of the fleet at the current level of operations. Typical of some of the more urgent requirements are projects for additional POL storage at Subic Bay and Guam; ammunition magazines at Subic Bay and Guam; shore to ship utilities at Yokosuka; aircraft hangar space at Sangley Point; increased communications capability in the Philippines, Japan and Okinawa; warehousing at Subic Bay; ship berthing facilities at Subic Bay; improvement to utilities systems at various locations; and personnel support facilities in all Western Pacific areas and in Hawaii.

Requirements such as the foregoing, together with other vitally needed shore facility projects have been carefully studied by appropriate subordinate commands and by CINCPACFLT. The relative urgency of the requirements is reflected in the CINCPACFLT priority list for the Fiscal Year 1967 military construction program forwarded by CINCPACFLT letter serial 45/0136 of 26 January 1965. (CONFIDENTIAL)

Mobile Construction Battalions

The five Mobile Construction Battalions assigned to the Pacific Fleet accomplished a variety of facility construction projects in areas such as Guam, Okinawa, Yap Island, Marcus Island, Iwo Jima, Alaska, Midway, and Hawaii. In addition, four Seabee Technical Assistance Teams (STATS) and varying numbers of Seabee well drilling teams were employed in the Republic of Vietnam throughout the period of this report. Three STATS were deployed to Thailand for training Thai construction personnel during the favorable weather period commencing in October 1964. A selected group of Seabee Equipment Operator and Construction Mechanic personnel were deployed to Thailand during the same period for specialized training of Thai personnel. (UNCLASSIFIED)

PART VII

FLEET CIVIL ENGINEER

Dredge Gulfstream, YM-20

YM-20, after dredging 3,000,000 cubic yards of coral at Johnston Island, was under tow to NAVSHIPREPFAC Yokosuka by USS ABNAKI (ATF 96) when at 181559Z JAN 65, she capsized and sank. There were no personnel casualties or damage to ABNAKI. YM-20's position is 25 degrees North and 163 degrees East. Two reports indicate she was riding satisfactorily in 20-foot seas at 160100Z but then at 161600Z she was taking on water through a hole on the main deck starboard bow. Upon completion of dewatering and patching by ABNAKI at 170300Z, she encountered 12-foot seas on 18 January and was rolling and pitching heavily. Prior to 181730Z she took on a 15 degree starboard list which worsened rapidly and resulted in her sinking. A JAG investigation has been ordered and CAPT Elton L. SUMRALL, USN, is the investigating officer. Results of the investigation are not yet known.

Civil Engineer Support Equipment Allowances

Under the authority of OPNAVINST 11240.8C, CINCPACFLT is responsible for the overall vehicle and equipment allowance of Civil Engineer Support Equipment for the WESTPAC Area. During the past year transportation requirements have been under constant review to effect overall reductions as well as to meet the new requirements generated as a result of the stepped up activity in South Vietnam. The results of this review are as follows:

Allowance beginning of FY 1965	6933 items
Proposed allowance as of 15 FEB 1965	6618 items
Overall reduction	315 items

(UNCLASSIFIED)

PART VIII

UNCLASSIFIED FLEET SUPPLY

FLEET SUPPLY PLANNING

Combat Usage Rates

To assist OPNAV substantiate the fact that material consumption rates increase incident to acceleration of tempo of operations/flight hours, a combat consumption rate survey was conducted. Results of this survey were as follows:

Material Allowance Category	Increase in Dollar Demand	Increase in TofO/Flight hrs
Electronics	87%	46%
Hull, Mechanical & Electrical	48%	46%
Ordnance	75%	46%
Aviation	72%	48%
General Use Consumables	55%	46%

To provide adequate stock levels and at the same time preclude imprudent investment in any slow moving materials, the following conservative recommendations were made to OPNAV:

a. Demand based items -- factor of at least 1.5 be applied based on the survey results for consumable material.

b. For insurance items -- the ship's allowance list rewrite program include the task of making item by item determinations as to whether the increased consumption reflected in the hull, machinery, electronics, and ordnance sections of the survey are applicable. Also, consideration should be given to reflecting the results of aviation material in aviation allowance lists on an item basis.

FLEET SUPPORT MATTERS

Tender and Repair Ship Inventory Reductions

The CNO sponsored program for elimination of excess stocks on board Pacific Fleet Tenders and Repair Ships was completed on 30 November. For the material categories controlled by the Fleet Material Support Office (FMSO), $1,325,000 dollars covering 43,000 line items were off-loaded. The non-FMSO controlled material off-loaded totaled $2,791,000 dollars covering 30,000 line items.

SEVENTH Fleet Support

Incident to the approval by CNO of CINCPACFLT's recommendations to improve the SEVENTHFLT supply support, the following actions were accomplished:

a. The homeport of CASTOR was changed from Yokosuka to Sasebo effective 1 September 1964. This change in homeport was followed shortly by the arrival at Yokosuka of MARS on 23 September 1964. MARS was the first of several new combat stores issue ships scheduled for the Pacific Fleet.

b. The supply support function of Mobile Support Unit THREE (MSU-3) at Sasebo was disestablished on 15 August 1964. The material remaining in MSU-3 following disestablishment of the supply support function was utilized to load MARS and to partially provide NSD Subic Bay with a Fleet Issue Load List (FILL) "range only" capability by 1 January 1965.

However, with the increased tempo of operations resulting from the Gulf of Tonkin incident, CINCPACFLT recommended to BUSANDA that the program to provide NSD Subic with a FILL range be accelerated. Subsequently, BUSANDA concurred in this recommendation and directed that material requirements be submitted to NSC Oakland. Largely as a result of the residual material stocks remaining in MSU-3, a very limited quantity of material was needed to complete the FILL range. Because of this added capability, NSD Subic played a large role in meeting the SEVENTHFLT material requirements. During and immediately following the Gulf of Tonkin incident, issues to fleet units at Subic rose 300% over the FY 64 monthly average. (CONFIDENTIAL)

MATS

A CINCPACFLT study of MATS support during August, September and October 1964 indicated that MATS capacity to airlift cargo is limited to approximately 500,000 pounds daily for all services. Requirements excess to this limitation accumulated and increased the backlog. Backlogs were moved only when requirements for air cargo service were substantially reduced. This study further indicated again that MATS is unable to respond adequately to increased requirements when contingencies arise and airlift is most vital to fleet readiness.

To assist MATS in the reduction of backlogs, CINCPACFLT has authorized VR-21 to carry MATS backlog cargo when airframes are available. Because of other commitments, however, VR-21 opportune lift provides a relatively insignificant supplement to MATS resources. (UNCLASSIFIED)

Deficiencies in Allowance List (DIAL) Program

In support of Admiral MCDONALD's call for information required in order to make strong representation to the highest level for filling material deficiencies in our ships, and to have immediately available readily releasable material documents, ALPACFLT 16 was issued. This program, called "DIAL", directed all PACFLT ships except those in overhaul to prepare and submit project requisitions for allowance list deficiencies to designated data processing centers. In spite of the extremely heavy workload, most ships met the 1 March deadline. The DIAL program will also give the supply system an opportunity to compare PACFLT material deficiencies with supply system assets and to take corrective measures where indicated. Plans are being formulated and recommendations will be forthcoming for using the information generated as a result of the DIAL program for Fleet management purposes. It is hoped that funds will be provided to fill the reported deficiencies and thereby increase the readiness of the fleet.
(UNCLASSIFIED)

Material Requirements for CASREPTS

The alarming increase in the number of casualty reports (CASREPTS) filed by Pacific Fleet ships during the past 8 months has been of considerable concern. A high percent of casualties being reported require parts for correction which are not on the ships' allowances or available from the mobile logistic support force or WESTPAC depots. Corrective measures are being taken to improve shipboard allowances and the positioning of material.

The computer installation at the Fleet Operations Control Center, Pacific has been employed to collect meaningful logistics data from CASREPTS, and will be used to revise ship's allowance lists and to position a refined range of repetitive and insurance repair parts in WESTPAC. ALPACFLT 15, which modified the casualty reporting system, will provide additional data to improve material support in the fleet.

Material requirements for every CASREPT filed in the Pacific Fleet is reviewed by CINCPACFLT and where required, direct action is taken to expedite an urgent requirement. This action however, does not in any way relieve ships and type commanders from the responsibility for aggressively pursuing every avenue available for expediting material requirements and the correction of casualties. (UNCLASSIFIED)

Annual Supply Inspection

As of 1 March, FY 65, Annual Supply Inspections have been conducted on approximately 65% of Pacific Fleet ships.

CINCPACFLTINST 5040.1 Subject "Inspections of Ships and Aircraft Squadrons of Pacific Fleet" pertaining to the conduct of annual supply inspections and audits of disbursing functions is being updated with the view toward establishing more standardization of inspection procedures between type commanders. As a result of trend analysis based upon standardized procedures it is expected that chronic problem areas can be isolated and more expeditious and positive corrective actions can be taken for the benefit of all Pacific Fleet ships.

The introduction of revised supply and accounting procedures to support the Standard Navy Maintenance Material Management Program on or about 1 July 1965 is expected to increase certain phases of supply inspections. Supply inspections are placing greater emphasis on determining the supply departments' readiness to support the ships primary missions. (UNCLASSIFIED)

Supply Operations Assistance Program (SOAP)

The Supply Operations Assistance Program (SOAP) for Pacific Fleet Ships continues to be highly successful and is contributing greatly to the improvement of inventories and control over repair parts aboard ships. COSALS are revised to reflect the large number of equipment changes during overhaul. Stock numbers that have changed since the ship's last SOAP are corrected. Stock records are corrected to agree with an accurate physical inventory. Spare parts no longer required because of equipment changes are off-loaded.

Plans are in being to implement a new computerized program on or about 1 July for the re-distribution within PACFLT of excesses uncovered at the time of a SOAP.

Regrettably, many SOAP deficiencies continue to be unfunded because of inadequate S&E funding in the fleet. As a consequence, ships leave SOAP without a full exploitation of the program's full potential for improving material readiness. (UNCLASSIFIED)

OTHER FLEET SUPPLY MATTERS

Stock Levels at WESTPAC NSDs and BASES

Policies set forth in OPNAVINST 4441.12 establish tighter controls over inventory levels at overseas bases and require that CINCPACFLT assume an expanded role in determining stock requirements at Pacific overseas bases. Action is now underway to identify and justify detailed stock requirements at major Pacific stock points to support contingency plans, various special requirements and insurance stocks to support vital base functions. Following identification of these requirements, action will be taken to reserve

specific stocks for stated purposes and all requirements will be made known to Navy inventory managers to support stock fund budget requests. (UNCLASSIFIED)

Standard Navy Maintenance and Material Management Program (3M).

During the past year the Pacific Fleet Supply response to the 3M program has been as follows: Constructive criticism was submitted in response to a BUSANDA proposal for an afloat supply system more responsive to the needs of maintenance. Pacific Fleet representatives participated in a policy conference in Washington that formulated the parameters for a working level group assigned to re-write afloat supply and accounting procedures. At the present time Pacific Fleet representatives are part of this working group. Significantly, the group has developed revised procedures for shipboard S&E accounting which will task Navy Regional Finance Centers to perform obligation and expenditure matching for ships.

The work group has also written the procedures for the establishment of a Supply Support Center aboard carriers and tenders to improve service to the maintenance effort. In addition procedures are nearing completion for a system to collect from ships effectively documented usage information. These developments show promise of improving shipboard material management. (UNCLASSIFIED)

HSA Saigon Supply Support

During the past year, resources required by HSAS in order to furnish adequate supply support to various forces in Vietnam have been steadily upgraded. Increased mission responsibilities and the constant increase in forces/levels supported have placed severe stress on HSAS resources. However, supply support commitments have been met.

In October 1964, the mission of HSAS was expanded to include limited supply support for provisions and fast moving common items to selected locations outside Saigon. Throughout the year HSAS stock levels have been increased as necessary.

As a necessary complement to increasing stock levels, warehouse capacity, including refrigerated storage for provisions, has been expanded. Stock fund allotments provided by Navy inventory managers have been augmented throughout the year and, with some short time exceptions, have been adequate to meet expanding support requirements.

Long order and shipping time for routine resupply of HSAS requirements continues to be the major impediment to rapid buildup of HSAS stocks. Actions to counter this problem have included raising the Force Activity Designator of HSAS to FAD II and installation of AUTODIN equipment of HSAS to expedite requisition transmission to NSC Oakland. In addition, special procedures have been established to permit HSAS to requisition material directly from NSDs Subic Bay and Yokosuka when such action is considered advantageous to HSAS. (CONFIDENTIAL)

POL Matters

Locanin Point, Republic of the Philippines

A contract was made with the International Oil Company to lease 270.0 MBBLS NSFO storage. This contract was modified to include a deep water mooring for AOs. These leased facilities partially alleviate the critical NSFO storage in the Philippine area. (CONFIDENTIAL)

Pacific Fleet POL Data Processing System

On 31 March, Phase II of the Pacific Fleet POL Data Processing System developed by the Planning Research Corporation under contract number: NONR-3725(00) will be turned over to CINCPACFLT.

This system is designed to handle the computation of requirements for all POL products used by ships and aircraft at any desired level of detail, (i. e. individual ship, task group, etc.), and for any time period, depending on the needs of the immediate user.

For example, the system can compute the expected consumption of AVGAS during the next 24 hours by the BENNINGTON if it is conducting ASW exercises; the NSFO consumption for Task Group G704 during the next 3 days if it is in transit at 16 knots; the expected total consumption of JP-5 by the 7th Fleet during the first 10 days following the implementation of a current OPLAN; or the PACFLT requirements of all bulk POL products for the Quarterly Employment Schedule. In addition, the requirements can be displayed by individual ship or aggregated by task group, logistic subarea, or fleet. For any of these aggregations the requirements may be displayed as time-phased requirements during time intervals of arbitrary duration. (CONFIDENTIAL)

THE RESALE PROGRAM

Commissary Store and Navy Exchange, Saigon

There has been a continual increase in resale support requirements in Vietnam. The Navy resale facilities in Saigon have been under pressure from other services to expand outside Saigon. CNO has recently authorized the establishment of exchanges at Bien Hoa and DaNang under the dominant user concept. Limited personnel and funds made it necessary to extract the maximum from Navy resources available in Saigon to carry out the assigned resale mission.

Average sales by Navy retail outlets in Saigon:

	FY 64	FY 65	% INCREASE
Navy Exchange	$827,000	1,354,000	64%
Commissary Store	$630,000	925,000	47%

(UNCLASSIFIED)

MILITARY ASSISTANCE PROGRAM (MAP)

Utilization of MAP Excess Repair Parts

Further utilization was made of Navy MAP excess repair parts when CHNAVSEC MAAG China redistributed excess repair parts valued at approximately $66,000 to other PACOM MAAGs. Since this program was formalized by CINCPACFLT in August 1964, transfer of excess repair parts to PACOM MAAGs have exceeded $170,000. (UNCLASSIFIED)

Support of MAP furnished PGMs in Vietnam.

Because of design and supply support problems associated with the MAP furnished PGMs in Vietnam, COMUSMACV recommended supply and maintenance representatives from CINCPACFLT, BUSHIPS, BUSANDA and NSC Bayonne visit Saigon in an effort to resolve the problems associated with PGMs.

From this visit it was determined that most supply support problems resulted from a lack of proper identification of repair parts for Mercedes-Benz engines and from excessively long supply channels for replacement parts. As a result of these observations, SPCC is publishing revised PGM allowance lists with the correct technical identification data. Prior to publication, COMUSMACV provided detailed recommended changes to the PGM allowance lists. Reduction of the excessively long supply channels was accomplished by developing procedures which allows COMUSMACV to requisition Mercedes-Benz repair parts direct from the Navy Purchasing Office, London. (CONFIDENTIAL)

PART IX

CONFIDENTIAL

FLEET MAINTENANCE

GENERAL

The material condition of the Pacific Fleet ships is considered to be medium, based on a scale of high, medium, low and not ready. Despite the substitute of new ships for old ones, the replacement of obsolete equipment with new more effective type in older ships and the careful adherence to the thorough overhaul concept it has not been possible to improve the overall material condition of the Pacific Fleet ships over that reported last year.

The ever-increasing age of our ships, a slow decline in maintenance know-how of personnel, lack of sufficient funds for repairs and S and E, and ever-increasing tempo of operations resulting in less maintenance time have all thwarted our efforts to improve.

IMPROVEMENTS

Despite the lack of overall improvement in material condition of the Pacific Fleet ships some improvements have been made and are highlighted below:

a. The new construction/conversion program has added to the fleet the USS REEVES (DLG 24), USS CHICAGO (CG 11), USS RICHMOND K TURNER (DLG 20), USS COCHRANE (DDG 21), USS MARS (AFS 1), USS SACRAMENTO (AOE 1), USS SIMON LAKE (AS 33), DANIEL BOONE (SSBN 629), and STONEWALL JACKSON (SSBN 634). In addition, the following ships completed the fleet rehabilitation and modernization program: NAVARRO (APA 215), HORNET (CVA 12), SOUTHERLAND (DD 743), MCKEAN (DD 784), D. J. BUCKLEY (DD 808), HANSON (DD 823), H. J. THOMAS (DD 833), EPPERSON (DD 719), and SALMON (SS 573).

b. The Planned Maintenance System has been installed in a number of Pacific Fleet ships. Although it is too early to evaluate the overall results of this program the preliminary indications are that an improvement in material condition will result.

c. Because of the number of serious boiler casualties experienced during the past year, a boiler improvement program has been initiated which includes inspections of all 1200 PSI boilers by qualified inspection teams, increased utilization of schools, such as COMCRUDESPAC's Engineering School and increased command attention to the operation and maintenance of ship's boilers.

DEFICIENCIES

The lack of improvement in the material condition of the Pacific Fleet ships can be directly attributable to three factors; namely,

lack of trained and experienced engineering personnel, lack of sufficient funds and lack of material. To illustrate each of these conditions, the following examples are cited:

a. The recent boiler casualties experienced by USS RANGER (CVA 61) resulted in the loss of almost two months operating time in WESTPAC. A contributing cause of the failure was a lack of knowledge on the part of the engineering personnel of the proper operating and maintenance procedures to follow.

b. The current deficit in RA/TA funds will require that only the most urgent of repairs be undertaken. Equipment which is marginal in performance will not be repaired with the ultimate failure in all probability being more serious and costly in time and money to repair.

c. USS RANGER (CVA 61) operating in WESTPAC currently has two aircraft elevators operating at 75% rated speed due to the failure of two of the hydraulic pumps. Parts for repairs to these pumps were not readily available in the supply system. Parts for one of the pumps must be manufactured and for the other cannibalized. The result of this lack of material has been that the RANGER has been forced to operate at reduced capability for over 100 days.

MATERIAL CONDITION BY TYPES

NAVAIRPAC. The overall condition of NAVAIRPAC ships must be considered below medium. This is a reduction since the last report in which the general overall rating was considered medium.

Deficiencies

a. As previously mentioned RANGER was unable to perform her assigned tasks in WESTPAC for a period of greater than two months due to cracking in the superheater headers, baked-on sludge in the generating tubes and a number of tube ruptures.

b. During transit to WESTPAC of USS CORAL SEA (CVA 43), it was necessary to delay in Pearl Harbor for approximately three weeks to accomplish acid cleaning of 11 of the 12 boilers due to the formation of excess scale in the generating tubes. In addition, it was found necessary to replace all the packing in one of the four main condensers and repair leaking tubes in another.

c. USS HANCOCK (CVA 19) has experienced a number of leaks in superheater headers. Fortunately, repairs have been effected without loss of operating time.

d. Although Service Change 192 (glueing phenolic spacers to the sheaves) and Service Change 216 (providing a smooth weldment surface and true and paralled surfaces on the frame) have resulted in a reduction in the number of arresting gear casualties, the problem is still not solved.

e. Discovery of cracks in the turbine casing of CORAL SEA and MIDWAY required considerable time and funds to repair. As a result, time for training was lost with the ultimate result that overall readiness was reduced.

f. Radiograph inspection of the downcomer welds on USS KITTY HAWK (CVA 63) and USS CONSTELLATION (CVA 64) revealed weld defects of such severity that replacement of the weld is indicated. Again, costly and time-consuming repairs will have to be made resulting in loss of operating time and a degradation in overall readiness.

g. The overall state of electronics material readiness continues to remain low. Lack of funds for critical spare parts coupled with a critical deficiency of electronics technicians prevents any significant improvement in this area.

h. O2N2 plants in CVA (as well as CG and AS) have been unreliable. The time required to restore these plants is excessive and ship's force has frequently required vendor assistance. A team from the Machinery Maintenance Engineering Center has been assigned to PACFLT to determine corrective measures required to train personnel in maintenance and operation of O2N2 plants.

Accomplishments

a. In an effort to alleviate some of the aforementioned problems COMNAVAIRPAC has instituted several programs. These include greater utilization of engineering schools to develop engineering personnel operating and maintenance skills, installation of the planned ship's maintenance program and the establishment of a ship's advisory field team to provide technical assistance to all carriers. (UNCLASSIFIED)

COMCRUDESPAC. The overall material condition of the CRUDESPAC ships is considered to be medium. Lack of sufficient funds have precluded any improvement.

Deficiencies

a. Boiler difficulties have been experienced in the operation and maintenance of 1200 PSI boilers. Frequent tube failure has resulted in a curtailment of the mobility of some ships and in the case of one ship has caused loss of life. Repairs are costly and, in general, time consuming with shore or repair ship facilities being required.

b. Excessive heat in electronics equipment spaces has been experienced by ships deployed in the SouthEast Asia area. Installation of air conditioners for major electronics equipment is being implemented by the Bureau of Ships on a permanent basis and through the use of the Subic air conditioning pool on a temporary basis.

c. Most of the ships do not meet the crypto systems installation criteria established by the Bureau of Ships and Chief of Naval Operations. Corrective measures are costly and time-consuming and will not be accomplished in most ships this year due to the paucity of fleet funds.

d. Delays and faulty workmanship in the electronics restoration module repair/replacement program have had a major effect on UMF readiness, and for SRT-16 equipped ships on the UF readiness.

e. The positioning of peculiar repair parts near the point of use has reduced the overall down time of many weapon and detection systems. However, some equipments continue to present support problems. These include: AN/SPS 29,39,40 radars; AN/SPG 49B FC radars; AN/WLR 1A ECM receivers; and AN/URC 32 radio transmitter.

f. The inadequate number of experienced electronics technicians is the primary single factor contributing to the low material readiness of electronic equipment not only in the destroyer force but in all ships in the Pacific Fleet.

g. Projections of the foreseeable future indicate the ET situation will further deteriorate. At this time very little hope can be drawn from corrective measures planned.

Accomplishments

a. USS BRONSTEIN (DE 1037) reached an acceptable technical level with the AN/SQS 26 sonar within the currently installed design parameters. It is now within the capabilities of currently assigned personnel to maintain the equipment with a significantly high availability, albeit full employment of available enlisted technicians on a shift basis is required.

b. Twenty-four ships (93%) have completed Series I Field Change and Twenty-three ships (89%) have completed Series II Field Change to the AN/SPS 39/39A/42 radars. These Field Change Series increase radar reliability.

c. The reliability of the AN/SPS 40 radar has been improved by the installation in a number of the ships of Field Change 11 and 12 which improved the reliability in receiver and control circuits and in the intermediate power amplifier of the transmitter section. The first two with these installations which deployed in June have reported only one casualty (not associated with Field Change 11 or 12).

d. Increased emphasis is being placed on operation and maintenance of boilers. Greater utilization of schools is being implemented. In addition, boiler inspection teams have been organized and qualified to perform inspections. All WESTPAC deploying ships are given a thorough inspection. All deficiencies of substance are corrected. (UNCLASSIFIED)

COMSUBPAC. The overall material condition of SUBPAC ships is considered high. Such a rating must however, be tempered by the fact that all deep diving submarines have been restricted to an operating depth of 500 feet. Removal of this restriction requires completion of the sub-safe work package and certification by the Bureau of Ships. This program is expected to require until FY 1970 to complete.

Deficiencies

a. A lack of sufficient labor force at Pearl Harbor Naval Shipyard precludes the assignment of all Pearl based submarines to this yard for overhaul. This results in a lowering of morale and some loss in operating time.

b. The trend of overhaul costs continues to rise due to the aging condition of basic systems in World War II ships and the complicated systems on new high performance submarines. This fact must be recognized in future allocations of funds for submarine overhauls.

c. In addition to rising costs additional time is now required to complete submarine overhauls. Improved methods of overhaul and faster deliveries of critical materials are required in order to shorten the overhaul time. In this connection high quality material such as K-Monel and acceptable radiographed castings are difficult to obtain in a timely manner.

d. The procurement of repair parts, especially for high pressure air compressors, air and hydraulic systems valves, main engines and the BQQ-2 sonar system, is not adequate to maintain wartime potential

Accomplishments

a. The first complete sub-safe overhaul of the Pacific Fleet high performance submarine USS BARBEL (SS 580) is nearing completion at Puget Sound Naval Shipyard. It is expected that certification will be accomplished and the depth restriction lifted.

b. USS NEREUS (AS 17) has received all test equipment, handling gear and publications for support of SUBROC. In addition, both USS SPERRY (ASR) and NEREUS are now capable of supporting the torpedo MK 45 (ASTOR).

c. The Fleet Submarine Training Facility, Pearl Harbor is completed. Courses of instruction are being conducted for diesel and nuclear submarine personnel.

(UNCLASSIFIED)

COMPHIBPAC. The overall material condition of PHIBPAC ships is considered to be medium

Deficiencies

a. The inability to rapidly procure repair parts and materials results in slow corrective action of many ship casualties affecting operational readiness.

b. Lack of proper ventilation and air conditioning in electronics spaces has been emphasized by a heavy increase in casualty reports experienced by PHIBPAC ships operating in WESTPAC. In addition, lack of air conditioning in crew and troop living compartments has imposed considerable hardships on personnel during prolonged operations in tropical climates.

c. A review of Ship Type Electronics Plans for PHIBPAC ships indicates equipment requirements are not being fully met. At times obsolete equipment beyond economical repair are overhauled and remain on board. Approved ship alterations are not accomplished during overhauls because of non-availability of certain equipment.

d. Continued excessive use of overage LCM's and LCVP's is increasing the boat depreciation and results in excessive funding for repairs. The boat building program will not rectify this condition for several years.

Accomplishments

a. With the completion of the overhaul of USS SNOHOMISH COUNTY (LST 1126) in October 1964, 12 out of 13 PHIBPAC 542 Class LST have received the FRAM II conversion overhaul.

(UNCLASSIFIED)

b. The planned maintenance system for all machinery/electrical equipment has been installed on two prototype ships. USS OUTAGMIE COUNTY (LST 1073), for LST 542 Class, received the system in August 1964 and USS THOMASTON (LSD 28), for LSD 28 Class, on 1 October 1964.

c. Additional spot air conditioners are being procured for the Subic air conditioner pool. These additions will make it possible to air condition all ships of the deployed PHIBRON.

COMSERVPAC. The overall material condition of SERVPAC ships is medium. A higher state of material readiness is difficult to attain due to the age of the ships in the force and inadequacy of funds.

Deficiencies

a. Major work is required to improve reliability of main motors and generators on several of the diesel electric driven ships. For example, AOG and ATF types require extensive work in this respect.

b. Although efforts are underway to replace old and obsolete gasoline driven salvage equipment with new diesel equipment, this program will take 3 years to complete.

c. Clayton auxiliary boiler casualties have been a continuing problem in ARS because of a high incidence of heating coil failures. Improved operating procedures have been prescribed by NBTL, but beneficial results, if any, will not be known for some time.

d. Difficulty has been experienced in obtaining satisfactory performance in parallel operation of the generators in USS CALIENTE (AO 53). It was necessary to return the ship from a WESTPAC deployment to Long Beach Naval Shipyard for repairs. A temporary fix has been effected. BUSHIPS is attempting to develop a permanent fix.

Accomplishments

a. Main engine reliability in ATF has been improved by accomplishment of an alteration equivalent to a repair (AER) which improves lubrication to the forward gear train. A second AER modifies the main bearing caps to prevent the bearing shell from rotating with the shaft journal

b. Greater emphasis is being placed on thorough overhauls for ships in the Force. Positive action is being taken during screening of ship work requests and again at the overhaul arrival conference, to insure complete and adequate coverage of hull, machinery, electrical and weapons system and components. (UNCLASSIFIED)

c. A concerted effort is being made to improve the repair capabilities of AR by gradual replacement of machine tools certified to be beyond economical repair. (UNCLASSIFIED)

COMINPAC. The overall material condition of MINPAC ships is medium. The primary reason for lack of improvement is in a large measure due to inadequate repair parts support for the Packard engines as noted below.

Deficiencies

a. Inadequate repair parts support for the 1D-1700 Packard engines continues to be a major problem in this Force and results in MINPAC MSO and Class 121 and 190 MSC being "Unsatisfactory" for limited war. The Ships Parts Control Center, Mechanicsburg has exerted ever effort to resolve this deficiency and has on hand or on order $4.5 million in Packard parts. Considerable improvement has been made in the availablity of total requirements, yet adequate repair parts are not on hand to reestablish the routine 5000 hour engine overhaul program. Critical deficiencies consist of such items as manifold assemblies, connectors, crankshafts, camshaft bolts, and damper assemblies. Production difficulties have resulted in failure to meet projected September 1964 delivery dates. Adequate quantities of pistons, heads and blocks are now on hand. However, the first engine block from new production installed in USS BULWARK (MSO 425) failed. A preliminary investigation by COMINLANT indicated the presence of casting flaws. An X-ray inspection of 11 blocks on hand at NSC, [illegible] Beach indicated all are in satisfactory condition for installation.

b. The inadequate S& E funding situation continues to jeopardize supply readiness. Supplemental funding at the end of FY 64 limited the projected Force dificit in equipage and repair parts (range only) to $825,930 vice the $1,480,637 previously forecasted. Based on current funding level, the projected inventory drawdown for FY 65 is $1,899,210. Deployment readiness of the MSO divisions will be seriously hampered unless additional funds are forthcoming.

c. USS ALBATROSS (MSC 289) and USS GANNET (MSC 290) have suffered major reduction gear casualties. The reduction gears are manufactured by Western Gear Company. Contract delivery dates for required part numbered items are such that both ships were out of operation until 30 November 1964, a period of approximately two and a half months.

d. The two 3D-1700 Curtis-Wright engines installed in USS LOYALTY (MSO 457) have had five major casualties in the past four months. These engines were installed in a test program, seeking a reliable replacement engine for the Packard 1D-1700. LOYALTY was outfitted with repair parts required for one engine overhaul in June 1964. Two full sets of repair kits have been requisitioned since then to cover requirements resulting from subsequent casualties. System stocks have been exhausted for several items. Contractor delivery dates for new production items extend from 12 to 18 months. COMINPAC has provided SPCC with an estimate of projected FY66 requirements.

Accomplishments

a. The spectrographic lube oil and analysis program has now been in use on all MSO for 12 months. This program has proven to be outstanding in providing warning of impending casualties from the lube oil analysis. This program has prevented major casualties with consequent savings in material and manpower.

WESTPAC MAINTENANCE SUPPORT

Maintenance support for SEVENTH Fleet is furnished by Ship Repair Facilities at Yokosuka, Subic Bay and Guam; Ship Repair Department of Fleet Activities, Sasebo; and two AR and one AD. A second AD is retained in Pearl Harbor in a ready status to sail to WESTPAC if needed.

The level of employment in WESTPAC repair activities are shown in the tabulation below:

TOTAL NON-MILITARY EMPLOYMENT DURING PERIOD INDICATED

	JUNE 1964	JAN 1965
GUAM	1054	838
SUBIC	1887	1983
SASEBO	338	328
YOKOSUKA	2687	2349

The following paragraphs summarize the highlights of the year at each activity:

a. Yokosuka. The Ship Repair Facility at Yokosuka continued to provide outstanding support to the SEVENTH Fleet, particularly in repairing damage in a minimum of time. An example of this type of service was the extensive repairs completed on all eight boilers on RANGER in a most expeditious and thorough manner. In addition, the job of complete rehabilitation of USNS CARD, which had been damaged at Saigon, was completed in a shorter time and at less cost than had been thought possible.

b. Sasebo. The Ship Repair Department in Sasebo is strategically located for emergency repairs to SEVENTH Fleet ships and for the home-porting of the SEVENTH Fleet minesweepers. Through the supplementary use of local contractors, emergency repairs to all types of naval ships is possible. As a result of Flow of Gold considerations, the employment level at SRD Sasebo was reduced at the end of FY 64. Operations during FY 65 have shown that no further cut in manpower is possible without seriously jeopardizing the ability of SRF Sasebo to perform its mission.

c. Guam. Completion of the overhaul and conversion of the AFDM 8 and the loss of the overhauls and repair work on the BRISTER and HAVERFIELD due to their inactivation have substantially reduced the workload that can be assigned to the Ship Repair Facility Guam.

It is considered necessary to maintain the SRF in viable condition against the day of need. Workload is necessary to the continued essential existence of the SRF. Action to alleviate fully this low workload problem has not been possible. Action will be continued in an effort to find and assign work to SRF Guam to sustain a proper level of workforce.

d. Subic. The increased tension in Southeast Asia and the resultant concentration of SEVENTH Fleet ships in that area has caused the workload to increase at the Ship Repair Facility to such proportions that relief had to be obtained. The hiring and retention of 200 temporary employees for an indefinite period has been approved. Growing programs such as PTF overhaul and maintenance and repair of Army forward floating depot ships, to name a few, will also continue to increase the demands placed on SRF Subic. Additional men, money and material will be required and are being requested.

FUNDING

Fiscal year 1965 has been strewn with trials and tribulations due to the lack of sufficient funds to adequately carry on fleet operations with the desired degree of readiness. Each major funding program is discussed below

a. Overhaul. The regular overhaul of 110 active Pacific Fleet ships is relatively assured. Thorough but austere overhauls will be performed on most, if not all, ships in the current overhaul schedules.

b. Restriction and Technical Availability. The current Pacific Fleet deficit in the restricted and technical availability program is approximately $8,000,000 with no relief in sight. If additional funds cannot be made available from some other source or program it is estimated that the resources will be depleted in early April. Unless additional funds are provided from other than fleet resources, fourth quarter industrial repairs will be grossly reduced.

c. Sub-Safe. Necessary repairs to submarine vital systems will be completed on those submarines scheduled for the sub-safe package. Upon completion of the sub-safe package BUSHIPS certification will be obtained.

d. FRAM. It is uncertain whether all FRAMs currently scheduled will be completed and repairs accomplished in accordance with the FRAM concept. The possibility exists that one FRAM may be deferred to provide some relief in either the restricted availability or the supplies and equipage program. (CONFIDENTIAL)

e. Supplies and Equipage. Insufficient funds have been received in this program to cover even consumption requirements. Consequently, shipboard inventories are going to be reduced even further. The inventory shortage as of 1 July 1964 was computed at $22,378,000. (CONFIDENTIAL)

f. BUSHIPS Station Operations & TAD. Based on mid-year review information, all mandatory requirements will be funded. (CONFIDENTIAL)

g DIRFLDSUPPACT Station Operations. Essentially, all activity craft overhauls have been funded this year; however, approximately $300,000 of necessary day-to-day maintenance has had to be deferred due to a lack of funds. (CONFIDENTIAL)

To summarize, it appears that all of the PACFLT programs are austerely funded with the exception of the restricted and technical availability program, supplies and equipage program and possibly the overhaul program. A deficit of approximately $25,000,000 for current requirements is forecast with an additional $22,378,000 deficit for shipboard inventories. (CONFIDENTIAL)

SALVAGE

During the period 27 Jun 1964 to 30 March the following salvage operations were conducted:

22-25 Jun 64

USS HITCHITI (ATF 103) salvaged a USN F-8 Aircraft in 70 feet of water at Sagami Wan. (UNCLASSIFIED)

7 Jun -11 Jul 1964

USS TAWASA (ATF 92) assisted a crew from USS PIEDMONT (AD 17) in moving SS A&J MID AMERICA from Saigon, where it had been abandoned to Hong Kong. (CONFIDENTIAL)

2-5 Jul 1964

USS SAFEGUARD (ARS 25) refloated KOEI MARU, a Bonin Island group fishing vessel at Haha Shima. (UNCLASSIFIED)

SECRET

16-17 Jul 1964

USS COCOPA (ATF 101) salvaged LCU 1619 which had beached at San Clemente Island. (UNCLASSIFIED)

26-28 Jul 1964

SAFEGUARD refloated USS WEISS (APD 135) and USS TAWASA (ATF 92) which had grounded in Buckner Bay. WEISS grounded during a storm. TAWASA grounded in attempting to refloat WEISS. (CONFIDENTIAL)

10-14 Jan 1965

USS BOLSTER (ARS 38) was diverted to Wake Island to recover a C 133 Aircraft which had crashed after take-off. Search and recovery was unfruitful because of extreme depth of water. (CONFIDENTIAL)

22-23 Jan 1965

USS DELIVER (ARS 23) was diverted to salvage SS **SAN NICOLA,** a Greek Liberty Ship bound for Taiwan. However, damage was so extensive that **SAN NICOLA** sank shortly after arrival of DELIVER. (UNCLASSIFIED)

16-19 Feb 1965

RAJAH SOLIMAN RPS 66 (EX APD 40), which capsized and sank at Mariveles Bataan during **Typhoon WINNIE** in mid-1964, was righted and raised by USS BOLSTER (ARS 38), USS GRASP (ARS 24), two leased Royal Navy lift craft and other forces. (CONFIDENTIAL)

CINCPACFLT does not have an appreciable capability for harbor/river clearance. Opening of a channel such as the channel to Saigon in the event of blockage cannot be accomplished in any reasonable length of time unless heavy lift craft, a harbor clearance unit and harbor clearance unit support craft are made available. (SECRET)

Salvage ships (ARS) are in a high state of material readiness with the exception of the obsolete WWII salvage machinery. This machinery is being replaced by diesel "Power pack" equipment in 5 of 8 ARS. The three ARS without this equipment will have a marginal salvage capability until replacement is effected. An ARS FRAM program is required since these are old ships and will remain in service for a number of years. They will be supplemented by the recently designed new construction ATS, the first of which has now been authorized. (CONFIDENTIAL)

Formal training of salvage officers is unsatisfactory. The training offered at the Deep Sea Diving School, Washington, D.C., must be reoriented to provide adequate salvage training. (CONFIDENTIAL)

PART X

FLEET PERSONNEL

GENERAL

During the period 30 May 1964 to 30 March 1965 there was no appreciable change in the general personnel situation within the Fleet. Shortages continue to exist in the "critical" enlisted ratings, particularly at the supervisory level, and in officer ranks of LT and LCDR. The reenlistment rate continues to drop despite accelerated and sustained efforts to increase the retention rate. (UNCLASSIFIED)

CONTINUING PROBLEMS

a. Since the last reporting period there have been two significant changes to enlisted distribution within the Fleet. Firstly, BUPERS assumed the detailing of all Senior and Master Chief Petty Officers. Secondly, in an effort to respond rapidly to Fleet personnel matters, CINCPACFLT assumed direct control of enlisted distribution responsibilities.

b. The Pacific Fleet as of 31 January 1965 has 96% of its total enlisted allowance and is in excess of 100% of overall allowed officer strength. Serious shortages continue to exist within certain ratings and grades necessary to man individual Fleet units.

c. Every effort is expended to man Fleet operating units as the best possible levels. Consequently, the burden of the shortages is placed upon Fleet Shore and overseas bases and activities where a specified tour length adds a stability factor not common to the operating units.

d. The shortages of supervisory personnel preclude manning at levels necessary for optimum maintenance and training.

e. Augmentation of ratings is being accomplished by distributing designated strikers as PO3.

f. Explosive Ordnance Disposal (EOD) personnel shortages have prevailed throughout the period.

g. The shortage of LT and LCDR necessitates that junior officers assume responsibilities for which they are not actually qualified, especially in the 11XX and 13XX categories, thus reducing the experience level of officers assigned to the operating forces.

(UNCLASSIFIED)

h. Requirements levied on PACFLT by BUPERS for new construction and nuclear power training have further reduced the availabilities of supervisory pay grades (E-5 and above) to operating units. (UNCLASSIFIED)

i. In the event of hostilities, PACFLT will be unable to meet augmentation requirements for SEVENTHFLT without imposing a burden on other Fleet units or support activities ashore, unless mobilization is implemented. (CONFIDENTIAL)

j. The shortage of ST rates has been a continuous thorn in our side. As brought out in the ASW Personnel Conference early last year, the reenlistment rate for the entire ST rating is only 23% and much of this is due to the high (nearly 51%) reenlistment rate in the submarine forces. One factor contributing to the low retention is that these highly trained personnel are prime subjects of recruitment by civilian industry. Additionally, other technical ratings in the Navy offer a more attractive sea/shore rotation and, consequently, a more stable home life. (UNCLASSIFIED)

k. Inadequate manning in the ET rating, particularly in the supervisory pay grades, is an equally vexing problem. As of 31 January 1965, PACFLT on board count was short 1270 ET supervisors (E5, E6 and E7). This represents a shortage of 45.7% of allowance. This shortage prevents PACFLT ships achieving a satisfactory level of electronics material readiness and significantly contributes to the high rate of shipboard electronics casualties, as well as the excessive time required to restore them. Because there appears to be no alternative available, CINCPACFLT, reluctantly, has recently concurred in a BUSHIPS recommendation to use contract technicians until adequate military technicians are available. (UNCLASSIFIED)

l. In looking ahead to the 1970 era it is envisioned that the forces afloat will require a substantial manpower increase. If the Navy's present authorized strength is not increased, the training base for the future Navy cannot be filled without seriously reducing the manning of existing activities, or the disestablishment of some of them. The quotas to fill training requirements for such programs as guided missiles, nuclear power and operational control centers within present personnel ceilings can be met only at the expense of other activities. This creates an unacceptable level of readiness throughout the Fleet (UNCLASSIFIED)

STRENGTH

DATE	ALW OFF/ENL	ONBD OFF/ENL	% OFF/ENL
30 Apr 64	19460/186642	20681/177109	106/94
31 Dec 64	20389/182105	21145/175804	104/96
Increase/ Decrease	+929/-4537	+464/-1305	

QUALITY	ALW 30 Apr 64/ 31 Dec 64	ONBD 30 Apr 64/ 31 Dec 64	% 30 Apr 64/ 31 Dec 64
POCM	968/1005	769/801	79/80
POCS	1977/2401	1771/2122	90/88
POC	10382/11483	9615/10194	93/89
PO1	25074/24946	19258/19144	77/77
PO2	34425/34124	28878/28240	84/83
PO3	44722/44408	43189/43497	97/98
DESIGNATED STRIKERS	11763/12059	19963/20543	170/170
NONRATED OTHER THAN STRIKERS	57331/56354	53673/51263	94/91
TOTAL	186642/182105	177109/175804	94/96

a. Based on presently authorized allowances it would appear that the overall enlisted strength is within 4% of requirements; however, CINCPACFLT has requests for 5,624 additional billets outstanding thru 26 February 1965, which have not been authorized because of personnel ceilings. These requests are indicative of urgent personnel requirements going unfilled in the Fleet. Additionally, a recent reduction of 353 billets was imposed by CNO on PACFLT support activities as part of a "reprogramming" of billets to the training lines of the MARP. This overall quantitative shortage is compounded by the following factor:

(1) Continuing shortage in the senior supervisory (quality) level.

PACFLT DISTRIBUTABLE SUPERVISORS

DATE	ALW	COB	%
31 Dec 64	69284	56491	82

b. The overall quality comparison may be broken down into individual ratings. Data regarding the number of distributables in PACFLT in the more critical ratings is tabulated below:

	CRITICAL RATINGS	
RATE	% OF ALL E5 - E9	OVERALL % OF ALL INCLUDING STRIKERS
ST	62.3	77.6
MT	62.9	74.7
ET	55.8	83.4
DM	69.6	102.9
DS	60.7	121.2
AX	68.2	94.6
AZ	40.3	72.7
IC	73.6	93.5
PM	72.3	113.0
DC	74.1	77.6

Although the ratings listed above are some of the more critical ratings, the pattern remains the same in most other, i.e. extreme shortages of petty officers, compensated for by the assignment of large numbers of designated strikers. Unfortunately, the overall strength of 96% of allowance provides neither an adequate number of trainees, the experience level, nor the supervisory strength necessary for the desired degree of training and maintenance within the Fleet.

REENLISTMENT STATISTICS

a. The overall reenlistment trend has steadily declined. First cruise reenlistments have declined, while career reenlistments have increased from 74% to 89%. This may be due in part to increased compensation authorized in the recent past. Command attention must continue to be given to leadership, utilization of Leadership Development/Enlisted Retention Teams and STAR and SCORE programs, since these are prime movers in improving retention.

PACFLT CUMULATIVE PERCENTAGES (REENLISTMENTS) (30 JUN 64 THRU 31 DEC 64)

COMPOSITE	FIRST TERMERS	CAREER	OVERALL
SUBPAC	15	82	31
SUBS ONLY	39	80	53
MINPAC	16	65	28
AIRPAC	9	74	19
PHIBPAC	11	73	20
CRUDESPAC	10	83	19
SERVPAC	11	65	19
TRAPAC	38	94	70
TOTAL PACFLT	12	89	26

ENLISTED DISTRIBUTION. The continuing shortage of personnel imposes the following adverse effects upon the Fleet:

a. Shortages in certain key rates frequently necessitate replacement of "short-timer" personnel in units preparing to rotate to duty with the SEVENTH Fleet. This further increases personnel instability, with inevitable adverse effects upon reenlistment.

b. Continued shortages in supervisory technical personnel (PO2 and above) reduce maintenance and training levels. Coupled with austere funds for training, this generates an increased need for shipboard training programs.

c. The current shortage in non-rated personnel for on-the-job training lessens the potential that shipboard training programs have for alleviating the shortage of supervisory personnel, which in turn will generate higher future demands on shore based schooling. (UNCLASSIFIED)

LEADERSHIP

The ability of the Pacific Fleet units in Southeast Asia to respond to the wartime situation they now encounter, with precision and effectiveness, is a vivid demonstration of leadership at the unit level. This response is in spite of the severe handicap imposed on the various units by the current acute shortage of seasoned career personnel available to man operational ships and aircraft squadrons.

The status of leadership improvement within the Fleet is one of steady growth, with emphasis on the development, within each unit, of a Command Atmosphere that is conducive to the realization of individual abilities and strengths in an environment of military effectiveness. The disestablishment of the BUPERS Leadership Field Teams has not lessened the importance of training in the area of Leadership Development.

The establishment of the Enlisted Retention/Leadership Development billets within the Pacific Fleet military chain of command has focused attention and emphasis on the problem of personnel retention. Today, within the Pacific Fleet, the climate suitable for enlisted retention is being enhanced by concentration on the development of a local command atmosphere conducive to personal development and by the emphasis being placed on individual career counseling. (UNCLASSIFIED)

PART VI

FIELD MEDICAL

FACILITIES

The 100 bed station hospital at Headquarters Support Activity, Saigon has been undergoing several improvements during the past six months which, when completed, will make for better and more efficient patient care; however, it has some structural defects that are not capable of correction. Present plans call for conversion of U. S. dependents' school building for a new U. S. Army hospital facility. Upon completion of the U. S. Army hospital, the U. S. Naval Station Hospital, Saigon, should be phased out, and the medical personnel redistributed to under-staffed Pacific Fleet and Fleet Marine Force, Pacific units. (CONFIDENTIAL)

Pacific Fleet ability to provide medical support for an amphibious assault operation continues to be hampered by not having a hospital ship (AH) available. (CONFIDENTIAL)

All medical facilities in the Pacific Fleet except Saigon have been fairly stable during the past 12 months. (UNCLASSIFIED)

A Naval Medical Supply Advisory team has completed 240 days temporary additional duty (TAD) with the United States Operations Mission/Agency for International Development (USOM/AID) in Saigon. The team was sent to establish an effective supply system operations for USOM/AID. The team originally consisting of 2 Medical Service Corps (MSC) officers and 6 Hospital Corpsmen (HM's) was reduced to 1 MSC officer and 2 HM's after 60 days TAD. This team did an outstanding job in the accomplishment of its task. (UNCLASSIFIED)

MEDICAL DEPARTMENT PERSONNEL

The strength of Medical Department personnel in the Pacific Fleet has been stable during the past year; however, there is a shortage of medical personnel in the Fleet Marine Force, Pacific (FMFPAC). There is also a shortage of adequately trained specialists in surgery for duty on amphibious vessels and with FMFPAC. FMFPAC has requested that corrective procedures be instituted to bring its units to 85% of Table of Organization (TO) allowance. (CONFIDENTIAL)

Pacific Fleet Medical Department personnel strength as of 31 Jan 1965:

Medical Corps	372
Medical Service Corps and Medical Service Warrant	152
Nurse Corps	173
Enlisted Hospital Corps	4,388

HEALTH

The general health of Pacific Fleet Personnel during the past 12 months has been excellent.

CONTROL OF DISEASE

No unusual incidence of disease occurred in the Pacific Fleet during the past 12 months. Several ships experienced brief outbreaks of dysentery among the crew. All outbreaks were promptly controlled by medical department personnel on vessels, with investigative support by shore medical facilities and Preventive Medicine Unit No. 5 in San Diego and Preventive Medicine Unit No. 6 in Pearl Harbor.

The program for prevention of disease by immunization of personnel entering geographical areas of Southeast Asia (SEASIA) and the Western Pacific (WESTPAC), in which endemic diseases are prevalent, is being continued.

SEASIA is still considered a plague area; therefore, reimmunization every 4 months is required.

NAVMEDRSCHU 2, NAVPVNTMEDU 5, and NAVPVNTMEDU 6 continue to provide valuable assistance in the diagnosis, prevention, and control of disease in the Pacific Fleet. Additionally, NAVMEDRESCHU 2 and NAVPVNTMEDU 6 have provided assistance to the Trust Territory of the Pacific Islands and countries of SEASIA.

MEDICAL INTELLIGENCE

The Fleet Medical Office continues to provide medical briefings to Medical Department personnel of ships enroute to WESTPAC and SEASIA. Additionally, all Senior Medical Officers enroute to WESTPAC and all Medical Officers enroute to SEASIA are briefed prior to continuation of travel to their respective area of duty.

PART XII

FLEET DENTAL

DENTAL SUPPORT

Dental support was provided to the operating forces of the U. S. Pacific Fleet by approximately 381 Dental Officers, 8 Medical Service Corps Officers and 600 Dental Technicians. These officers and men operated 111 dental treatment facilities afloat and ashore in 14 subordinate commands. Approximately 124 of the dental officers were in ships, 152 in shore activities and 105 in Fleet Units; such as FMFPAC, MCBs and Naval Air Units. The Navy has additional responsibility to provide dental care for all United States Military Advisory Groups in the Pacific Area. Navy dental facilities are maintained for this purpose at Taipei, Saigon, Bangkok and Chinhae.

STAFF VISITS AND INSPECTIONS

Dental Facilities Afloat

The Fleet Dental Officer made familiarization visits to the Dental Departments of 3 COMSERVPAC and 1 COMCRUDESPAC ships. The Fleet Dental Officer briefed and debriefed Heads of Dental Departments of all ships that put into Pearl Harbor.

Dental Facilities Ashore

The Fleet Dental Officer and the Dental Administrative Officer made a staff visit to JUSMAG, Bangkok, Thailand and Headquarters Support Activity, Saigon, Republic of Vietnam from 11-25 September 1964. During the period from 4-18 November 1964 the Fleet Dental Officer, accompanied by his Administrative Assistant, conducted a survey of dental facilities within the FOURTEENTH Naval District as members of the Navy Inspector General's team. The Fleet Dental Officer and the Dental Administrative Officer also made staff visits to the dental facilities of the Naval Amphibious Base, Coronado; Naval Air Station, North Island; Naval Anti-Submarine Warfare School, San Diego; and the Naval Dental Clinic, Long Beach during the period from 8-16 February 1965.

MAJOR CHANGES

No major changes have occurred during the period of this report.

MEASURES TAKEN TO IMPROVE DENTAL SUPPORT

The Fleet Dental Officer conferred with Staff Dental Officers of COMNAVAIRPAC, COMCRUDESPAC and COMPHIBPAC. Emphasis was placed on greater efficiency in the management of professional manpower and increased productivity.

Recommended the number of dental spaces authorized in the Joint Table of Distribution for JUSMAG Thailand be increased to three dental officers and five dental technicians.

Recommended relocation of the JUSMAG Thailand dental facility to more adequate spaces.

Plans were initiated to expand the HEDSUPPACT Saigon dental facility to six dental operating rooms; enlarge the prosthetic laboratory and relocate the administrative office and dental storeroom.

Authorized allowance of dental personnel for HEDSUPPACT Saigon was increased by one dental officer and one dental technician.

Recommended the plans for U. S. Naval Hospital Saigon include one dental operating room.

PROFESSIONAL ACCOMPLISHMENTS

The quantity of dental care provided by PACFLT increased from a total of 1,778,399 in FY63 to 1,900,338 procedures in FY64.

PART XIII

FLEET CHAPLAIN

CHAPLAINS

As of 30 March 1965 there were 253 chaplains on duty in the U. S. Pacific Fleet including those serving with MSTSPAC. Allowances exist for 251 chaplains. The two chaplains in excess of allowance are carried at COMNAVFORJAPAN and in the 3rd Marine Division. New code 4100 allowances have come with the assignment of USS CHICAGO and USS PROTEUS to the fleet and with the establishment of allowances for a chaplain in COMSUBRON 15 and COMLANDSHIPFLOT ONE. In the past year the Fleet Chaplain has been able to visit with over 200 of these Chaplains on his trip to WESTPAC and the west coast.

FLEET/FORCE CHAPLAINS CONFERENCE

In October of 1964 this command sponsored the first Force Chaplains Conference to be held in the fleet. Twelve chaplains, representing major area and type commanders attended. During the three day conference they heard briefings by a special operations and intelligence team, presentations on security aspects of Soka-Gakkai, officer allowances, and on chaplain participation in the Personnel Reliability program. Among agenda items discussed were the following:

1. Ecclesiastical equipment; new requirements.

2. The Lay-Leader program; how best to utilize it.

3. Chaplains at-sea transfers.

4. In-service training of chaplains in the Fleet.

5. Briefing of PCO's regarding chaplains and the religious program.

6. Collateral duties; extent to which chaplains should become involved.

7. The Chaplain and Public Relations.

8. Marine - Navy cooperation in chaplain utilization for SILVER LANCE in Spring of 1965.

9. Prepositioning of Marine chaplain supplies in amphibious or other Fleet shipping.

10. Unified policy of the Force Chaplains within the Fleet.

11. Evaluation of chaplains for detailing purposes by Force Chaplains.

The chaplains attending the conference voiced appreciation for it and recommended that such a conference be held annually. (UNCLASSIFIED)

ECCLESIASTICAL SUPPLIES

The continued input of ecclesiastical supplies, particularly for ships without chaplains, has enhanced the setting and atmosphere for Divine Services. Lay-Leaders have experessed appreciation for the new lay-leader altar kit and the portable PA system indicate that it is a valuable item and recommendations have been made that it become a standard stock item. (UNCLASSIFIED)

LAY-LEADER PROGRAM

The introduction of the new Catholic and Protestant Lay-Leader Resources Guides to the Fleet has proved to be a great assistance to the lay leaders and has served to give some uniformity to the program. During the past year 62,934 of our personnel aboard ships at sea attended services conducted by lay-leaders. This program continues to grow. (UNCLASSIFIED)

PEOPLE-TO-PEOPLE PROGRAM

Chaplains in the Fleet have always been active in their support of the People-to-People Program. Particularly during this period they have been alert to the equitable distribution of unconsigned HANDCLASP material. The work of the chaplains with the people of other countries helps much not only in the promotion of good will but also in keeping high the good image of America. As in the past these activities have included joint religious programs; dispensing of charity to churches, schools and orphanages etc. (UNCLASSIFIED)

PART XIV

FLEET WEATHER

The Fleet Weather Centrals continue to provide a high quality of support to the Fleet. This support includes the Optimum Track Ship Routing service by FLEWEACEN Alameda, the Typhoon Warning service by FLEWEACEN/JTWC Guam, the weather briefing service to CINCPAC, COMSERVPAC and visiting staffs by FLEWEACEN Pearl Harbor and Ice Reconnaissance and Forecasting service by FLEWEACEN Kodiak. (UNCLASSIFIED)

A CDC 3100 computer and associated auxiliary equipment was installed at FWC Pearl on 8 March 1965. This computer is linked to the FNWF Monterey over the Trans-Pacific Cable. It is also linked to the computer room at FOCCPAC Kunia and can, by a switching arrangement, put FNWF in direct contact with FOCCPAC, or can produce and relay data fields that are in the OPCON CENTER format. FWC Pearl presently receives from Monterey, during each 12 hour period, 175 data fields from which the OPCON CENTER data and over 50 numerical products including surface and upper air analyses and forecasts, sea condition analyses and forecasts, cyclone tracks, radiological fallout and mixed layer depth charts and messages are produced. These products are relayed via a data link to FWC Guam and via teletype circuits to FWC Kodiak and FWF Yokosuka and Sangley for further dissemination to Fleet units. (UNCLASSIFIED)

At the Annual Typhoon Conference held in Tokyo, Japan, on 3 - 5 February 1965 the Air Force indicated that during fiscal 1965 some of the WB-50 and WB-47 aircraft will be phased out and replaced by C-130 aircraft. Indications are that the C-130 should be a more effective reconnaissance platform than the WB-47. (CONFIDENTIAL)