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COMMAND HISTORY 1976

U.S. SIXTH FLEET AND NAVAL STRIKING & SUPPORT FORCES SOUTHERN EUROPE

Classified by COMSIXTHFLT
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Schedule of Executive Order 11652
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Declassified on 31 December 1985

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DEPARTMENT OF THE NAVY
UNITED STATES SIXTH FLEET
Fleet Post Office
New York 09501

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20 June 1977

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

From: Commander Sixth Fleet
To: Chief of Naval Operations

Subj: COMSIXTHFLT Command History Report (OPNAV Report Symbol 5750-1) (U)

Ref: (a) OPNAVINST 5750.12B
(b) CINCUSNAVEURINST 5400.9D

Encl: (1) Chronology of Events and Narratives

1. (U) Enclosure (1), which represents the Command History for the Commander, United States Sixth Fleet, for the period 1 January - 31 December 1976, is forwarded herewith in accordance with references (a) and (b).

J. T. PARKER
Chief of Staff

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AMERICAN REVOLUTION BICENTENNIAL 1776-1976

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COMMAND HISTORY

1976

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1976

SIXTH FLEET COMMAND HISTORY

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I. CHRONOLOGY

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COMMAND HISTORY CHRONOLOGY

(1 January through 31 December 1976)

JANUARY

1	Vice Admiral Frederick C. Turner, USN, Commander Sixth Fleet, Captain John T. Parker, USN, Chief of Staff, embarked in flagship, USS LITTLE ROCK (CG 4) at Gaeta, Italy.
1 - 6	Units of TG 60.1 in Italian ports.
1 - 5	Units of TG 60.2 in Spanish ports.
3	USS HOIST (ARS 40) departed Sixth Fleet with ex-USS BELKNAP in tow.
5 - 21	Units of TF 61 at Rota, Spain.
7 - 11	Units of TG 60.1 conducted ASW WEEK.
8	USS SAN DIEGO (AFS 6) reported for duty with Sixth Fleet.
11	USS BATFISH (SSN 681) departed Sixth Fleet.
12 - 15	Units of TG 60.1 in Italian ports.
12 - 22	Units of TG 60.2 in Spanish, Moroccan and Italian ports.
13	USS DETROIT (AOE 4) departed Sixth Fleet.
16	USS GARCIA (FF 1040) reported for duty with Sixth Fleet enroute Mideast Force.
17	TG 60.2 units, USS JOHN F. KENNEDY (CV 67), USS CLAUDE V. RICKETTS (DDG 5), USS BIGELOW (DD 942), USS PHARRIS (FF 1094) and USS SARSFIELD (DD 837) departed Sixth Fleet and were relieved by USS SARATOGA (CV 60), USS SELLERS (DDG 11), USS MAHAN (DDG 42), USS WILLIAM M. WOOD (DD 715), USS MILLER (FF 1091) and USS VESOLE (DD 878).
17	USS SEMMES (DDG 18) reported for duty with Sixth Fleet enroute Mideast Force.
20	USS LITTLE ROCK (CG 4) at Casablanca, Morocco.
22	USS SEATTLE (AOE 3) reported for duty with Sixth Fleet.
23	TF 61 units, USS SHREVEPORT (LPD 12), USS INCHON (LPH 12), USS HERMITAGE (LSD 34), USS EL PASO (LKA 117) and USS FAIRFAX

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23	COUNTY (LST 1193) departed Sixth Fleet and were relieved by USS GUADALCANAL (LPH 7), USS RALEIGH (LPD 1), USS CHARLESTON (LKA 113), USS SPIEGEL GROVE (LSD 32) and USS BARNSTABLE COUNTY (LST 1197).
23	USS CONCORD (AFS 5) departed Sixth Fleet.
25	USS GARCIA (FF 1040) departed Sixth Fleet enroute Mideast Force.
26 - 31	Units of TG 60.1 visited Turkish ports.
26	USS SEMMES (DDG 18) departed Sixth Fleet enroute Mideast Force.
27 - 29	USS LITTLE ROCK (CG 4) at Villefranche, France.
28 - 31	Units of TG 60.2 in Spanish ports.
29 - 31	Units of TF 61 in Italian ports.
31	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
31	USS JESSE L. BROWN (FF 1089) and USS VALDEZ (FF 1096) reported for duty with Sixth Fleet enroute from Mideast Force.

FEBRUARY

1	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
1 - 13	Units of TF 61 in Italian and Greek ports.
1 - 5	Units of TG 60.2 in Spanish ports.
1	USS FORREST SHERMAN (DD 931) departed Sixth Fleet.
2 - 20	USS LITTLE ROCK (CG 4) at Naples, Italy.
7 - 17	Units of TG 60.1 in Italian ports.
9	USS DENEBOLA (AF 56) reported for duty with Sixth Fleet.
11	USS FINBACK (SSN 670) reported for duty with Sixth Fleet.
15	USS JESSE L. BROWN (FF 1089) and USS VALDEZ (FF 1096) departed Sixth Fleet enroute from Mideast Force.
16 - 21	Units of TG 60.2 in Yugoslavian and Italian ports.
16 - 22	Units of TF 61 in French ports.

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20	USS PARCHE (SSN 683) departed Sixth Fleet and was relieved by USS L. MENDEL RIVERS (SSN 686).
21 - 29	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
24 - 29	Units of TG 60.1 in French and Spanish ports.
25 - 29	Units of TF 61 conducted PHIBLEX 8-76 at Pian di Spille, Italy.
26 - 29	Units of TG 60.2 in Turkish and Italian ports.
29	USS NARWHAL (SSN 671) departed Sixth Fleet and was relieved by USS BERGALL (SSN 667).

MARCH

3 - 5	USS LITTLE ROCK (CG 4) at Athens, Greece.
9 - 17	Units of TF 61 conducted PHIBLEX 9-76 (SARDINIA 76).
11 - 15	Units of TG 60.1, TG 60.2, TF 63 and TF 69 participated in Exercise NATIONAL WEEK XX.
14	USS WHALE (SSN 638) departed Sixth Fleet.
16 - 31	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
17 - 31	Units of TG 60.2 in Italian, Egyptian and Yugoslavian ports.
17 - 25	Units of TG 60.1 in Italian and French ports.
18 - 25	Units of TF 61 in Italian ports.
20	USS DENEBOLA (AF 56) departed Sixth Fleet upon completion of her final deployment prior to decommissioning.
24	USS SEA DEVIL (SSN 604) reported for duty with Sixth Fleet.

APRIL

1 - 2	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
1 - 2	Units of TG 60.1 in Italian, Turkish and Yugoslavian ports.
1 - 11	Units of TG 60.2 in French and Spanish ports.
4	USNS RIGEL (TAF 58) reported for duty with Sixth Fleet.
5 - 8	USS LITTLE ROCK (CG 4) at Toulon, France.
10 - 25	USS LITTLE ROCK (CG 4) at Gaeta, Italy.

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17 - 25 Units of TG 60.2 in Spanish ports.

17 - 27 Units of TF 61 and TG 60.2 at training anchorage east of Crete in support of Lebanon Noncombatant Evacuation Operations.

19 USS MOUNT BAKER (AE 34) departed Sixth Fleet.

19 - 23 USS SELLERS (DDG 11) and USS VESOLE (DD 878) conducted SILVER FOX operations in the Black Sea.

25 USS INDEPENDENCE (CV 62), USS WILLIAM H. STANDLEY (CG 32), USS MULLINNIX (DD 944), USS BORDELON (DD 881), USS HAWKINS (DD 873), USS DALE (CG 19), USS AYLWIN (FF 1081), USS PAUL (FF 1080). USS AINSWORTH (FF 1090), USNS RIGEL (TAF 58) and USS CALOOSAHATCHEE (AO 98) departed Sixth Fleet and were relieved by USS AMERICA (CV 66), USS HARRY E. YARNELL (CG 17), USS CONYNGHAM (DDG 17), USS MCCANDLESS (FF 1084), USS MCCLOY (FF 1038), USS VOGE (FF 1047), USS KOELSCH (FF 1049), USS CONNOLE (FF 1056), USS MOINSTER (FF 1097) and USS CANISTEO (AO 99).

26 - 30 Units of TG 60.2, TF 63, TG 67.8 and TF 69 participated in NATO Exercise OPEN GATE.

27 - 30 Units of TF 61 and TG 60.1 at training anchorage, Sitia, Crete, in support of Lebanon Noncombatant Evacuation Operations.

27 - 29 USS LITTLE ROCK (CG 4) at Gaeta, Italy.

MAY

1 - 3 Units of TG 60.2, TF 63, TG 67.8 and TF 69 continued to participate in Exercise LOCKED GATE.

1 - 15 Units of TF 61 and TG 60.2 at training anchorage, Sitia, Crete, in support of Lebanon Noncombatant Evacuation Operations.

2 - 7 USS LITTLE ROCK (CG 4) at Naples, Italy.

3 - 12 Units of TG 60.1, TF 63, TG 67.8 and TF 69 participated in NATO Exercise DAWN PATROL.

6 - 21 Units of TG 60.2 in Naples, Italy.

7 USS SYLVANIA (AFS 2) reported for duty with Sixth Fleet.

8 USNS PAWCATUCK (TAO 108) reported for duty with Sixth Fleet.

10 USNS MARIAS (TAO 57) departed Sixth Fleet.

11 USS DACE (SSN 607) departed Sixth Fleet.

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13 - 31	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
15	USS WILLIAM H. BATES (SSN 680) reported for duty with Sixth Fleet.
16 - 28	Units of TF 61 and TG 60.2 at training anchorage east of Crete in support of Lebanon Noncombatant Evacuation Operations.
17 - 31	Units of TG 60.2 in French, Spanish and Italian ports.
23 - 30	Units of TG 60.2 and TF 69 participated in Exercise SHAREM XX.
23	USS SAN DIEGO (AFS 6) departed Sixth Fleet.

JUNE

1	USS DONALD B. BEARY (FF 1085) and USS CAPODANNO (FF 1093) reported for duty with Sixth Fleet enroute Mideast Force.
1 - 4	Units of TF 61 at Naples, Italy.
1 - 5	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
2 - 4	Units of TG 60.2 in Italian, Turkish and Tunisian ports.
5 - 13	Units of TG 60.1 in French, Yugoslavian, Italian and Spanish ports.
7 - 9	Units of TF 61 conducted PHIBLEX 12-76 at Carboneras, Spain.
8 - 12	USS LITTLE ROCK (CG 4) at Dubrovnik, Yugoslavia.
12 - 25	Units of TG 60.1, TG 60.2, TF 61 and TF 63 in eastern Mediterranean area in support of Lebanon Noncombatant Evacuation Operations.
12	USS DONALD B. BEARY (FF 1085) departed Sixth Fleet enroute Mideast Force.
13 - 15	USS LITTLE ROCK (CG 4) at Bari, Italy.
16 - 24	USS LITTLE ROCK (CG 4) in eastern Mediterranean in support of Lebanon Noncombatant Evacuation Operations.
16	USS CAPODANNO (FF 1093) departed Sixth Fleet enroute Mideast Force.
17 - 22	Units of TG 60.1 in Spanish, Italian and Tunisian ports.
18	USS IWO JIMA (LPH 2), USS CORONADO (LPD 11), USS PONCE (LPD

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18	15), USS PORTLAND (LSD 37) and USS NEWPORT (LST 1179) reported for duty with Sixth Fleet.
19	USS SEMMES (DDG 18) and USS GARCIA (FF 1040) reported for duty with Sixth Fleet enroute from Mideast Force.
20	The first waterborne evacuation of U.S. and foreign civilian personnel from Beirut, Lebanon, was accomplished by landing craft from USS SPIEGEL GROVE (LSD 32). The evacuees were subsequently debarked at Athens, Greece.
22	USS SEA DEVIL (SSN 664) departed Sixth Fleet.
25	USS PUGET SOUND (AD 38) reported for duty with Sixth Fleet.
25 - 26	USS LITTLE ROCK (CG 4) at Catania, Italy.
25 - 29	Units of TG 60.2 in Italian ports.
27	USS FINBACK (SSN 670) departed Sixth Fleet and was relieved by USS TREPANG (SSN 674).
27 - 29	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
27 - 30	Units of TG 60.1 in Spanish ports.
27	USS SEMMES (DDG 18) and USS GARCIA (FF 1040) departed Sixth Fleet enroute from Mideast Force.

JULY

1 - 5	USS LITTLE ROCK (CG 4) at Cannes, France.
1 - 5	Units of TG 60.1 in French and Spanish ports.
3	USS DAHLGREN (DDG 43) and USS PATTERSON (FF 1081) departed Sixth Fleet.
4	Units of the Sixth Fleet participated in the 200th Anniversary Celebration of the United States of America.
3 - 10	Units of TG 60.2 in Italian ports.
5	USS GUADALCANAL (LPH 7), USS RALEIGH (LPD 1), USS CHARLESTON (LKA 113), USS SPIEGEL GROVE (LSD 32) and USS BARNSTABLE COUNTY (LST 1197) departed Sixth Fleet.
7 - 12	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
9 - 14	Units of TG 60.1 in Spanish ports.

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17	USS BILLFISH (SSN 676) departed Sixth Fleet.
18 - 20	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
18	USS SARATOGA (CV 60), USS WILLIAM M. WOOD (DD 715), USS VESOLE (DD 878), USS SELLERS, (DDG 11), USS MAHAN (DDG 42), USS MILLER (FF 1091), USS SEATTLE (AOE 3) and USNS RIGEL (TAF 58) departed Sixth Fleet and were relieved by USS NIMITZ (CVN 68), USS JOSEPHUS DANIELS (CG 27), USS CALIFORNIA (CGN 36), USS SOUTH CAROLINA (CGN 37), USS BARNEY (DDG 6), USS MITSCHER (DDG 35), USS ELMER MONTGOMERY (FF 1082, USS TALBOT (FFG 4), USS BUTTE (AE 27) and USS MILWAUKEE (AOR 2).
21 - 28	Units of TG 60.1, TG 60.2, TF 61, TF 63 and USS LITTLE ROCK (CG 4) in eastern Mediterranean in support of Lebanon Noncombatant Evacuation Operations.
25	USS L. MENDEL RIVERS (SSN 686) departed Sixth Fleet and was relieved by USS SKATE (SSN 578).
27	The second waterborne evacuation of U.S. and foreign civilian personnel from Beirut, Lebanon, was accomplished by a single landing craft from USS PORTLAND (LSD 37). Evacuees were embarked in USS CORONADO (LPD 11) and subsequently debarked in Athens, Greece.
30 - 31	USS LITTLE ROCK (CG 4) at Gaeta, Italy.

AUGUST

1 - 19	USS LITTLE ROCK (CG 4) at Gaeta, Italy.
1 - 12	Units of TF 61 in Italian ports.
3 - 17	Units of TG 60.2 in Italian and French ports.
5	Vice Admiral Frederick C. Turner, USN, relieved as Commander Sixth Fleet by Vice Admiral Harry D. Train, II, USN, aboard USS AMERICA (CV 66) at Gaeta, Italy.
8	USS CONCORD (AFS 5) reported for duty with Sixth Fleet.
8	USS BERGALL (SSN 667) reported for duty with Sixth Fleet.
11	USS TUNNY (SSN 682) reported for duty with Sixth Fleet.
15 - 22	Units of TF 61 at training anchorage, Vatika, Greece, for PHIBLEX 2-7T.
21	USS ALBANY (CG 10) reported for duty with Sixth Fleet.

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23 - 26 Units of TG 60.1, TG 60.2, TF 63, TG 63.3 and TF 69 participated in Exercise NATIONAL WEEK XXI.

24 - 31 Units of TF 61 at Naples, Italy.

28 - 31 USS LITTLE ROCK (CG 4) and her relief, USS ALBANY (CG 10), at Gaeta, Italy, for COMSIXTHFLT Staff shift.

28 - 31 Units of TG 60.1 in Italian and Israeli ports.

30 While operating with other units of TG 60.2, USS VOGE (FF 1047) was struck by a submerged ECHO-II class nuclear powered guided missile submarine. USS VOGE was subsequently towed by USS PRESERVER (ARS 8) to Soudha Bay, Crete, for temporary repairs and then to Toulon, France, for completion of repair work.

SEPTEMBER

1 - 8 USS LITTLE ROCK (CG 4) and her relief, USS ALBANY (CG 10), continued COMSIXTHFLT Staff shift at Gaeta, Italy.

1 - 9 Units of TF 61 at Naples, Italy.

2 - 14 Units of TG 60.2 in Italian, French and Spanish ports.

5 USNS RIGEL (TAF 58) reported for duty with Sixth Fleet.

7 USS ALBANY (CG 10) assumed duties as flagship for Commander Sixth Fleet.

7 USS WILLIAM H. BATES (SSN 680) departed Sixth Fleet.

9 USS LITTLE ROCK (CG 4) departed Gaeta, Italy, enroute outchop.

9 - 27 USS ALBANY (CG 10) at Gaeta, Italy.

9 - 13 USS HARRY E. YARNELL (CG 17) with Commander Task Force 60, Rear Admiral Eugene J. Carroll, USN, embarked, visited Constanta, Romania.

12 USS LITTLE ROCK (CG 4) departed Sixth Fleet. USS LITTLE ROCK had served for three years as flagship for Commander Sixth Fleet.

13 - 20 Units of TF 61 in French ports.

14 - 26 Units of TG 60.1 in Italian ports.

25 - 28 Units of TG 60.2 in Spanish ports.

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OCTOBER

1 - 2	USS ALBANY (CG 10) at Malaga, Spain.
1 - 2	Units of TG 60.1 and TG 60.2 in Spanish ports and Gibraltar.
3 - 13	Units of TG 60.1, TG 60.2, TF 61, TF 63, TG 63.3 and TF 69 participated in NATO Exercise DISPLAY DETERMINATION.
9	USS DUPONT (DD 941) and USS PHARRIS (FF 1094) reported for duty with Sixth Fleet enroute Mideast Force.
10 - 14	USS ALBANY (CG 10) at Gaeta, Italy.
14 - 18	Units of TG 60.1 in Italian, Egyptian and Tunisian ports.
14	USS AMERICA (CV 66), USS HARRY E. YARNELL (CG 17), USS CONYNGHAM (DDG 17), USS MCCANDLESS (FF 1084), USS MCCLOY (FF 1038), USS KOELSCH (FF 1049), USS CONNOLE (FF 1056), USS MOINSTER (FF 1097) and USS CANISTEO (AO 99) departed Sixth Fleet and were relieved by USS FRANKLIN D. ROOSEVELT (CV 42), USS RICHMOND K. TURNER (CG 20), USS WILLIAM V. PRATT (DDG 42), USS CLAUDE V. RICKETTS (DDG 5), USS JULIUS A. FURER (FFG 6), USS RICHARD L. PAGE (FFG 5), USS JESSE L. BROWN (FF 1089), USS VALDEZ (FF 1096), USS SARSFIELD (DD 837) and USS NEOSHO (AO 143).
17 - 28	USS ALBANY (CG 10) at Gaeta, Italy.
17	USS DUPONT (DD 941) and USS PHARRIS (FF 1094) departed Sixth Fleet enroute Mideast Force.
19 - 23	USS RICHMOND K. TURNER (CG 20) and USS ELMER MONTGOMERY (FF 1082) conducted SILVER FOX Operations in the Black Sea.
21	USS DONALD B. BEARY (FF 1085) and USS CAPODANNO (FF 1093) reported for duty with Sixth Fleet enroute from Mideast Force.
22 - 27	Units of TF 61 and TG 60.1 participated in PHIBLEX 4A-7T at Vatika, Greece.
22 - 31	Units of TG 60.2 in Italian ports.
23	USS RIGEL (TAF 58) departed Sixth Fleet.
24	USS NITRO (AE 23) departed Sixth Fleet and was relieved by USS SURIBACHI (AE 21).
24	USS WILLIAM H. BATES (SSN 680) departed Sixth Fleet and was relieved by USS RICHARD B. RUSSELL (SSN 687).

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29 - 31	USS ALBANY (CG 10) at Naples, Italy.
30	USS DONALD B. BEARY (FF 1085) and USS CAPODANNO (FF 1093) departed Sixth Fleet enroute from Mideast Force.
30	Units of TF 61 conducted PHIBLEX 6-7T at Carboneras, Spain.

NOVEMBER

1 - 16	Units of TG 60.1 in Italian ports.
1 - 6	Units of TF 61 in Italian ports.
3 - 6	USS ALBANY (CG 10) at Izmir, Turkey.
5 - 7	Units of TG 60.2 in Italian and Tunisian ports.
7	USS SAN DIEGO (AFS 6) reported for duty with Sixth Fleet.
9 - 18	Units of TF 61 in Spanish ports.
10	USS TREPANG (SSN 674) departed Sixth Fleet.
15 - 18	USS ALBANY (CG 10) at Athens, Greece.
19 - 30	Units of TG 60.2 in Italian, Israeli and Turkish ports.
21	USS VOGE (FF 1047) and USS CONCORD (AFS 5) departed Sixth Fleet.
21 - 30	USS ALBANY (CG 10) at Gaeta, Italy.
25 - 29	Units of TG 60.1 in Italian ports.
27	USS SHENANDOAH (AD 26) reported for duty with Sixth Fleet.
28	USS TULLIBEE (SSN 597) reported for duty with Sixth Fleet.
28	USS IWO JIMA (LPH 2), USS CORONADO (LPD 11), USS PONCE (LPD 15), USS PORTLAND (LSD 37) and USS NEWPORT (LST 1179) departed Sixth Fleet and were relieved by USS GUAM (LPH 9), USS TRENTON (LPD 14), USS EL PASO (LKA 117), USS FORT SNELLING (LSD 30) and USS HARLAN COUNTY (LST 1196).

DECEMBER

1 - 5	USS ALBANY (CG 10) at Gaeta, Italy.
1 - 7	Units of TF 61 continued to participate in PHIBLEX 6-7T at Carboneras, Spain.

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1 - 21	USS GUAM (LPH 9) and USS CLAUDE V. RICKETTS (DDG 5) assigned to special operations in the Indian Ocean in connection with Kenyan Independence Day under operational control of Commander Mideast Force.
5 - 14	Units of TG 60.1 in Italian, French and Spanish ports.
6	USS PUGET SOUND (AD 38) departed Sixth Fleet.
8 - 12	USS ALBANY (CG 10) at Palma de Mallorca, Spain.
10 - 14	Units of TF 61 in Italian and French ports.
11	USS PRESERVER (ARS 8) departed Sixth Fleet.
12	USS BILFISH (SSN 676) and USS TUNNY (SSN 682) departed Sixth Fleet.
13 - 16	USS ALBANY (CG 10) at Barcelona, Spain.
17 - 22	Units of TF 61 and TG 60.1 participated in PHIBLEX 6A-7T at Porto Scudo, Sardinia.
19 - 31	USS ALBANY (CG 10) at Gaeta, Italy.
23 - 31	Units of TG 60.1 in Italian, French and Spanish ports.
24 - 31	Units of TF 61 at Naples, Italy.
27	USS ESCAPE (ARS 6) reported for duty with Sixth Fleet.
30	USS ELMER MONTGOMERY (FF 1082) and USS TALBOT (FFG 4) departed Sixth Fleet.
30 - 31	Units of TG 60.2 in Italian ports.

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II. ADMINISTRATION

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II. (U) ADMINISTRATION

A. (U) Commander Sixth Fleet. Vice Admiral Frederick C. Turner, USN, commanded from 1 January 1976 until 5 August 1976 when he was relieved by Vice Admiral Harry D. Train, II, USN. A biography and photograph of both Vice Admiral Turner and Vice Admiral Train follow this section as Appendix II-A.

B. (U) Staff Organization. On 31 December 1976, there were 36 officers, 2 civilians and 125 enlisted men assigned to the Staff and Flag Allowance. A reorganization of staff divisions disestablished the Antisubmarine Warfare Division (N9) and combined functions with the Operations Division (N3). Copies of the latest staff officer roster (Appendix II-B) and staff organization chart (Appendix II-C) are appended at the end of this section.

C. (U) Fleet Organization

1. Awards. Personal awards (recommended and approved) during 1976 decreased significantly in relation to 1975 figures. However, Navy Commendation Medals (recommended and approved) increased during 1976.

AWARD	ISSUED 1975	ISSUED 1976
MERITORIOUS SERVICE MEDAL*	1	0
AIR MEDAL*	2	0
NAVY COMMENDATION MEDAL	59	82
NAVY ACHIEVEMENT MEDAL	162	108
LETTER OF COMMENDATION	726	416
TOTAL	950	606

*Commander Sixth Fleet's awarding authority for the Meritorious Service Medal and the Air Medal was rescinded in 1975.

2. Inspections (Internal). The Annual Cosmic and Atomal Sub-Registry Inspection of the Commander Sixth Fleet Sub-Registry located in USS LITTLE ROCK (CG 4) was held on 28 June 1976 with no discrepancies noted. This inspection was conducted by a representative of the Department of the Army, Central U. S. Registry.

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A P P E N D I X II - A

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FREDERICK C. TURNER

Vice Admiral Frederick C. Turner was born in (b) (6) (b) (6) on (b) (6) He enlisted in the U.S. Navy and was appointed Aviation Cadet U.S. Naval Reserve in January 1943. After flight training he was designated Naval Aviator and commissioned Ensign in December 1943. He reported to Fighting Squadron EIGHTY-TWO and was next assigned as Operations Officer of Fighter Squadron SEVENTEEN-A, the first Navy jet squadron. In November 1947 he reported for test pilot training at the Naval Air Test Center, Patuxent River, Maryland. He remained there after graduation as Project Officer in Charge of Tactical Evaluation of the F2H-1 Banshee, later moving to England as an exchange student at the Empire Test Pilot School, Farnborough, where he was graduated in 1950. He next joined Experimental Squadron THREE as Project Officer and was Naval Liaison Officer to the Armed Services weapons evaluations tests at Fort Bragg, North Carolina. One year later he attended the University of Pennsylvania and in August 1953 he continued studies at the Naval Postgraduate School, Monterey, California.

From March 1954 until October 1956, he served as Administrative, Operations and Executive Officer of Fighter Squadron EIGHTY-THREE, after which he had duty on the Staff of the Commander in Chief, U.S. Atlantic Fleet. In July 1958, VADM Turner reported for instruction at the Armed Forces Staff College, Norfolk, Virginia. He next served at the Bureau of Naval Personnel, Washington, D.C., and earned a Bachelor of Science degree at the University of Maryland. After a brief tour with Fighter Squadron ONE HUNDRED SEVENTY-FOUR, he assumed command of Fighter Squadron THIRTY-TWO. In July 1962 VADM Turner reported as Commander Carrier Air Group THREE. He then attended the Industrial College of the Armed Forces, Washington, and received a Master of Science degree from George Washington University.

He next served on the Staff of Commander Carrier Division SIX, and became Commanding Officer of USS SANDOVAL (APA-194), in November 1965. In July 1967 he assumed command of the attack carrier USS AMERICA (CVA-66), which operated in waters off Vietnam. In August 1969 he was promoted to the rank of Rear Admiral. In 1970 VADM Turner reported as Assistant Chief of Naval Personnel for Personnel Control, Navy Department. He assumed duties as Commander Carrier Group TWO in May 1972.

VADM Turner is married to the former (b) (6) of (b) (6). They have three sons: (b) (6) and (b) (6); and two daughters: (b) (6).

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Vice Admiral Harry Depue Train,II, was born in (b) (6) [redacted], on (b) [redacted] (b) (6) [redacted] and in 1945, entered the U.S.Naval Academy. Following his graduation in 1949, he joined the USS HAROLD J. ELLISON (DD-864) and in October 1950, transferred to the USS HARRY E. HUBBARD (DD-748), which was engaged in the Korean Theater. After submarine training at New London, Connecticut, in January 1952, he reported to the USS WAHOO (SS-565). After attending the Naval Postgraduate School, Monterey, California, in 1956, he became Assistant Secretary on the Joint Intelligence Committee,Office of the Joint Chiefs of Staff, Washington, D.C.

In December 1958, he reported as Executive Officer and Navigator of the USS ENTEMEDOR (SS-340) and from July 1960 to May 1962, served as Assistant Submarine Placement Officer in the Bureau of Naval Personnel. He assumed command of the USS BARBEL (SS-580) in July 1962 and "For meritorious service during the summer of 1963" he was awarded the Navy Commendation Medal. From August 1964 to December 1967, he served as Administrative Aide to the Secretary of the Navy, and "For exceptionally meritorious service" was awarded the Legion of Merit. In November 1967, he assumed command of the USS CONYNGHAM (DDG-17) and from December 1968 to September 1969, served as Assistant Chief of Staff (Operations and Readiness) to Commander Second Fleet. He was awarded the Meritorious Service Medal. In October 1969, he reported as Executive Assistant and Senior Aide to the Chief of Naval Operations and was awarded a second Legion of Merit.

In July 1970, he became Executive Assistant and Senior Aide to the Chairman of the Joint Chiefs of Staff, and was awarded the Distinguished Service Medal. In September 1971, he assumed command of Cruiser-Destroyer Flotilla EIGHT and commanded Attack Carrier Task Group 60.2 in the Mediterranean Sea. "For exceptionally meritorious conduct...while deployed to the Mediterranean area from December 1971 to May 1972...",he was awarded a third Legion of Merit.

He became Director of the East Asia and Pacific Region, Office of the Assistant Secretary of Defense (International Security Affairs),Washington, D.C., in June 1972 and in January 1973, reported to the Office of the Chief of Naval Operations as Deputy Director, Strategic Plans and Policy Division. In April of that year, he became Director, Systems Analysis Division and for service in that position was awarded a Gold Star in lieu of a fourth Legion of Merit. On June 1,1974 he was appointed as the Director, Joint Staff, Organization of the Joint Chiefs of Staff and on 1 July, was promoted to the rank of Vice Admiral. For exceptionally meritorious service as Director, Joint Staff and as Chairman, United States Delegation to the Second and Third Annual Soviet-United States Incidents at Sea Meetings, he was awarded a second Distinguished Service Medal.

VADM Train is married to the former (b) (6) [redacted] of (b) (6) [redacted] (b) (6) [redacted] They have four daughters: (b) (6) [redacted] and (b) (6) [redacted]

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A P P E N D I X II - B

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COMMANDER SIXTH FLEET

DIRECTORY OF OFFICERS

RANK	NAME LINEAL NR/DATE OF RANK	SSAN DESIG/YR GRP	BILLET NR/ TITLE	REPORTED	PRD
CDR	(b) (6) [redacted] 005036 10/1 SEP 70	(b) (6) [redacted] 1310/57	N6-ACOS PLANS	14 JUN 75	JUN 77
CDR	(b) (6) [redacted] 005104 00/1 JUL 71	(b) (6) [redacted] 1310/57	351-SURFACE ASW OFFICER AND DEVELOPMENT	17 AUG 76	OCT 77
CDR	(b) (6) [redacted] 005126 10/1 JUL 71	(b) (6) [redacted] 1400/57	41-MATERIAL/SHIPS MAINTENANCE OFFICER	04 SEP 75	SEP 77
CDR	(b) (6) [redacted] 005151 90/1 NOV 71	(b) (6) [redacted] 2500/57	012-FLEET JUDGE ADVOCATE	24 JUN 75	JUL 77
CDR (CAPT)	(b) (6) [redacted] 005159 20/1 NOV 71	(b) (6) [redacted] 1110/57	002-FLAG SECRETARY/AIDE N1-ACOS ADMINISTRATION	04 AUG 75	SEP 77
CDR	(b) (6) [redacted] 005208 50/1 JUL 72	(b) (6) [redacted] 1110/58	32-FLEET SCHEDULER	06 JUL 75	SEP 77
CDR	(b) (6) [redacted] 005239 30/1 MAR 73	(b) (6) [redacted] 1310/58	311-AIR WARFARE OFFICER	15 SEP 76	SEP 78
CDR	(b) (6) [redacted] 005374 40/1 JUL 74	(b) (6) [redacted] 1630/59	N2-ACOS INTELLIGENCE	20 JUN 76	JUN 78
CDR	(b) (6) [redacted] 005376 10/1 JUL 74	(b) (6) [redacted] 1610/59	25-HEAD, NAVSECGRUDIV	15 JUL 75	JUN 77
CDR	(b) (6) [redacted] *017040 40/1 FEB 75	(b) (6) [redacted] 1110/59	N5-ACOS COMMUNICATIONS	27 JUL 75	JUN 77

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COMMANDER SIXTH FLEET

20 December [illegible]76

DIRECTORY OF OFFICERS

RANK	NAME LINEAL NR/DATE OF RANK	SSAN DESIG/YR GRP	BILLET NR/ TITLE	REPORTED	PRD
VADM	Harry D. TRAIN, II 000037 00/1 JUL 74	(b) (6) [redacted] 1110/49	00-COMMANDER/ADDU COMSTRIKFORSOUTH	02 AUG 76	AUG 78
CAPT	John T. PARKER, JR. 001319 80/1 JUL 73	(b) (6) [redacted] 1110/53	01-CHIEF OF STAFF/AIDE	27 JUN 75	JUN 77
COL	(b) (6) [redacted] 255/USMC/1 NOV 71	(b) (6) [redacted] 9906/51	018-FLEET MARINE OFFICER	13 MAY 76	MAY 78
CAPT	Kendall E. MORANVILLE 001389 50/1 SEP 74	(b) (6) [redacted] 1310/54	N3-ACOS OPERATIONS	02 DEC 76	NOV 78
CAPT	Francis J. URBANO 001390 60/1 SEP 74	(b) (6) [redacted] 4100/54	014-FLEET CHAPLAIN/ADDU COMSIXTHFLT	07 SEP 76	JUL 78
CAPT	Donald E. WILSON *004719 20/1 JUL 75	(b) (6) [redacted] 3100/54	N4-ACOS LOGISTICS AND READINESS	18 JUL 75	JUN 77
GS15	(b) (6) [redacted]	(b) (6) [redacted]	37-CENTER FOR NAVAL ANALYSIS REPRESENTATIVE	08 JUL 76	JUL 77
GS15			SCIAD-SCIENCE ADVISOR	17 AUG 76	AUG 77
CDR (CAPT)	(b) (6) [redacted] 004951 20/1 DEC 69	(b) (6) [redacted] 1120/56	35-ASW OPERATIONS OFFICER	18 JUL 75	SEP 77
CDR (CAPT)	(b) (6) [redacted] 004968 20/1 MAR 70	(b) (6) [redacted] 1110/56	30-ASSISTANT FOR SURFACE WARFARE OPERATIONS OFFICER	16 JUL 75	JUL 77

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COMMANDER SIXTH FLEET 20 - 976

DIRECTORY OF OFFICERS

RANK	NAME LINEAL NR/DATE OF RANK	SSAN DESIG/YR GRP	BILLET NR/ TITLE	REPORTED	PRD
CDR	(b) (6) *017322 00/1 MAY 75	(b) (6) 1650/60	019-PUBLIC AFFAIRS OFFICER	27 MAY 76	JUN 78
CDR	(b) (6) *017369 00/1 MAY 75	(b) (6) 1310/60	31-AIR OPERATIONS OFFICER	19 JUL 76	JUL 77
LTCOL	(b) (6) *926/USMC/1 SEP 76	(b) (6) 7557/60	33-AMPHIBIOUS OPS OFFICER	09 JUL 76	JUL 78
LCDR (CDR)	(b) (6) 018946 80/1 AUG 69	(b) (6) 1110/62	61-ASST PLANS OFFICER	31 JUL 75	AUG 77
LCDR	(b) (6) 019153 50/1 SEP 70	(b) (6) 1110/63	53-FLAGSHIP COMM OFFICER (TAD FROM FLAGSHIP)	15 OCT 76	NOV 78
LCDR	(b) (6) 019163 90/1 OCT 70	(b) (6) 1310/63	34-SPECIAL WARFARE OFFICER	25 SEP 75	NOV 77
LCDR	(b) (6) 019291 50/1 FEB 71	(b) (6) 1310/63	353-AIR ASW OFFICER	05 MAR 75	SEP 77
LCDR	(b) (6) 019402 60/1 NOV 71	(b) (6) 1610/64	354-COMSEC/OPSEC/ASW INTELLIGENCE OFFICER	30 JUL 76	AUG 78
LCDR	(b) (6) 019602 80/1 JUL 72	(b) (6) 3100/64	42-SUPPLY ASST/ADDU COMSIXTHFLT	31 AUG 76	JUN 78
LT (LCDR)	(b) (6) 040899 75/1 SEP 70	(b) (6) 1610/68	251-ASST HEAD, NAVSECGRUDIV	14 MAY 76	APR 78

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DIRECTORY OF OFFICERS

RANK	NAME LINEAL NR/DATE OF RANK	SSAN DESIG/YR GRP	BILLET NR/ TITLE	REPORTED	PRD
LT (LCDR)	(b) (6) [redacted] 042738 20/1 JUN 71	(b) (6) [redacted] 1630/68	22-SP PROJ/SPINTCOM OFFICER	31 JUL 75	JUL 77
LT	(b) (6) [redacted] 045742 00/1 FEB 72	(b) (6) [redacted] 1320/69	341-ELECTRONIC WARFARE/RECCE OFFICER	04 SEP 76	AUG 78
LT	(b) (6) [redacted] 045954 50/1 MAR 72	(b) (6) [redacted] 1630/69	21-AIR/SURF INTEL OFFICER	07 JUL 76	MAR 78
LT	(b) (6) [redacted] 050340 00/1 JUL 74	(b) (6) [redacted] 1310/71	001-FLAG LT/AIDE	30 JUL 76	SEP 78
LT	(b) (6) [redacted] /30 MAY 75	(b) (6) [redacted] 2105	015-FLEET MEDICAL OFFICER (TAD FROM FLAGSHIP)	07 SEP 76	JUL 77
LT	(b) (6) [redacted] *097230 56/1 APR 76	(b) (6) [redacted] 6121/72	51-COMM PLANS OPERATIONS ASST FLEET COMM OFFICER	17 MAY 74	MAY 77
LTJG	(b) (6) [redacted] /5 JUN 76	(b) (6) [redacted] 1160/74	342-COMMAND AND CONTROL OFFICER	18 AUG 75	MAR 78
ENS	(b) (6) [redacted] /28 DEC 74	(b) (6) [redacted] 1160/74	322-TRAINING/EXERCISES OFFICER	18 DEC 75	JUN 78
ENS	(b) (6) [redacted] /10 JAN 75	(b) (6) [redacted] 1110/75	531-RADIO OFFICER (TAD FROM FLAGSHIP)	07 SEP 76	JUN 79
ENS	(b) (6) [redacted] /4 JUN 75	(b) (6) [redacted] 1650/75	0191-ASST PUBLIC AFFAIRS OFFICER	04 SEP 75	OCT 77

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COMMANDER SIXTH FLEET 20 December 1976

DIRECTORY OF OFFICERS

RANK	NAME LINEAL NR/DATE OF RANK	SSAN DESIG/YR GRP	BILLET NR/ TITLE	REPORTED	PRD
ENS	(b) (6) [redacted] /9 APR 76	(b) (6) [redacted] 1165/75	533-CMS/TS CONTROL OFFICER (TAD FROM FLAGSHIP)	21 SEP 76	SEP 79
CWO3	(b) (6) [redacted] 985325 50/15 JUN 74	(b) (6) [redacted] 7412	11-PERSONNEL/ASSISTANT ADMIN OFFICER	05 FEB 75	MAY 77
CWO3 (LTJG)	(b) (6) [redacted] *995481 40/18 DEC 76#	(b) (6) [redacted] 7122	52-ASST COMMUNICATIONS READINESS	01 JUN 75	JUN 78
CWO2	(b) (6) [redacted] 995542 20/1 JUN 74	(b) (6) [redacted] 7432	0192-BANDMASTER/ADDU COMSIXTHFLT	10 MAY 74	MAY 77
CWO2	(b) (6) [redacted] /1 APR 76	(b) (6) [redacted] 7182	532-COMM EMO OFFICER (TAD FROM FLAGSHIP)	31 AUG 76	SEP 78

* Denotes Lineal Number of next lower grade.

Ranks appearing in parenthesis ( ) below present rank indicates selection to next higher grade.

Date frocked to CWO3.

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COMMANDER SIXTH FLEET
COLLATERAL DUTY ASSIGNMENTS

20 December 1976

AWARDS BOARD
COL (b) (6) [redacted]
CDR (b) (6) [redacted] (3/77)
CDR [redacted] (1/77)
LCDR [redacted] (1/77)
LT [redacted] (1/77)
LT [redacted] (3/77)

SECURITY MANAGER
CDR [redacted]

TOP SECRET CONTROL OFFICER
YNCS [redacted]

COSMIC/ATOMAL CONTROL OFFICER
YNCS [redacted]

MIDSHIPMEN LIAISON/OJT/PEP OFFICER
ENS [redacted]

DRUG EXEMPTION REPRESENTATIVE
ENS [redacted]

PERSONNEL RELIABILITY PROGRAM (PRP)
SCREENING OFFICER
LTJG [redacted]

COMMAND CAREER COUNSELOR
NCC [redacted]

FLAGSHIP MENU PLANNING BOARD
REPRESENTATIVE
CTI2 [redacted]

DIVISION OFFICERS
F-1 CWO3 [redacted]
F-2 LT [redacted]
F-3 ENS [redacted]
F-5 LCDR [redacted]
F-6 ENS [redacted]
F-7 LT [redacted]

PRINTING OFFICER
CWO3 [redacted]

SENIOR WATCH OFFICER
CDR (b) (6) [redacted]

CENSORSHIP BOARD
CDR (b) (6) [redacted]
ALL DIVISION OFFICERS

FLAG MESS CATERER/TREASURER
LT [redacted]

COMTAC PUBLICATIONS CONTROL OFFICER
CWO3 [redacted]

LOD/MISCONDUCT INVESTIGATING OFFICER
LT [redacted]

SIXTHFLT SPECIAL SERVICES OFFICER
YNCM [redacted]

VOTING OFFICER
CDR (b) (6) [redacted]

FOREIGN CLAIMS OFFICER
CDR (b) (6) [redacted]

PERSONAL CLAIMS INVESTIGATING
OFFICER
LNCS [redacted]

SIXTHFLT RECREATION FUND
CUSTODIAN
LT [redacted]
LTJG [redacted] - Alternate

RECREATION FUND AUDIT BOARD
CDR (b) (6) [redacted]
LT [redacted]

GAETA SCHOOL ADVISORY COUNCIL
CDR (b) (6) [redacted] /JOC [redacted]
LNCS [redacted] /YNCM [redacted] /CTOC [redacted]

INSURANCE OFFICER
CDR (b) (6) [redacted]

MASTER CHIEF PETTY OFFICER
OF THE COMMAND
YNCM [redacted]

GAETA RECREATION CENTER BOARD OF
GOVERNORS, STAFF REPRESENTATIVE
YNCM [redacted]

COMMANDER SIXTH FLEET
COLLATERAL DUTY ASSIGNMENTS

20 December 1976

COMSIXTHFLT STAFF SOCIAL COMMITTEE
LTCOL (b) (6) [redacted] (1/77)
LCDR (b) (6) [redacted] (1/77)
LT (b) (6) [redacted] (1/77)
LT (b) (6) [redacted] (1/77)
LTJG (b) (6) [redacted] - Treasurer (1/77)

COMMAND RETENTION TEAM
CAPT PARKER
CDR (b) (6) [redacted]
ALL DIVISION OFFICERS

COMMAND TRAINING TEAM
YNC (b) (6) [redacted]
LNCS [redacted]
YNC [redacted]
JOC [redacted]

FLAG ALLOWANCE REPRESENTATIVE
TO FLAGSHIP RECREATION COMMITTEE
YN1 (b) (6) [redacted]
RM1 [redacted] - Alternate

COMSIXTHFLT STAFF HUMAN RELATIONS
COUNCIL
CAPT URBANO (CHC)
CDR (b) (6) [redacted]
YNCM [redacted]
ONE MENBER FROM EACH DIVISION

SEA BREEZE CLUB ADVISORY BOARD
REPRESENTATIVES
YNCM (b) (6) [redacted]
LNCS [redacted]
MSC [redacted]
YN2 [redacted]

SAILOR OF THE QUARTER SELECTION
BOARD
CAPT URBANO (CHC)
CDR (b) (6) [redacted]
CDR [redacted]
CDR [redacted]
YNCM (b) (6) [redacted]

WARDROOM (FLAGSHIP) STEERING
COMMITTEE
CDR (b) (6) [redacted]
CDR [redacted]

OFFICER CANDIDATE INTERVIEW
APPRAISAL BOARD
CAPT MORANVILLE
CDR (b) (6) [redacted]
CDR [redacted]
CDR [redacted]

SIXTHFLT VILLAGE COUNCIL
REPRESENTATIVE
CAPT WILSON

COMMAND MONITORING TEAM
LCDR (b) (6) [redacted]
YNCS [redacted]
RMCS [redacted]
AG1 (b) (6) [redacted]

FLAG MESS AUDIT BOARD
LCDR (b) (6) [redacted]
ENS [redacted]
LTJG [redacted]

Assignment to collateral duties, as indicated herein, shall be considered formal appointments without further appointing orders except as required by higher authority.

J. T. PARKER
Chief of Staff

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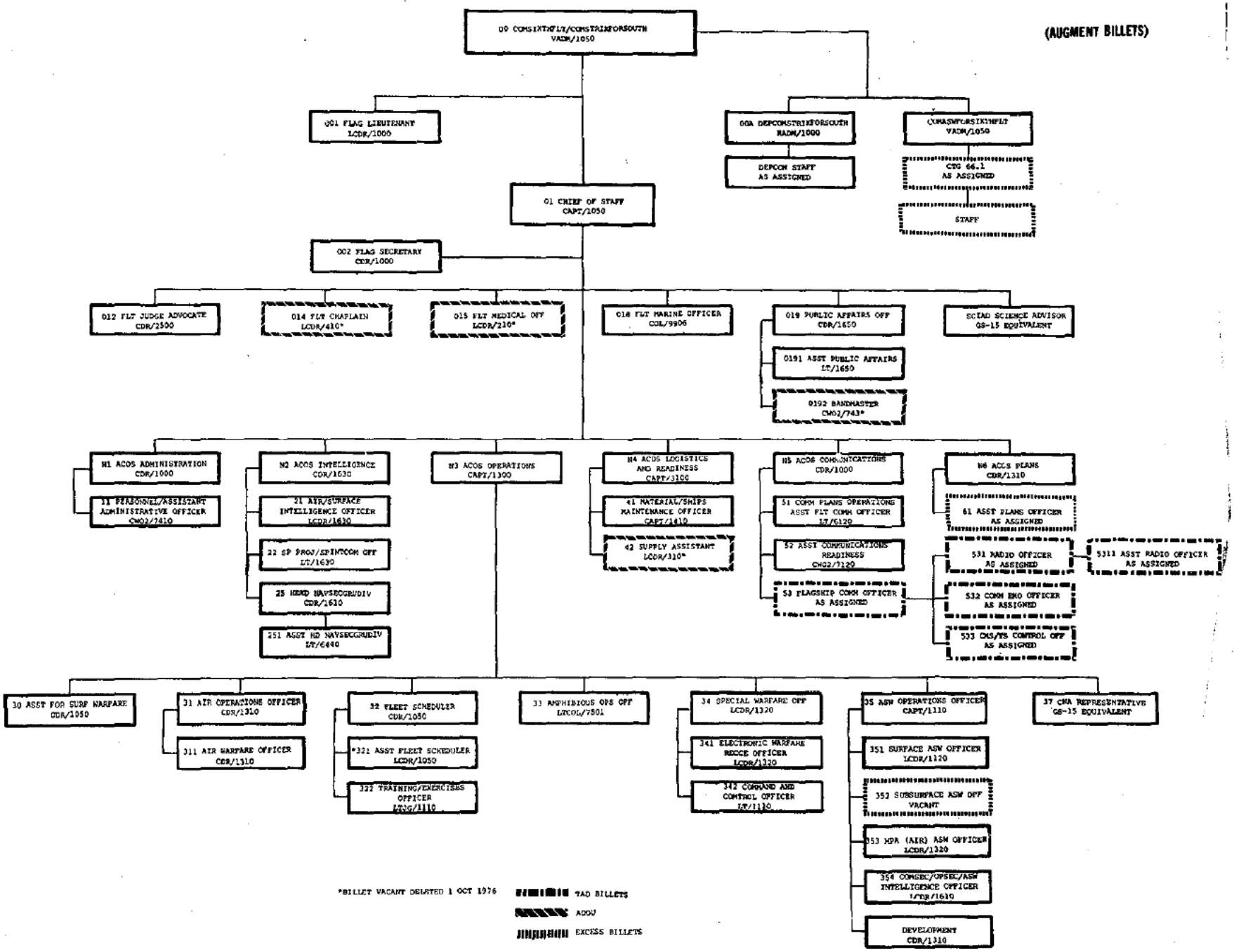
A P P E N D I X II - C

STAFF ORGANIZATION

(AUGMENT BILLETS)



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III. OPERATIONS

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III. (Ø) OPERATIONS

A. (U) Surface Combatant Operations

1. (U) Summary. Units of Task Group 60.1 participated in a week of ASW training from 7-11 January while Task Group 60.2 (USS JOHN F. KENNEDY/escorts) transitted to Rota, Spain, for turnover with their replacement units (USS SARATOGA/escorts) on 17 January.

2. (U) Between 11-15 March, all but a few units of Sixth Fleet participated in NATIONAL WEEK XX. From 19-23 April, USS SELLERS (DDG 11) and USS VESOLE (DD 878) conducted operations in the Black Sea. Task Group 60.1 units (USS INDEPENDENCE/escorts) conducted turnover with their replacement units (USS AMERICA/escorts) on 25 April.

3. (U) Exercise LOCKED GATE (1-3 May) and NATO Exercise DAWN PATROL (3-12 May) provided underway operations and training for almost all Sixth Fleet units. From 23-30 May, Task Group 60.2 units (ASWRON) participated in SHAREM XX, an ASW exercise. June 12-25 found most Sixth Fleet units in the Eastern Basin in support of LEBANON EVACUATION operations which were conducted on 20 June. On that date, a landing craft (LCU) from USS SPIEGEL GROVE (LSD 32) carried evacuees from Beirut's Bain Militaire out to a force consisting of Task Forces 61 and 62 supported by the fleet flagship and a carrier task group.

4. (U) On 18 July, Task Group 60.2 units conducted turnover with their replacement units (USS NIMITZ/escorts). From 21-28 July, units of both Task Group 60.1 and 60.2 were in the Eastern Mediterranean again, in support of a second LEBANON EVACUATION operation which was conducted on 27 July by landing craft from USS CORONADO (LPD 11) and USS PORTLAND (LSD 37). From 23-26 August, almost all Sixth Fleet units participated in NATIONAL WEEK XXI. On 30 August, USS VOGE (FF 1047) while operating in ASW exercises, was damaged when rammed by a partially submerged Soviet Echo-II class nuclear powered submarine. USS VOGE was towed by USS PRESERVER (ARS 8) to Soudha Bay, Crete, for temporary patching and then to Toulon, France, for completion of repairs.

5. (U) On 9 September, USS ALBANY (CG 10) relieved USS LITTLE ROCK (CG 4) as flagship for Commander Sixth Fleet, Vice Admiral Harry D. Train, II, USN. From 9-13 September, Commander Task Force 60, embarked in USS HARRY E. YARNELL (CG 17) visited Constanta, Romania. NATO Exercise DISPLAY DETERMINATION was conducted 3-13 October with almost all units of Sixth Fleet participating. On 14 October, Task Group 60.2 (USS AMERICA/escorts) turned over with their replacement (USS FRANKLIN D. ROOSEVELT/escorts). USS RICHMOND K. TURNER (CG 20) and USS ELMER MONTGOMERY (FF 1082) conducted SILVER FOX operations in the Black Sea from 19-23 October.

6. (U) In November, Sixth Fleet units conducted underway training between port visits to Izmir, Turkey (3-6), Athens, Greece (15-18), and

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Italian/Israeli ports (19-30). From 1-21 December, USS GUAM (LPH 9) and USS CLAUDE V. RICKETTS (DDG 5) transitted the Suez Canal into the Indian Ocean to conduct special operations in conjunction with KENYAN INDEPENDENCE DAY under operational control of Commander Middle East Force.

B. (~~S~~) Air Operations

1. (~~S~~) General. During 1976, the following CVs (Carrier Air Wings) operated in the Mediterranean: USS INDEPENDENCE (CVW 7), USS SARATOGA (CVW 3), USS AMERICA (CVW 6), USS NIMITZ (CVW 8) and USS FRANKLIN D. ROOSEVELT (CVW 19). The deployment of the USS AMERICA (Apr -Oct) was the second with F-14A and S-3A aircraft embarked; the first having been USS JOHN F. KENNEDY in 1975. The AV-8A Harrier was introduced to the deck of a CVA operationally for the first time aboard USS FRANKLIN D. ROOSEVELT. In addition to AV-8s, the USS FRANKLIN D. ROOSEVELT deck load with its AIRPAC Air Wing, consisted of three 10-aircraft A-7B squadrons, two 10-aircraft F-4N squadrons, the last E-1B detachment remaining on either coast and a 4-aircraft SH-3G detachment.

2. (U) AV-8A Harrier Introduction. Commander Tactical Wings Atlantic was tasked as Tactical Development Agent for prosecution of FY-77 CNO TAC D&E project 27-77, VSTOL Employment in the CV environment. The deployment of VMA-231 in USS FRANKLIN D. ROOSEVELT was in accordance with this task. Previous AV-8A operations aboard other vessels focused on support of an amphibious landing force using an AV-8A/Helo mix. Project objectives include:

a. Evaluation of V/STOL compatibility with conventional cycle length versus sortie length constraints and launch and recovery procedures.

b. Investigation of the ability of V/STOL to enhance quick reaction/alert posture in both deck launched surface attack and deck launched intercept roles.

c. Assessment of AV-8A requirements for command and control in surface search, air intercept, and strike/surface attack missions within the CV environment.

d. Evaluation of AV-8A operational capability when employed in an anti-ship role including development of anti-PTG tactics. This project was designed to include FDR/CVW 19 Type Training and ORE in addition to the Mediterranean deployment. The Kenya deployment (see paragraph 14) and a restriction against operating with aerial refueling probes installed (promulgated in December) will inhibit some aspects of prosecution of the project.

3. (~~C~~) Exercise LAFAYETTE. This is a bilateral exercise between U.S. Navy and French forces usually conducted with the following objectives:

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a. To exercise units of the French Air Force in air defense/anti-air warfare and conventional attack against naval forces.

b. To exercise the task group in all aspects of conventional air attack against inland targets.

c. To exercise the task group in anti-air warfare, coordinating the employment of Combat Air Patrol (CAP) aircraft and Surface-to-Air Missile (SAM) defenses.

Although conducted in December of 1975, LAFAYETTE 1-76, as the first major exercise with the French in several years, generated considerable controversy with the appearance of an article in the 26 January 1976 issue of Aviation Week and Space Technology. This article touted the performance of the USS JOHN F. KENNEDY/CVW 1 F-14A/E-2C team and highlighted the CV raid percentages of the French Mirage III and IV aircraft. "Not one French aircraft made it through the U.S. air screen to attack the carrier, according to Defense Department officials." While the article was not the result of authorized Navy comment, the disclosure of exercise results caused considerable embarrassment to highly-placed French military officials. The one LAFAYETTE exercise conducted in 1976 (December), at French request, was considerably reduced in scope from the 1975 exercise, in that no raids against the CV were conducted. Also, LAFAYETTE exercises tentatively scheduled for 1977 were cancelled late in 1976. The influence of the publicity which resulted from the late 1975 exercise is only speculative. The impact of these cancellations on training is minimal.

4. (~~C~~) NO-NOTICE Readiness Exercises. The following exercises were conducted which included participation by Sixth Fleet forces:

a. 15 April 1976. USS MOUNT BAKER (AE 34) was in transit in the vicinity of Libya. In the exercise scenario initiated by COMSIXTHFLT, USS MOUNT BAKER simulated being overflown by Libyan BLINDER and MIRAGE aircraft. Response to the situation was provided by CTF 60 and aircraft from USS INDEPENDENCE (CV 62). A total of four A-7s, two F-4s, one E-2 and a KA-6D participated in the exercise. Two hours and eighteen minutes elapsed from the time that the exercise was initiated until the first aircraft arrived overhead USS MOUNT BAKER.

b. 31 May 1976. VP 24 based at NAF Sigonella participated in a no-notice torpedo exercise. Two MK-44 exercise torpedoes were launched against HMLNS POTVIS and recovered by USS VOGE. CTF 67 and NAF Sigonella also participated.

c. 3 June 1976. VP 24 also participated in a no-notice mining exercise. Four drill mines were loaded in a P-3C and subsequently delivered on target.

d. 4 June 1976. USS CAPODANNO (FF 1093) and USS DONALD B.

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BEARY (FF 1085) were trasitting the Mediterranean in the vicinity of Algeria enroute to COMIDEASTFOR. USS DONALD B. BEARY simulated a KARA class cruiser conducting harassment of USS CAPODANNO. Participants included S-3s, E-2s and A-7s from USS SARATOGA (CV 60) and P-3s from NAF Sigonella and NAVSTA Rota.

e. 23 June 1976. USS GARCIA (FF 1040) enroute from COMIDEASTFOR reported simulated harassment by a KASHIN and two OSA fast patrol boats. Four A-7s and an S-3 from USS SARATOGA (CV 60) were diverted from training missions to the scene of the simulated harassment. These aircraft were relieved on station by three A-7s and an E-2. Following this series of exercises, CTF 60 assumed the initiative for conducting similar exercises as opportunities arose.

5. (~~S~~) Weapons Withdrawn. Extensive planning was devoted to a large scale weapons withdrawal exercise in norther Italy 27 March through 5 April 1976. CTF 63, USS GUADALCANAL (LPH 7) with HMM 162 embarked and USS MOUNT BAKER (AE 34) were to conduct the exercise with units of USASETAF. However, this exercise was terminated due to Sixth Fleet involvement in the Lebanon crisis. Sufficient lessons were learned which were applied to the review and update of USCINCEUR CONPLAN 4399. On 26, 27 and 28 July 1976, USS BUTTE (AE 27) provided logistical services to CDR USASETAF by moving four LANCE warheads. The lessons learned from this service provided further experience in the mission.

6. (~~S~~) BLINDER Overflights of the Mediterranean. On the basis of advance intelligence, planning was initiated to intercept a flight of Soviet TU-22 BLINDER aircraft transitting the Mediterranean to Libya. USS FRANKLIN D. ROOSEVELT (CV 42) sortied from Catania, Sicily, early in the morning of 24 November 1976 and launched a flight of F-4s and tanker-configured A-7s at 0750Z. Simultaneously, an E-2C from USS NIMITZ (CVN 68) arrived on station in the Ionian. An EP-3E from VQ 2 at NAVSTA Rota, Spain, was positioned to maintain contact with the transitting BLINDERS. At 0820Z radar contact was gained on the first BLINDER group. The second group was intercepted at 0845Z and the third group was intercepted at 0858Z. A total of seven BLINDERs overflew the Ionian Sea in what was apparently to have been a covert augmentation of the Libyan air order of battle.

7. (~~S~~) Nuclear Strike Capability. The readiness and capability of Sixth Fleet nuclear strike forces is excellent. Task Force 60 carriers and air wings have conducted nuclear weapons loading exercises with satisfactory results. Launch sequence plans have been exercised and low level routes are being flown regularly.

8. (~~C~~) Conventional Attack Capability. Sixth Fleet carriers and their embarked air wings have demonstrated an excellent capability for conducting conventional projection operations. Each carrier has conducted a satisfactory Combat Readiness Assessment Exercise (CRAE)

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and carrier air wings have participated in three SINKEXs. Continued availability of AVGO NISI target has provided carrier air wings with valuable air-to-ground ordnance training.

9. (¢) Mining Exercises. Mining exercises were conducted by Sixth Fleet units during 1976. Units of TF 60, TF 63, TF 67 and TF 69 participated in mining exercises of varying scale. MOMAG dets FIVE and SIX, at NAF Sigonella and Soudha Bay, respectively, were given mine readiness/certification inspections during the year.

10. (¢) MISSILEXES

a. NAMFI. Nine MISSILEXES were conducted during 1976 at the NATO Missile Firing Installation (NAMFI) range, north of Crete. An additional scheduled exercise was cancelled due to higher priority operations. Each exercise utilized MQM-74C and MK-35 SEPTAR target services.

b. Salto Di Quirra. The Italian missile range at Salto Di Quirra, Sardinia, was utilized for three Sixth Fleet MISSILEXES this year. MQM-74C drones were utilized. Problems with range procedures which occurred during the September MISSILEX resulted in temporary suspension of firings at Salto. Resumption is expected in early 1977.

c. Missile Expenditures/Success Rates. The below tables list missile expenditures and success rates for the twelve MISSILEXES and three SINKEXES which were conducted in 1976:

SURFACE-TO-AIR

TYPE MSL	TOTAL FIRED	SUCCESS	FAIL	UNDETMED	SUCCESS RATE %
TERRIER RIM 67	5	2	1	2	67
TERRIER RIM 2D	22	13	8	1	62
TERRIER RIM 2F	5	2	3	0	40
TARTAR RIM 66A	2	2	0	0	100
TARTAR RIM 66B	9	6	2	1	75
TARTAR RIM 24C	6	3	2	1	60
TALOS	2	1	1	0	50
BPDM	11	5	5	1	50

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SURFACE-TO-SURFACE

TYPE MSL	TOTAL FIRED	SUCCESS	FAIL	UNDETMED	SUCCESS RATE %
TERRIER RIM 67	7	4	3	0	57
TERRIER RIM 2F	2	0	2	0	0
TARTAR RIM 66B	2	0	2	0	0
TARTAR RIM 24	2	1	1	0	50
TALOS	1	1	0	0	100
BPDM	1	1	0	0	100

OVERALL SUCCESS RATES

TERRIER	55%
TARTAR	63%
TALOS	67%
BPDM	60%

d. 32 air-to-air AIM-7 missiles were expended during MISSILEXES with a success rate of 47 percent.

11. (¢) SINKEX. Three SINKEXES were conducted during 1976 as follows:

a. 10 May 1976. Participants were CTF 60 (OTC), CTU 60.1.5 (OCE), USS SARATOGA, FS CLEMEMCEAU, FS LA GALISSONNIERE, FS JAUREGUIBERRY, USS MAHAN, USS SEATTLE, USS VESOLE, USS SELLERS, USS MILLER, USS GRAHAM COUNTY, USS RECOVERY and USS GRAND RAPIDS. The target ship was the ex-FS LE BRESTOIS, which had reverted to U.S. ownership. Ordnance expenditures are summarized by ship (air wing) as follows:

CLEMENCEAU	SARATOGA	MAHAN
48 rockets	49 MK 82	1 RIM 67A-7-6502
	4 ROCKEYE	
	22 MK 76	
	4 ZUNI	

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The LE BRESTOIS was attacked by aircraft from FS CLEMENCEAU and USS SARATOGA commencing at approximately 0510Z. The ship was left damaged and listing with part of the main deck awash. USS MAHAN then scored a direct hit with a RIM 67 STANDARD ER missile at 100700Z. LE BRESTOIS was observed to sink shortly thereafter at 39-10N, 12-18E in 1650 fathoms of water.

b. SINKEX II was successfully completed on 23 September 1976. FS FLAMANT (EX-YTL 573) was equipped with three emitters for SHRIKE firings. Three SHRIKE missiles were fired at the target and post firing BDA photo analysis indicated that at least one missile hit the target. Subsequently three RIM 67A missiles were launched at the target, one of which scored a direct hit on the target. The target was observed to sink two minutes later at 231114B at 41-28.8N, 006-59.1E. Participants were COMSIXTHFLT (OSE), CTF 60 (ODE), CTG 60.2 (OTC), USS AMERICA (OCE), USS HARRY E. YARNELL, USS CONYNGHAM and USS MCCANDLESS.

c. SINKEX III was conducted on 28 September 1976. The target was the EX-FS ARAGO (EX-DE 111) which was positioned by USS PRESERVER. The participants were USS NIMITZ/CVW 8, USS ALBANY, USS SOUTH CAROLINA, USS CALIFORNIA and USS TALBOT. Emitters were energized at 0545A and attacks were commenced at 0700A with the firing of three SHRIKE missiles, two of which struck the target. USS NIMITZ then fired a BPDSM followed by the launch of a TALOS by USS ALBANY, both in the surface-to-surface mode and both successful. USS SOUTH CAROLINA and USS CALIFORNIA each fired a TARTAR missile at the target, the latter successfully. CVW 8 attacked the target with six MK 20 ROCKEYEs and eight VT-fuzed MK 82 bombs. Multiple hits were scored on the target. All units then exercised dual purpose guns against target with eighty-eight rounds on target. Forty general purpose bombs were delivered by CVW 8 in the final event, sinking the target at 1730Z.

12. (~~S~~) FLEX DECK OPS. A forty-eight hour carrier flex deck operation was conducted by USS NIMITZ and CVW 8 from 221200A to 241200A November 1976. The ship and air wing demonstrated the capability to sustain continuous high tempo air operations for the period. All areas of offensive and defensive air warfare were exercised in an intensive scenario. A maximum of training was accomplished and the state of operational readiness of the ship/air wing team was increased. These operations have become a routine evolution during each carrier at sea period.

13. (~~S~~) Electronic Warfare. COMSIXTHFLT utilized EP-3E and EA-3B airborne communications intelligence/electronic data collection systems in various direct fleet support roles during 1976. EP-3E/EA-3B direct fleet support included SIGINT/ELINT reconnaissance under the Peace Time Airborne Reconnaissance program, fleet surveillance missions, EMCON checks and AAWEX/EWEX activities. EP-3E and EA-3B reconnaissance missions provided Sixth Fleet commanders with tactical SIGINT from the Mediterranean littoral and the locations and composition of Soviet naval forces in the Mediterranean. Reconnaissance missions in the Mediterranean also contri-

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buted to the update of Electronic Order of Battle (EOB) and the ELINT Parameters Limited (EPL) list. The EP-3E, EA-3B, EA-6A, EA-6B and other Sixth Fleet assets provided Electronic Warfare training to all major NATO and national exercises in the Southern Region.

14. (Ø) Kenya Deployment. From mid-November through December 1976, USS GUAM with fourteen AV-8A Harrier aircraft (embarked squadron was VMA 231 from USS FRANKLIN D. ROOSEVELT) in company with USS CLAUDE V. RICKETTS deployed to KENYA. The purpose of this deployment was an aircraft flyover at Nairobi, Kenya, in conjunction with KENYAN INDEPENDENCE DAY (12 Dec). This evolution, tasked by JCS in response to a Secretary of State commitment, was performed flawlessly.

15. (U) Safety. The consecutive 176 day period (July-December) with no major or minor TF 60 aircraft accidents is a probable standing record for in-theater operations.

C. (Ø) Antisubmarine Warfare

1. (Ø) While overall control of Sixth Fleet ASW forces and ASW policy remained with CTF 66 (COMSIXTHFLT) in the flagship, CTG 66.1 functioned as the Sixth Fleet ASW advisor/analyst and planned such successful ASW evolutions as GALAXY GRIDDLE and SIDESADDLE, both discussed later. This task group, located ashore in Naples, Italy, performed the tasks of coordinating Mediterranean ASW in providing analyses, lessons learned, technical recommendations, environmental predictions and basic operational guidance for Sixth Fleet ASW units. By the end of the year, task force status (CTF 66) was given to the CTG 66.1 Naples cadre, along with the title Commander Theater ASW Forces Sixth Fleet.

2. (Ø) The emphasis on ASW improvements in Sixth Fleet continued through 1976. The policy of maximum interaction, between own ASW forces and especially with Soviet submarines, including the sustained prosecution of contacts, was vigorously pursued. To recognize and reward top performers, the Hook 'Em Award for excellence in ASW was established by COMSIXTHFLT and was presented to selected units for their unique ASW contributions. One of these awards went to USS CONYNGHAM (DDG 17) who gained an unidentified contact on her PAIR sonar and commenced a prosecution which lasted 204 hours. After detailed analysis, the contact was evaluated as a probable Soviet Foxtrot Class submarine whose endurance exceeded the capabilities previously attributed to all known classes of Soviet conventional subs. Other commands singled out for ASW contributions were USS L. MENDEL RIVERS (SSN 686), PATRON 24, HMS COURAGEOUS, USS WILLIAM H. BATES (SSN 680), VS 22, COMDESRON TEN and ASW Squadron, USS TREPANG (SSN 674), USS TUNNY (SSN 682) and PATRON 16.

3. (Ø) Soviet Med-deployed submarine levels fluctuated between 8 and 20 units, usually consisting of 9 to 12 Foxtrots, 1 Juliett and 1 to 2 SS(G)N. Deployments by one Tango and one Zulu IV Class rounded out the 1976 mix. Although the Soviets continued to use Yugoslavian and

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Syrian ports for sub upkeep/TAV, the eviction of the Soviets in April 1976 from Alexandria, Egypt, has kept their Med TAV/upkeep patterns in a state of flux. Submarine port visits (Tunisia and Algeria) tended to lengthen, up to seven days rather than four or five, and more frequent use of non-sheltered anchorages was noted as a probable compensatory measure to offset the loss of the Alexandria facilities. The Soviets can be expected to press for Libyan port facilities as a concession following their delivery in December of a Foxtrot Class SS to that country. Surveillance of high value U.S. ships remained a prime Soviet objective as missile-equipped submarines were key participants in ACW exercises.

4. (~~S~~) When compared to 1975 force levels, overall Sixth Fleet ASW forces for 1976 compare favorably. A peak in ASW capability was realized concurrent with the mid-year Med deployment of the specially-equipped ASW surface squadron, discussed separately. A dip was realized toward the end of the year when both deployed carriers were void of organic ASW assets. SSN levels actually declined from 5.0 to a projected 4.4 average, with potential further reductions during periods of "flexible employment" (which require a Med SSN to chop to CINCLANTFLT OPCON for short-duration, mutual high-interest special operations). Austerity in flight hours and sonobuoy funding necessitated a reorientation of priorities and more efficient management of the VP (MPA) OPTAR. A spin-off from this pinch was the solicitation of our Mediterranean allies, both NATO and others, for assistance in the ASW/surveillance effort. This assistance was provided gladly in most instances, and greatly assisted in accomplishing the mission and strengthening ties with our allies.

5. (~~S~~) Concepts developed and reported in 1975 to maintain ASW awareness, such as ASW Week exercises, PASSEXES and "Shootouts" were continued in 1976 and expanded by adding the "Readymade" exercise, a further refinement to the "Shootout", which does not delay a transiting submarine and does not require an immediate after action report from the sub. SSNs acted as non-impact weapons targets during several exercises. Two NATIONAL WEEK exercises also helped peak ASW capabilities. The one in August was a particular challenge due to ongoing real world ASW operations in progress within/near the exercise opareas. The agreement to permanently activate the West of Gibraltar MOU with CINCLANTFLT, which permits Med VP units to operate to 009 degrees West, was consummated in August.

6. (~~S~~) A total of four VP squadrons (VP 10/VP 26 at Rota and VP 24/VP 16 at Sigonella) provided MPA support to the Sixth Fleet for the major portion of the year. All the squadrons were actively involved in Soviet submarine prosecutions which included Foxtrot (SS) turnovers, Echo II (SSGN), Charlie/Victor SS(G)N and Juliett SSG inchop/outchop/tracking evolutions. VP aircraft also performed some system ordnance firsts in the Med by successfully firing BULLPUP (AGM-12B) missiles, Mark-44 and Mark-46 exercise torpedoes, MINEXES and alert aircraft launches in support of a simulated ship in distress and/or enemy submarine intruder. VP aircraft also worked very closely with U.S. SSNs in the coordinated prosecution of ASW contacts. This carried through in VP direct support to the CV working

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in conjunction with HS, LAMPS and the S-3A during its first deployment. A joint COMSIXTHFLT/CINCLANTFLT Direct Support Manual was written to further assist in the VP/CV effort. Also, procedures for VP/S3 turnovers during ASW prosecutions proved most successful in the coordinated effort.

7. (~~S~~) Attack submarine operations were highlighted by continued emphasis on operations in direct support of carrier task groups and increased efforts in interforce coordination. During several direct support operations, special effort was placed on improving force communications. USS RICHARD B. RUSSELL (SSN 687) participated in OUTLAW SHARK tests which involved satellite communications in support of targeting operations required for TOMAHAWK missile employment. These tests occurred at the end of the year and continued into 1977.

8. (~~S~~) Progress was made in expanding the numbers of ports and countries which could be visited by SSNs; helped in no small measure by the deployment of the nuclear task group. Improved training opportunties were provided to NATO nations through increased SSN participation in the NATO PASSEX program. Short notice "Shootouts" between U.S. forces were introduced in a further effort to maximize utilization of available SSN time.

9. (~~S~~) Excellent SSN training opportunities were realized through participation in the ten-day DOGFISH exercise, a NATO exercise for submarines and maritime patrol aircraft.

10. (~~S~~) Two Royal Navy subs, HMS COURAGEOUS and HMS VALIANT, and one Royal Netherlands Navy SS, HNLMS POTVIS, operated under COMSIXTHFLT operational control in 1976. These submarines participated in a wide range of ASW and support type operations.

11. (~~S~~) A specially-equipped surface ASW squadron (ASWRON) of five ships entered the Mediterranean Sea on 25 April 1976 for a six-month deployment with Sixth Fleet. The ASWRON was provided with state-of-the-art equipment for active and passive sonar, command and control, and communications systems. During the period 17 to 28 August 1976, Operation GALAXY GRIDDLE, the successful eight-day prosecution of a Soviet Echo II submarine, was conducted. Operation GALAXY GRIDDLE terminated on 28 August, when the Echo II collided with one of the ASWRON ships, USS VOGE (FF 1047). During the period 12 to 23 September, Operation SIDESADDLE, a highly successful coordinated prosecution of a Soviet November Class nuclear sub by ASWRON and VP assets, was conducted.

12. (~~S~~) Operation GALAXY GRIDDLE demonstrated the ability of the ASWRON to passively detect, track and localize a Soviet nuclear submarine, emphasizing multi-platform coordination among ASWRON surface units. Significant results were:

a. During the eight-day prosecution of the Echo II, cumulative solid passive contact time of 66 hours was achieved, corresponding to an overall ASWRON time in contact of 40 percent.

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b. Because of the requirement to prevent the disclosure of system capabilities, passive tracking was conducted at a mean range of 40,000 yards, well beyond the expected counter-detection capability of the Echo II.

c. Many valid passive cross-fixes were obtained by the ASWRON units, at an average cross-fix range of 34,000 yards.

d. USS CONNOLE (FF 1056) easily converted a passive TACTAS cross-fix to active AN/SQS-26 convergence zone contact and utilized random AN/SQS-26 transmissions for six hours to maintain active contact in the 42,000 to 48,000 yard range band, apparently without alerting the Echo II.

e. The ASWRON effected a successful turnover of tracking a Soviet Echo II from a TACTAS-equipped ship to a VP aircraft.

f. Using ASWRON passive locating information, the OTC (in USS MOINSTER) directed the placement of 92 percent of VP sonobuoy search barriers, one third of which resulted in real-time sonobuoy detection of the Echo II during the patrol phase of the operation.

13. ~~(S)~~ During Operation SIDESADDLE, the ASWRON demonstrated the capability of ships equipped with the TACTAS and the AN/SQS-26 WPA to detect, classify, track and localize a Soviet nuclear submarine. Effective coordination and turnover procedures between ASWRON and VP were employed throughout the operation. The following significant events occurred:

a. The ASWRON successfully prosecuted a November SSN for over four days, maintaining contact for 66 hours for an average of 64 percent of the prosecution time.

b. The TACTAS arrays held contact during 55 percent of the prosecution time and the AN/SQS-26 WPA during 42 percent of the time.

c. USS MOINESTER maintained continuous contact on the November for as long as 11 3/4 hours with her TACTAS array.

d. The ASWRON units were able to maintain an accurate target track, primarily by extensive use of cross-fixes between the passive sensor bearings from USS CONNOLE and USS MOINESTER.

e. LAMPS was used effectively to supplement VP acoustic coverage by detecting, localizing and prosecuting the target.

f. VP provided target position information which permitted optimum placement of ASWRON barriers until initial contact was gained.

g. VP provided valuable target signature information which prompted special configuration of the ASWRON TACTAS equipment to optimize detection performance.

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h. During the initial VP/ASWRON prosecution, these forces assisted one another in regaining contact, resolving ambiguous target bearings and in contact evaluations.

i. During the final days of the operation, VP were under the direct control of the ASWRON, who provided VP aircraft with accurate target position information, allowing aircraft to regain contact after periods of lost contact or gapped VP coverage. A hot turnover from an ASWRON LAMPS to VP was accomplished.

14. (~~S~~) The results achieved by the ASWRON demonstrated that an effective surface ASW capability requires a mix of active and passive systems. Two out of four Soviet nuclear submarines known to be operating in the Mediterranean during this period were detected by the ASWRON. ASW capabilities were significantly enhanced by the special equipment provided. In particular, the AN/SQS-26 RUBBER WINDOW sonar dome and the Digital Sector Scan Indicator (DSSI) substantially increased active sonar performance. The AN/SQS-26 Wideband Passive Array (WPA) substantially increased passive sonar performance. In addition to the highlights noted above from Operations SIDESADDLE and GALAXY GRIDDLE, the following accomplishments of the ASWRON are significant:

a. Unalerted active sonar detection of an unidentified conventonal submarine was gained by USS MOINESTER. The contact was prosecuted for 9 hours and finally identified as HMS NARWHAL. USS MOINESTER achieved attack criteria with her active sonars and successfully vectored SH-3 and her LAMPS aircraft to positions where they could also achieve attack criteria.

b. ASW exercise unalerted active first convergence zone contact on USS FINBACK (SSN 670) was achieved at 31,000 yards by USS CONNOLE, who then converted active contact to a passive detection of USS FINBACK's unaugmented tonals at 13,000 yards. LAMPS was vectored to a position where attack criteria were achieved.

c. A highly successful passive SHAREM exercise was conducted wherein all penetrations by an augmented submarine were detected at average ranges of 63,000 yards and 81,000 yards for the AN/SQR-18 and AN/SQR-15 arrays, respectively. Simultaneous towed array contact was held in 14 of 15 penetrations and localization criteria for vectored aircraft were achieved on 50 percent of the runs. A false contact rate of only 17 percent was achieved.

d. A U.S. SSN was actively tracked by USS CONNOLE in the second convergence zone for 25 minutes to a maximum range of 73,000 yards during a structured exercise.

e. During an ASW exercise, USS CONNOLE made an unalerted active first convergence zone detection of HNLMS POTVIS and vectored USS KOELSCH (FF 1049) into direct path contact.

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f. A successful TASS (AN/SQR-15) barrier was established which resulted in the passive detection of a Type II Soviet submarine by USS MCCLOY (FF 1038) who maintained contact for 18 hours at ranges in excess of 30 miles.

g. An unalerted first convergence zone active sonar detection of a Soviet Type I nuclear submarine was achieved by USS CONNOLE, who maintained convergence zone contact for 12 hours, in spite of several radical evasive maneuvers by the target, and successfully vectored S-3A and SH-3 aircraft to within a range where they could achieve attack criteria.

15. (S) Carrier based ASW and the CV concept took further strides forward, building on the initial efforts aboard USS JOHN F. KENNEDY (CV 67), which outchopped in mid-January. USS SARATOGA's VS squadron, VS 22, was extremely aggressive in upgrading the capabilities of the S-3A as evidenced by a "Hook 'Em" award for their independent detection of two Foxtrot submarines and support of another valid contact prosecution 300 nautical miles from the carrier. AIRASRON 28 in USS AMERICA (CV 66), continued to prove the effectiveness of the S-3A up to the squadron's outchop in late October. Of particular note in the use of the SH-3 Sea King ASW helo was the great flexibility in its operational use as noted by several observers riding USS AMERICA. On several occasions, helo tasking was changed in a timely manner permitting contact prosecution for extended periods using all available assets.

D. (C) Amphibious Operations

1. (C) On 1 January 1976, Amphibious Squadron TWO was in the Mediterranean as Mediterranean Amphibious Ready Group (MARG) 2-75 (TF 61). The following ships composed MARG 2-75: USS INCHON (LPH 12), USS SHREVEPORT (LPD 12), USS EL PASO (LKA 117), USS HERMITAGE (LSD 34) and USS FAIRFAX COUNTY (LST 1193). Embarked Marines were designated Landing Force Sixth Fleet (TF 62) and consisted of Headquarters 32 MAU, Battalion Landing Team (BLT 1/2), Marine Medium Helicopter Squadron (HMM) (MINUS) (REIN) 261 with ten CH-46, four CH-53, five AH-1J and two UH-1N helicopters and Logistic Support Unit 32. The force participated in the exercises/port visits listed below during 1976:

TIME	EVOLUTION
1-4 Jan 76	Spanish port visits.
5-10 Jan 76	Training anchorage at Rota, JP-4 fuel lift at Bizerte.
11-21 Jan 76	DESNAIL operations/port visit Rota, Spain.
22 Jan 76	PHIBRON TWO and 32 MAU outchopped from COMSIXTHFLT to COMSECONDFLT.

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2. (C) On 22 January 1976, Amphibious Squadron EIGHT inchopped to Sixth Fleet as Mediterranean Amphibious Ready Group 1-76 (TF 61). The following ships composed MARG 1-76: USS GUADALCANAL (LPH 7), USS RALEIGH (LPD 1), USS CHARLESTON (LKA 113), USS SPIEGEL GROVE (LSD 32) and USS BARNSTABLE COUNTY (LST 1197). Embarked Marines were designated Landing Force Sixth Fleet (TF 62) and consisted of Headquarters 34 MAU, Battalion Landing Team (BLT) 2/2, Marine Medium Helicopter Squadron (HMM) (MINUS) (REIN) 162 with ten CH-46, four CH-53, four AH-1J and two UH-1N helicopters and Logistic Support Unit 34. The force participated in the following list of exercises/port visits:

TIME	EVOLUTION
23-26 Jan 76	Underway for Augusta Bay, Sicily, to reduce response time for Lebanon Evacuation contingency-FLUID DRIVE. Turnaway landings scheduled for 25-26 Jan at Carboneras, Spain, cancelled.
27-31 Jan 76	Augusta Bay. Crossdeck for four ship configured MARG (USS RALEIGH to depart 2 Feb 76 for repairs at Athens, Greece).
1-6 Feb 76	Ionian port visits.
2 Feb 76	USS RALEIGH underway for Athens, Greece.
7-13 Feb 76	Training anchorage Brindisi, Italy, with training ashore for MAU elements at Oria.
14-23 Feb 76	French port visits. PHIBLEX 10-76, Vatika, Greece, cancelled due to lack of diplomatic clearance. Returned to normal readiness posture. USS RALEIGH rejoined TF 61.
24 Feb-1 Mar 76	PHIBLEX 8-76 conducted at Pian Di Spille/Monte Romano, Italy.
2-8 Mar 76	Italian port visits.
9-17 Mar 76	PHIBLEX 9-76 (SARDINIA 76) conducted at Capo Teulada, Sardinia. The PHIBLEX was a bilateral exercise with the San Marco Tactical Group (SMTG) and an Italian Amphibious Group participating. The ashore phase was from 11-16 Mar 76, during which the BLT conducted live FIREX of all weapons, HMM 162 conducted live FIREX for AH-1J and transport helicopters and cross training of BLT/SMTG was conducted at platoon/company level.
18-26 Mar 76	Italian port visits.

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TIME	EVOLUTION
22 Mar 76	TF 61/62 set 4-hour alert status for NEO Contingency operations in Lebanon.
23 Mar 76	USS GUADALCANAL and USS RALEIGH underway for Kithera anchorage to maintain 40-hour response time to Lebanon.
27 Mar 76	All TF 61 ships at Kithera anchorage directed to MODLOC posit 34-00N, 28-00E to assure 24-hour response time to Lebanon.
28 Mar-16 Apr 76	TF 61/62 conducted intra-force training including flight ops, FACEX, COMMEX, CPX and simulated NEO evacuation exercise.
16-27 Apr 76	TF 61/62 directed to move to east of Crete anchorage and maintain 33-hour response time to Lebanon.
28 Apr-15 May 76	TF 61/62 at Sitia, Crete, anchorage maintaining 33-hour response time to Lebanon.
16 May 76	Marine CH-46 helicopter Buno 157677 crashed on USS GUADALCANAL while attempting an emergency landing, 3 Marines injured, 3 sailors and 1 Marine killed.
17-28 May 76	TF 61/62 at east of Crete anchorage for 32-hour response time to Lebanon.
29 May 76	Reaction time for Lebanon relaxed to 150 hours. All ships, less USS SPIEGEL GROVE, underway for port visit Naples. USS SPIEGEL GROVE to Kusadasi, Turkey, for port visit.
1-4 Jun 76	Port visit Naples, Italy.
5 Jun 76	Underway for PHIBLEX 12-76 at Carboneras, Spain.
7-9 Jun 76	PHIBLEX 12-76, Carboneras, Spain.
9 Jun 76	TF 61/62 underway to vicinity east of Crete to resume 24-hour response time to Lebanon.
10-16 Jun 76	TF 61/62 east of Crete anchorage.
17-18 Jun 76	TF 61/62 moved to position for 12-hour response time to Lebanon.

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TIME	EVOLUTION
19 Jun 76	TF 61/62 moved to position 25 miles off Beirut and assumed 2-hour alert posture.
20 Jun 76	TF 61/62 assumed 15-minute alert posture for helicopterborne reaction force and supporting AH-1J/UH-1Ns. LCU 1654 from USS SPIEGEL GROVE conducted surface evacuation of 276 U.S. citizens and third country nationals from Bain Militaire beach area of Beirut. Upon completion of the evacuation, all ships underway to position 50 miles from Lebanon coastline; USS SPIEGEL GROVE authorized to proceed independently to designated safehaven (Athens).
22 Jun 76	Underway to Kithera anchorage for 48-hour response time to Lebanon.
25-26 Jun 76	All ships Kithera anchorage. Completed on station turnover with Amphibious Squadron FOUR and 32 MAU and commenced transit to Rota, Spain, for desnail and outchop.
5 Jul 76	PHIBRON EIGHT and 34 MAU outchopped from COMSIXTHFLT to COMSECONDFLT.

3. (C) On 18 June 1976, Amphibious Squadron FOUR inchopped to Sixth Fleet as Mediterranean Amphibious Ready Group 2-76 (TF 61). The following ships composed MARG 2-76: USS IWO JIMA (LPH 2), USS CORONADO (LPD 11), USS PONCE (LPD 15), USS PORTLAND (LSD 37) and USS NEWPORT (LST 1179). Embarked Marines were designated Landing Force Sixth Fleet (TF 62) and consisted of Headquarters 32 MAU, Battalion Landing Team (BLT) 3/2, Marine Medium Helicopter Squadron (HMM) (MINUS) (REIN) 263 with ten CH-46, four CH-53, four AH-1J and two UH-1N helicopters and Logistic Support Unit 32. The force participated in the exercises/port visits listed below during 1976:

TIME	EVOLUTION
18-20 Jun 76	Inchop/port visit Rota, Spain.
21-22 Jun 76	Conducted turnaway landings at Carboneras, Spain.
23 Jun 76	PHIBLEX 12A-76 cancelled. All ships of MARG 2-76 underway for on station relief of MARG 1-76 at Kithera anchorage.
26 Jun 76	At 261300Z Jun 76, command passed from MARG 1-76 to MARG 2-76 along with assumption of the 48-hour response time to Lebanon. All ships at Kithera.

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TIME	EVOLUTION
27 Jun-19 Jul 76	TF 61/62 conducted intra-force training including flight ops, an FAC(A) exercise, AUTOCAT relay testing of FLUID DRIVE Comm, simulated NEO evacuation exercise and rehearsal turnaway surface landing exercise.
4 Jul 76	The 200th anniversary of the nation was made as memorable as possible for all hands while maintaining as 48-hour alert in the vicinity of Kithera anchorage. Bicentennial messages from major commands and the President were read. At 1200, USS IWO JIMA fired a 21 gun salute and all hands participated in an old fashioned cookout on the flight decks of all ships. At 2100, all ships joined in a two minute bell ringing followed by a fireworks display from each ship.
20-26 Jul 76	TF 61/62 moved to Point Esther to maintain 24-hour response time to Lebanon.
27 Jul 76	TF 61/62 ships directed to move to Point X-Ray and assume 15-minute alert posture for reaction force in support of the imminent evacuation. USS CORONADO detached and proceeded alone to a point 3 miles off the coast of Beirut. From there, LCU 1659 conducted a surface evacuation of 301 U.S. citizens and third country nationals from Bain Militaire beach area of Beirut. Upon completion of the evacuation, USS CORONADO authorized to proceed independently to designated safehaven (Athens) and all other TF 61 ships underway for Soudha Bay, Crete.
28 Jul-3 Aug 76	Soudha Bay, Crete, anchorage. TF 61/62 returned to normal operational readiness.
4-12 Aug 76	Italian port visits.
13-14 Aug 76	Underway for PHIBLEX 2-7T.
15-22 Aug 76	PHIBLEX 2-7T, Vatika, Greece.
24 Aug-10 Sep 76	TAV Naples, Italy.
13-20 Sep 76	French port visits.
23 Sep-12 Oct 76	CTF 61 and CTF 62 assumed NATO task designators CTF 503 and CTF 504 for the conduct of NATO Exer-

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TIME	EVOLUTION
	cise DISPLAY DETERMINATION 76. A full scale amphibious landing was conducted at Pian Di Spille/ Mr. Romano, Italy, 8-12 Oct 76.
13-20 Oct 76	TAV Naples, Italy.
22-27 Oct 76	PHIBLEX 4A-7T, Vatika, Greece.
29 Oct-8 Nov 76	Italian port visits/IMA upkeep.
9-18 Nov 76	Spanish port visits/IMA upkeep.
20-26 Nov 76	Desnail operations conducted at Rota, Spain.
23 Nov 76	USS GUAM (LPH 9) inchopped to Sixth Fleet as Task Group 101.1 for participation in KENYAN INDEPENDENCE DAY CELEBRATION at Nairobi, Kenya, scheduled for 12 Dec 76. Two UH-1N helicopters flown off to Rota, Spain, to be picked up by MARG 3-76 upon inchop on 27 Nov 76.
27 Nov 76	PHIBRON FOUR and 32 MAU outchopped from COMSIXTH-FLT to COMSECONDFLT.

4. (~~C~~) On 27 November 1976, Amphibious Squadron SIX inchopped to Sixth Fleet as Mediterranean Amphibious Ready Group 3-76 (TF 61). The following ships composed MARG 3-76: USS TRENTON (LPD 14), USS EL PASO (LKA 117), USS FORT SNELLING (LSD 30) and USS HARLAN COUNTY (LST 1196). Embarked Marines were designated Landing Force Sixth Fleet (TF 62) and consisted of Headquarters 34 MAU, Battalion Landing Team (BLT) 1/6 and Logistic Support Unit 34. The force participated in the exercises/port visits listed below during 1976:

TIME	EVOLUTION
27-28 Nov 76	TG 101.1 crossdecked 13 AV-8A aircraft from USS FRANKLIN D. ROOSEVELT (CV 42) at Augusta Bay, Sicily. Disembarked Marine Medium Helicopter Squadron (HMM) (MINUS) 264 with eight CH-46, one CH-53 and four AH-1J helicopters to NAF Sigonella for shore basing during their special ops.
29-30 Nov 76	TG 101.1 enroute to Port Said in preparation for southerly Suez Canal transit.
30 Nov-7 Dec 76	TF 61/62 conducted PHIBLEX 6-7T at Carboneras, Spain. D-Day exercised the All Surface Assault Landing Plan due to shore basing of helo assets.

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TIME	EVOLUTION
1 Dec 76	TG 101.1 outchopped from COMSIXTHFLT to COMIDEAST-FORCE.
10-14 Dec 76	TF 61/62 French port visits.
17-22 Dec 76	PHIBLEX 6A-7T conducted at Capo Teulada, Sardinia. D-Day exercised the All Surface Assault Landing Plan due to shore basing of helo assets. BLT 1/6 conducted live firing of all organic small arms and crew served weapons.
22 Dec 76	TG 101.1 inchopped to Sixth Fleet after completion of special ops.
24-31 Dec 76	TF 61/62 TAV Naples, Italy.
24-25 Dec 76	TG 101.1 port visit Alexandria, Egypt.
26-28 Dec 76	TG 101.1 enroute Augusta Bay, Sicily.
28 Dec 76	TG 101.1 crossdecked AV-8As to USS FRANKLIN D. ROOSEVELT and retrieved HMM 264 helicopters from NAF Sigonella, Sicily.
30-31 Dec 76	USS GUAM (LPH 9) rejoined TF 61 at Naples, Italy.

E. (U) Training

1. In 1976, a number of special training programs were conducted aboard ships of the Sixth Fleet.

a. The Midshipman Summer Cruise program (MEDTRAMIDs I through V) involved virtually all surface ships deployed in the Sixth Fleet between 3 June and 7 September. A total of 1,130 First and Third Class Midshipmen from both NROTC units and the U. S. Naval Academy participated. Indoctrination for the midshipmen 3/C consisted of basic at-sea training, whereas the midshipmen 1/C received advanced instruction in such areas as division officer responsibilities and underway and in-port watchstanding.

b. The Midshipman Winter Cruise program, although involving a smaller number of participants than the Summer Cruise program, provided at-sea instruction for First and Third Class Midshipmen from NROTC units only. The training given was similar in scope to that given for the summer.

c. The Foreign Exchange Training for Midshipmen program (FOR-EXTRAMID) was also emphasized in 1976, with equal numbers of USN Midshipmen and their foreign counterparts serving aboard ships of each others' navies in order to gain an appreciation for the procedures and traditions

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of each of the host country's naval service. During the past summer, 33 foreign junior naval officers and midshipmen were assigned to Sixth Fleet ships, with the following nations represented: Belgium, Canada, Italy, the Netherlands, Norway, Portugal, Spain, Turkey and the United Kingdom.

d. The Personnel Exchange Program (PEP) provided training for twelve officers and senior enlisted men from foreign navies embarked in ships deployed in the Sixth Fleet. The navies of Belgium, Canada, Italy, the Netherlands, Norway and Sweden were represented.

e. The On-the-Job Training program (OJT) was especially notable this past year. Seven officers from Greece, Morocco and Spain (whose ranks ranged from Ensign to Captain) were embarked in Sixth Fleet ships and received tailor-made training for periods from less than two weeks to three months. In addition, a large number of Portuguese military personnel participated--both to receive tours and damage control lectures on board Sixth Fleet ships visiting Lisbon and to observe amphibious operations in such exercises as DISPLAY DETERMINATION.

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IV. LOGISTICS

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IV. (¢) LOGISTICS

A. (¢) General. The year 1976 was marked by a strengthening of proven logistics and maintenance procedures, changes to others and, once again, many new initiatives. The year started with a firm set of Goals and Objectives for improving logistics and maintenance support. The Sixth Fleet logistics and maintenance structure was strengthened to meet the needs of contingency and general war plans. New initiatives were manifold, notably including the disestablishment of the Inspection Program on a routine basis for ships inchopping to the Sixth Fleet and affirmation of the inherent responsibility of the commanding officer for the material and training readiness of his ship. Each new project purposefully contributed to the Sixth Fleet mission and/or to the morale of the fleet. It was a year in which the Mobile Logistic Support Forces continued to make significant contributions to force efficiency and effectiveness. The following paragraphs provide some examples.

B. (¢) Mediterranean Maintenance

1. 1976 was a year of continued increased emphasis toward improving and maintaining the material condition of Sixth Fleet ships. The revised Mediterranean Maintenance Plan was promulgated jointly by CINCUSNAVEUR/CINCLANTFLT. The new plan resulted from a conference in Naples, Italy, in December 1975 with maintenance representatives from the staffs of CINCUSNAVEUR, CINCLANTFLT, COMSIXTHFLT, type commanders and the task force/task group commanders. The revised plan increased the amount of maintenance received by ships deployed in the Sixth Fleet and provided a continuation of the CINCLANTFLT maintenance policy for Atlantic Fleet ships. With continued emphasis by the task force/task group schedulers to plan and schedule their units for maintenance, the revised Mediterranean Maintenance Plan requirements have been met routinely without sacrifice to underway ship operating time. CTF 63 continued to consolidate the Ship Repair Unit (SRU) and Training and Assistance Unit (TAU) in Naples with the rest of the staff after their move from Athens, Greece. The SRU continued to expand the number of foreign shipyards qualified to accomplish repair work on Sixth Fleet units throughout the Mediterranean. The TAU provided valuable training and assistance in such functional areas as damage control, flammable stowage, PMS, communications/crypto, electrical safety and boiler water/feed water laboratory appraisal. Classroom and on-the-job training were accomplished both in the new classroom facilities in Naples and on board ship. The Combat Systems Training Unit (CSTU) was utilized extensively during the year with each combatant ship receiving a visit shortly after inchop with follow-on training provided either on board ship or in the CSTU van. MOTU SIX provided valuable technical assistance and on-the-job training on board the ships throughout the Mediterranean. The ships visiting Naples during the year were visited by available MOTU SIX representatives offering technical, trouble shooting and on-the-job training assistance during their port visits. With the termination of destroyer tender homeporting, USS PIEDMONT (AD 17) was relieved by USS PUGET SOUND

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(AD 38) on a six month deployment. USS PUGET SOUND provided tender assistance to Sixth Fleet ships not only in Naples but in Augusta Bay and Kithera anchorages and in Toulon, France. One of the most extensive repair availabilities in the Mediterranean was accomplished on USS VOGE (FF 1047) at the French Naval Shipyard in Toulon. The ship was rammed by a Russian ECHO II submarine causing extensive damage to the propeller, propeller shafting plus holes and dishing in the ship's underwater hull. The ship required replacement of the propeller and tailshaft, and heat straightening of two sections of line shafting due to non-availability of spare line shaft sections, in addition to the underwater hull repairs. In December 1976, maintenance representatives from the staffs of CINCUSNAVEUR, CINCLANTFLT, COMSIXTHFLT, type commanders and the task force/task group commanders met, once again, in Naples to review the implementation of the revised Mediterranean Maintenance Plan and to discuss additional requirements. It was generally agreed that the implementation of the revised Mediterranean Maintenance Plan was providing more effective maintenance to the ships of the Sixth Fleet. As a result of this conference, one additional week of tender availability or commercial shipyard maintenance was added to the surface ships. The current maintenance program provides surface combatants, amphibious ships and service force units with five weeks of tender availability or commercial shipyard assistance plus four weeks of upkeep during each Sixth Fleet deployment. Aircraft carriers are provided four weeks of upkeep and access to the tender on a ship-to-shop basis at anytime. Submarines are provided one week of tender availability for every two and one-half weeks of operation.

2. Maintenance Support To Foreign Ships. From 8-22 March 1976, the Tunisian Navy ship, PRESIDENT BOURGUIBA, received a tender availability alongside USS PIEDMONT in Naples. Previous to the TAV, a Mobile Training Team was organized from the TAU and tender personnel and provided PMS training and technical assistance to TNS PRESIDENT BOURGUIBA in Tunis, Tunisia, in order to develop a work package and to determine what replacement parts were required for the TAV. Following the TAV, personnel from the TAU, USS HOWARD W. GILMORE and USS PIEDMONT together with USS WILLIAM M. WOOD provided two weeks of underway training with TNS PRESIDENT BOURGUIBA off the coast of Tunisia. Rear Admiral Jedidi, the Tunisian CNO, was most gratified by the results. These efforts continue to contribute significantly to the close relationship that exists between Tunisia and the Sixth Fleet.

3. Miscellaneous. During the year, the material condition of ships inchopping to the Mediterranean steadily improved. Seriously degrading equipment casualties and major safety discrepancies were reduced on most of the ships arriving in the Mediterranean. In August, the decision was made by COMSIXTHFLT to delete the requirement of the Sixth Fleet Material and Training Readiness Inspection of all inchopping units. PRE-INSURV inspection of USS GRAHAM COUNTY and the four PGs in October resulted in the decision to decommission USS GRAHAM COUNTY and strike her. Maintenance support for the PGs will be transferred ashore and to the deployed tender when USS GRAHAM COUNTY is decommissioned next year. In-

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creased cold iron support in the Mediterranean for both surface ships and submarines continued to be a high priority. An additional trailer mounted mobile 750 KW generator has been procured to support submarines for a total of two mobile units. This new unit is to be delivered early in the calendar year. One 1500 KW generator and two additional 750 KW generators are being provided as an interim measure for surface ship support to supplement tender cold iron facilities until a power barge is delivered which will provide 2500 KW electricity and 60,000 PPH steam.

C. (~~C~~) Supply

1. Overall supply support continued to be good. The Mobile Logistics Support Forces continued to provide the bult of the support through monthly logistic replenishment actions. General fleet supply support was improved over the year. FILL was increased from 89% to 94% while provisions effectiveness was up from 96% to 98% and tender supply support was up from 82% to 97%. This great increase in tender supply support was attributed to the replacement of the homeported tender with a deployed tender with a full load list. Fresh fruit and vegetable support has improved monthly as CTF 63 gained experience working with expanded new local commercial sources. MSC ships continued to supplement the CTF 63 Mobile Logistics Support Forces very effectively during the year with oilers and fleet support ships. Portable reefer vans were carried by the USNS oilers to enhance the fresh/freeze perishable provision support capability/flexibility of these units. This also provided a significant fuel savings.

2. The MATCONOFF and AVMATCONOFF Mediterranean programs provided effective support for CASREPT and NORS materials. The MATCONOFF program which screens Sixth Fleet ships for high priority requirements satisfied over 50% of all requisitions screened during 1976. The COMNAVSUPSYSCOM study team completed their analysis of why material from CONUS remained in transit for an unacceptable period of time in June and submitted their recommendations to CNO. Although there has not been sufficient time to implement all study recommendations, the average number of days to fill CASREPT requisitions for stocked material from CONUS has been reduced from 21 days in 1975 to 18 days in 1976. The Top Five Program proved to be a most effective tool for improving logistics support in the Sixth Fleet. This program authorizes the individual task force/task group commander to select any five CASREPTs for attention by the type commander and the Navy Supply Center, Norfolk, regardless of "C" rating assigned. C-2 CASREPTs nominated as a Top Five item get the same priority action as C-4 CASREPT, which includes cannibalization in CONUS, emergency procurement from vendors, close follow-up, CONUS Tech Rep assistance and "must-ride" air transportation. This bite-sized approach to problem solving has wide acceptability in the operational and logistic communities. Material requirements for Top Five CASREPT requisitions submitted to CONUS took an average of 10 days to satisfy.

3. The fuel accounting and budget procedures that commenced in 1974 were carried forward into 1975 and 1976. Aircraft operating hours

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and ships operating forward into 1975 and 1976. Aircraft operating hours and ships operating days were carefully controlled and schedules adjusted to meet operational commitments, minimize fuel usage and sustain fleet readiness. No schedule change was promulgated without a fuel impact evaluation. The in-theater NATO stock position for JP-5 and Marine Distillate Fuel has been reduced temporarily by contaminated fuel lines at the NATO depot in Cagliari, Italy, and by fuel tank leakage at the NATO depot in Augusta, Sicily. The Italian Navy is working with the contractors to rectify these problems. Augusta, Sicily, continued to be the principal lift point for Sixth Fleet oilers for support of ships in the eastern Mediterranean. However, monthly lifts are also being scheduled from Iskenderun, Turkey, to exercise the depot and assure NATO options remain available. NATO Fuel Depot Soudha Bay proved to be of little vale in 1976 as there are only 54 MBBLS of JP-5 available at the depot. Fortunately, tankage for 739 MBBLS of Marine Distillate Fuel and 229 MBBLS of JP-5 is presently under construction at Soudha Bay with completion scheduled for FY 78 and 79, respectively, which will improve our EMED capabilities.

4. Emphasis on NATO logistics issues continued in 1976 with additional refinements of the LOGSTARS Program and the conduct of replenishment-at-sea exercises with our allies. LOGSTARS is designed to provide the NATO operational commanders information on the fuel and conventional ammunition support available for contingency or general war purposes. A refined inventory report of what was available in Sixth Fleet ships designated for chop to NATO was made in Jan/Jul 1976. CTF 63 ships conducted 22 multinational replenishment/refueling-at-sea training exercises with our allies during the year to emphasize the need for continued inter-operability capability.

D. (~~C~~) Personnel. The overall manning of the Sixth Fleet was 92% of the Navy Manning Plan (NMP) authorized levels during 1976, which was a 2% improvement over 1975. Significant improvement was noted in E-3 and below personnel staffing and in the number of E-7 through E-9 personnel assigned. However, major shortages continue in the E-5 and E-6 levels, as it does throughout the Navy. Grade imbalances continue to impact on readiness as units operate at reduced efficiency despite emphasis on training to qualify E-4 and below personnel. Fleet-wide personnel shortages in such critical skills as AC, AD, AE, AK, AME, AMH, AO, AW, AIC, BT, DS, ET, EW, FT, FTG, GMG, GMM, GMT, RM and OS predominated the personnel problem areas reported by fleet units. Further impact on operational readiness due to these grade imbalances and shortages of key and critical rates have been most seriously felt, (1) during periods of intense and prolonged operations, (2) in routine PMS accomplishment, (3) in delayed casualty corrections, (4) in degraded PQS training programs, and (5) as degradation on the efficiency and capability of watch sections.

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V. COMMUNICATIONS

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V. (S) COMMUNICATIONS

A. (S) General. Command and Control Communications in the Sixth Fleet continued at a high level of effectiveness during 1976. Communications support in the Mediterranean has continued its upward trend with the increased utilization of NAVCOMPARS capabilities and satellite communications, including the recent installation of the second AN/WSC-5 at NAVCAMS MED and increasing numbers of ships with AN/WSC-3 capabilities. Maximum utilization of satellite communications to meet operational requirements has, however, been limited primarily by scarce resources in availability of SATCOM channels.

B. (S) Highlights

1. The Fleet Communications Readiness Officer, CWO2 (b) (6) [redacted] (b) (6) (LDO selectee), conducted communications assistance visits to 58 Sixth Fleet ships during the course of the year.

2. Installation of a TDM-1251 aboard the Sixth Fleet flagship in 1975, which provided a 4800 BPS SHF satellite access with autosynchronous capabilities, coupled with the full-period access initiated in 1976, has significantly improved the communications support to COMSIXTHFLT.

3. Installation of a full-period AUTOSEVOCOM terminal has enhanced real-time secure voice capabilities for Command and Control Communications onboard the flagship while inport Gaeta. The terminal utilizes the MR-46 microwave path through NAVCAMS MED to the AUTOVON/AUTOSEVOCOM switching center at Mr. Vergine, Italy. Increased capability is visualized in 1977 by using the SHF satellite path interfaced with NAVCAMS MED after installation of the second interim narrowband secure voice terminal planned for CY 77 installation.

4. USS ALBANY (CG 10) relieved USS LITTLE ROCK (CG 4) as Sixth Fleet flagship in September. In an effort to assist the USS ALBANY Communications Department prepare for the increased communications load, a three man Communications Readiness Team spend approximately 30 days aboard USS ALBANY prior to the flag shift, conducting training, LOADEXES and detailed equipment/procedure assistance. During the flagship shift, equipment and personnel were transferred in order to provide communications support to COMSIXTHFLT. Reduced overall communications space in USS ALBANY remains a problem.

5. Netted, secure voice and teletype communications were established and maintained with area commanders, on-scene afloat commanders and NMCC during the June and July 1976 non-combatant evacuation operations at Beirut, Lebanon. Communications for C3 included the testing, in an operational environment, PARKHILL secure voice equipment interfaced into the AUTOVON/AUTOSEVOCOM via high frequency (HF) through the NAVCOMMSTA GREECE ICSB.

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C. (~~S~~) Conferences and Visits

21-22 Jan 76	Orientation visit and discussion at NAVCOMMSTA MOROCCO.
9 Feb 76	NATO working level meeting at COMSTRIKFORSOUTH.
10 Feb 76	CINCSOUTH Staff/Fleet Comm Officer discussions at AFSOUTH HQ.
11-12 Feb 76	Med Comm Ops Conference at NAVCAMS MED.
13 Feb 76	CO, NAVCAMS MED visit to flagship.
4 Mar 76	COMNAVTELCOM and COMNAVELEXSYSCOM reps visit to flagship.
22 Mar 76	NATO Comm Interoperability Conference.
21-23 Jun 76	Satellite Restoral Conference at Naples.
24 Jun 76	Conference on NATO Tactical COMMPLAN revisions at COMNAVSOUTH.
12 Jul 76	NATO Tactical COMMPLAN Conference at COMNAVSOUTH.
9 Aug 76	Exercise DISPLAY DETERMINATION/ABLE ARCHER 76 after action fleet center meeting Naples.
20 Aug 76	Director DCA-EUR visit to COMSIXTHFLT.
31 Aug 76	KSUB BSCT Support Conference.
23-26 Oct 76	Frequency management visit to CINCUSNAVEUR.
3 Nov 76	Orientation visit to Fleet Center, Izmir, Turkey.
16-19 Nov 76	MEDCOMCON 26 at COMNAVSOUTH, Naples.
22 Nov 76	NATO Fleet Center discussions, CINCSOUTH HQ Naples.

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D. (~~S~~) Fleet Flagship National/NATO Traffic Totals for CY 76

	NATIONAL			NATO		
MONTH	INCOMING	OUTGOING	TOTAL	INCOMING	OUTGOING	TOTAL
JANUARY	41,262	3,080	44,342	6,431	284	6,715
FEBRUARY	34,158	2,162	36,320	7,017	441	7,458
MARCH	38,699	3,272	41,971	4,899	151	5,050
APRIL	36,810	3,061	39,871	5,109	221	5,330
MAY	38,110	3,068	41,178	7,134	318	7,452
JUNE	47,965	4,014	51,979	5,134	104	5,238
JULY	46,189	3,799	49,988	4,662	148	4,810
AUGUST	46,329	3,031	49,360	4,758	100	4,858
SEPTEMBER	49,250	2,786	52,036	4,649	177	4,826
OCTOBER	43,585	3,587	47,172	10,006	157	10,163
NOVEMBER	41,505	3,133	44,638	4,412	99	4,511
DECEMBER	41,795	3,806	45,601	4,368	121	4,489

GRAND TOTAL

MONTH	INCOMING	OUTGOING	TOTAL
JANUARY	47,693	3,364	51,057
FEBRUARY	41,175	2,603	43,778
MARCH	43,598	3,423	47,021
APRIL	41,919	3,282	45,201
MAY	45,244	3,386	48,630
JUNE	53,099	4,118	57,217
JULY	50,851	3,947	54,798
AUGUST	51,087	3,131	54,218
SEPTEMBER	53,899	2,963	56,862
OCTOBER	53,591	3,744	57,335
NOVEMBER	45,917	3,232	49,149
DECEMBER	46,163	3,927	50,090

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VI. INTELLIGENCE

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VI. ~~(SNF)~~ INTELLIGENCE

A. (~~S~~) Significant Accomplishments

1. (~~S~~) Established procedures for continuous provision and update of cryptologic indicators (specific events which would serve as precursors or warnings of certain types of events). Cryptologic DSEs are therefore better prepared to recognize potential significant situations and provide better support and warning to tactical commanders.

2. (~~S~~) Established cryptologic coverage plans (with update procedures for Libya and Lebanon contingencies.

3. (~~C~~) Effected successful management of OUTBOARD/OUTRIGGER resources to degree that nearly all CNO stated objectives were either fully or partially satisfied.

4. (~~S~~) Established a new high in the level of cryptologic direct support to submarine ASW operations, well above the 1976 goal of 14 supported operations.

5. (~~S~~) Developed and instituted new, timely tactical cryptologic reporting vehicles and formats for ships/staffs with cryptologic Direct Support Elements assigned.

6. (~~S~~) Conducted a review in conjunction with appropriate commands to develop a tailored Cryptologic ESM equipment package to support Mediterranean SSN operations. CINCLANTFLT concurred and is now installing new packages in SSNs deploying to the Mediterranean.

7. (~~C~~) Initiated and used successfully the MED ready-DSE concept during deployment of USS HARRY E. YARNELL.

8. (~~C~~) Provided timely support via the secure voice link between VQ/AF RECCE aircraft and the fleet flagship (SSES) during the Lebanon evacuation.

9. (~~C~~) Significantly increased level of SI comms interaction between VQ and SSES-equipped surface units.

10. (~~C~~) Fostered intelligence relationship with French Navy (CECMED) resulting in significant improvements in content and timeliness of FN reporting on SOVNAV activity available to Sixth Fleet units and FOSIF Rota.

11. (U) Provided on occasion timely warning info plus shipboard/personnel security guidance to Sixth Fleet units located in areas where possible terrorist actions were indicated.

12. (U) Hosted high level national and foreign intelligence officials aboard Sixth Fleet flagship providing comprehensive briefings and graphics presentations in response to visitors requirements and developed

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various special briefings/briefing items with graphics for presentation by COMSIXTHFLT to foreign and national VIPs.

13. (U) Developed all requisite intelligence support for the Sixth Fleet Commander incident to and managed application of Sixth Fleet and national intelligence assets to problem of Jun/Jul Lebanon evacuations.

14. (U) Accomplished move of COMSIXTHFLT Staff intelligence element from USS LITTLE ROCK to USS ALBANY, involving physical relocation of extensive files, photographic and other equipment plus certification of spaces for certain compartmented programs.

15. (U) Completed program for upgrading intelligence support to Sixth Fleet amphibious forces which includes significant improvements in available photography and dissemination of current and term reporting.

16. (U) Established methodology whereby special exercise intelligence support will be provided national exercise participants by FOSIF Rota.

17. (~~S~~) Implemented a detailed CNO-directed collection plan against Soviet Satellite Surveillance Systems.

18. (~~C~~) Managed intelligence collection effort incident to initial deployment of KIEV Class CVSG.

19. (~~C~~) Compiled and promulgated COMSIXTHFLT GUIDE TO SOVMEDFLT FREQUENTED ANCHORAGES in support of maritime surveillance/intelligence collection efforts in Mediterranean waters.

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VII. COMSIXTHFLT INTERACTIONS WITH MILITARY/POLITICAL PERSONAGES

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VII. (U) COMSIXTHFLT Interactions with Military/Political Personages

JANUARY

20-23 Casablanca, Morocco:

Mr. William H. Brubeck - AMCONGEN CASABLANCA
CDR Mohamed Aziz, RMN - INSPECTOR (CNO) ROYAL MOROCCAN NAVY
His Excellency Mustapha Belarbi Alaoui - GOVERNOR OF CASABLANCA
King Hassan - KING OF MOROCCO

27 Nice, France:

Mr. Peter K. Murphy - AMCONSUL NICE
COL Jacques Demange, FA - DEPARTMENTAL MILITARY DELEGATE
Mr. Robert Mavoisin - MARITIME ADMINISTRATOR
COL Gilbert Bastet (Ret) - MAYOR OF VILLEFRANCHE
Mrs. Giscard D'Estaing - WIFE OF THE PRESIDENT OF FRANCE

FEBRUARY

10-12 Gaeta, Italy:

ADM D. H. Bagley - CINCUSNAVEUR

26 Toulon, France:

VADM Bourdais, FN - CECMED

MARCH

2-7 Athens, Greece:

His Excellency Jack B. Kubisch - U.S. CHIEF OF MISSION
CAPT Dionysios Troupakis, HN - SENIOR NAVAL OFFICER SOUTHERN REGION
CAPT George Bratopoulos - HARBORMASTER
MGEN William A. Burke - CHIEF JUSMAAG
Mr. Evangelos Averoff-Tossizza - MINISTER OF DEFENSE
GEN Dionysios Arbouzis - CINC SUPREME HELLENIC ARMED FORCES COMMAND
VADM Spiridon Mourikis, HN - CHIEF, HELLENIC NAVY

APRIL

28 Mar-2 Apr Garmisch, Germany:

MU-76

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APRIL

4-8 Toulon, France/Rome, Italy:

CAPT George Larocque, USN - ALUSNA PARIS
VADM J. Tardy, FN - CECMED
AMB Volpe - U.S. AMBASSADOR TO ITALY
VADM Mainini, ITN - ITALIAN NAVY

30 Task Force/Task Group Commanders Conference

MAY

1 Task Force/Task Group Commanders Conference

4-7 Brussels, Belgium: SHAPEX 76

MGEN Eberhardie - ACOS INTEL, SHAPE
LGEN Franz-Joseph Schulze - DCPO SHAPE

21 Maritime Commanders Conference:

ADM Luigi Tomasuolo, ITN - COMNAVSOUTH

25-26 Madrid, Spain:

ADM Carlos Buhigas, SN - CHIEF OF THE SPANISH NAVY

30 Draguignan, France:

Memorial Day Services

JUNE

7-13 Dubrovnik, Yugoslavia

His Excellency Mr. Silberman - U.S. CHIEF OF MISSION
Mr. Rudi Jelic - PRESIDENT OF DUBROVNIK
KONTRA ADM Anti Piac - COMMANDER BOKA NAVAL ZONE

26 Catania, Sicily:

CAPT R. Jannuzzi, ITN - CAPTAIN OF THE PORT
BGEN A. Papadia - GARRISON COMMANDER
Mr. G. Crisopulli - GOVERNOR
Professor Zappala - VICE MAYOR
Archbishop Picchinenna

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JULY

1-6 BICENTENNIAL EVENTS - Nice, Cannes, Monaco, Grasse, France:

Mr. Bernard Cornut-Gentille - MAYOR OF CANNES
Prince Rainier and Princess Grace - RULERS OF MONACO
Mr. Andre Saint-Mieux - MINISTER OF STATE, MONACO
Mr. Herve de Fontmichel - MAYOR OF GRASSE

6-9 Gaeta, Italy:

ADM Bagley - CINCUSNAVEUR

AUGUST

5 COMSIXTHFLT CHANGE OF COMMAND - Gaeta, Italy:

GEN Alexander Haig, Jr., USA - SUPREME ALLIED COMMANDER EUROPE/ CINCEUR
ADM Stansfield Turner, USN - CINCSOUTH
ADM David H. Bagley, USN - CINCUSNAVEUR

SEPTEMBER

3 Gaeta, Italy:

Prefect of Latina Province

4 VADM Howard Greer, USN - COMNAVAIRLANT

6 Honorable Mr. Schrontz - ASST SECDEF FOR INSTALLATIONS/LOGISTICS

14 Norwegian Parliamentarians

15 Task Force/Task Group Commanders Conference

15 ADM Stansfield Turner, USN - CINCSOUTH

15 ADM Luigi Tomasuolo, ITN - COMNAVSOUTH

16 RADM Hedges - COMPATWINGSLANT

17 VADM MacDonald - DEPUTY COMNAVSOUTH

23 VADM Long - COMSUBLANT
Dr. Walsh - DEPUTY DIRECTOR DEFENSE RESEARCH & ENGINEERING FOR STRATEGIC & SPACE SYSTEMS

29 ADM Stansfield Turner - CINCSOUTH

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OCTOBER

5 Gaeta, Italy:

VADM Veldkamp - CINC ROYAL NETHERLANDS NAVY

9 LGEN Tief - SECOND MARINE DIVISION

13 VADM Adamson - COMNAVSURFLANT

15 Naples, Italy:

Southern Region Commanders Conference

18 LGEN Wilson - COMAIRSOUTH

19 Task Force/Task Group Commanders Conference

21-22 U.S. Embassy Rome, Italy:

Command Conference IV (AMBASSADOR VOLPE)

25 RADM Williams - COMFAIRMED/CTF 67

26 RADM Stockdale - DEPUTY DIRECTOR STRATEGIC PLANS (OPNAV)

28-30 London, England:

ADM D. H. Bagley - CINCUSNAVEUR

30 Naples, Italy:

Honorable J. William Middendorf - SECRETARY OF THE NAVY

NOVEMBER

3-6 Izmir, Turkey:

His Excellency Mr. Macomber - U.S. CHIEF OF MISSION
LGEN Brett - MILITARY REPRESENTATIVE TO CENTO
MGEN Wolfe - CHIEF JUSMAAG
RADM Toomb - CHIEF NAVAL SECTION, JUSMAAG
VADM Akdoganlar - CHIEF OF STAFF, TURKISH NAVY
LGEN Sozer - DEPUTY CHIEF, TURKISH AIR FORCE
GEN Akin - DEPUTY CHIEF, TURKISH GENERAL STAFF
Honorable Egilmez - GOVERNOR OF IZMIR
GEN Evrin - AEGEAN FORCES COMMANDER
LGEN Tavazar - COMMANDER TURKISH AIR FORCE TRAINING COMMAND
VADM Tamer - COMMANDER SEA AREA SOUTH
GEN Knowlton - COMLANDFORSOUTHEAST (NATO)

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NOVEMBER

9 Senator Sam Numm (Georgia) and Senator Dewey Bartlett (Oklahoma)

9 RADM Eugene Carroll - CTF 60

12 Naples, Italy:

COMFAIRMED CHANGE OF COMMAND (RADM Williams/RADM McLaughlin)

13 RADM Hughes - COMSERVGRU TWO

15-19 Athens, Greece:

Commodore Blessas - SENIOR NAVAL OFFICER AEGEAN
His Excellency Jack B. Kubisch - U.S. CHIEF OF MISSION
GEN Davos - CINC SUPREME HELLENIC ARMED FORCES COMMAND
VADM Konofaos - CHIEF OF THE HELLENIC NAVY
Mr. Davakis - FIRST DEPUTY MINISTER OF DEFENSE
Mr. Mills - DEPUTY CHIEF OF MISSION

22 VADM MacDonald - DEPUTY COMNAVSOUTH

23 U.S. Representative Les Aspin (Wisconsin)

27 Senator Costa - LATINA REPRESENTATIVE TO ITALIAN SENATE

30 ADM D. H. Bagley - CINCUSNAVEUR

DECEMBER

8-13 Palma de Mallorca, Spain:

RADM Marquez - CHIEF OF THE NAVAL SECTOR BALEARICS
BGEN Alonso - CHIEF OF THE AIR SECTOR BALEARICS
Honorable Buchens - MAYOR OF PALMA DE MALLORCA
Honorable Coll - PRESIDENT OF DIPUTACION
Honorable Hernandez - ATTORNEY GENERAL
Honorable Alvarez - PRESIDENT OF AUDENCIA
Honorable Marin - CIVIL GOVERNOR
MGEN Nadal - MILITARY GOVERNOR
LGEN Cierva - CAPTAIN GENERAL OF THE BALEARICS

11 Task Force/Task Group Commanders Conference

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DECEMBER

14-17 Barcelona, Spain:

RADM Martin - CHIEF OF THE NAVAL SECTOR CATALUNA
MGEN Vega - MILITARY GOVERNOR
Honorable Socias - MAYOR OF BARCELONA
Honorable Samaranchi - PRESIDENT OF DIPUTACION
Honorable Sanchez - CIVIL GOVERNOR
LGEN Coroma - CAPTAIN GENERAL OF THE FOURTH MILITARY REGION
His Excellency Mr. Stabler - U.S. CHIEF OF MISSION
ADM Buhigas - CHIEF OF THE NAVAL GENERAL STAFF FOR SPAIN
Senator Hart - U.S. SENATOR (Colorado)

20 LGEN Barrow - COMMANDING GENERAL, FLEET MARINE FORCE ATLANTIC

27 BGEN Hiestand - USCINCEUR STAFF (INTELLIGENCE)

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VIII. C H A P L A I N

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VIII. (U) CHAPLAIN

A. (U) Upon its arrival to Gaeta, Italy, USS ALBANY (CG 10) began the precess of crossdecking crewmembers from USS LITTLE ROCK (CG 4). Captain William Vest, CHC, USN, was relieved as Sixth Fleet Chaplain by Captain Francis Urbano, CHC, USN.

B. (U) After a period of settling in, the Fleet Chaplain visited the religious leaders of all representative faiths in the following locations:

Gaeta, Italy	Palma, Spain
Izmir, Turkey	Athens, Greece
Malaga, Spain	Barcelona, Spain

C. (U) While in port throughout the Mediterranean and when Sixth Fleet units were present, the Fleet Chaplain visited each unit conferring with the commanding officers, executive officers, lay leaders and, where assigned, the unit chaplains. Discussions centered on religious and morale matters.

D. (U) The Fleet Chaplain was present for one turnover of inchop/outchop of Sixth Fleet units at Rota, Spain. Arrangements were made with the Senior Chaplain at Rota to utilize the chapel complex for future inchop/outchop activities and conferences pertaining to the turnover of chaplains.

E. (U) Communication was established between the Fleet Chaplain and the Fleet Religious Support Activities of Norfolk, Charleston and Mayport. These activities are the manpower sponsors of the chaplains assigned to the greater number of Sixth Fleet units. Communications were also established with the COMNAVAIRLANT and CINCUSNAVEUR chaplains.

F. (U) Financial responsibility for the Sunrise Coffee House was transferred from the flagship to the Protestant and Catholic communities in Gaeta. Its operation continued to be the responsibility of flagship personnel under the direction of the Fleet Chaplain.

G. (U) After Christmas, Rear Admiral John J. O'Connor, Chief of Chaplains, visited the Mediterranean area and conferred with fleet chaplains at the U.S. Naval Support Activity in Naples, Italy.

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IX. PUBLIC AFFAIRS

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IX. (U) PUBLIC AFFAIRS

A. (U) General. News media interest in the Sixth Fleet was continually high throughout the year due to continued unrest in the Middle East, questioning of NATO ability to defend itself, political changes in Italy and continuous differences between Greece and Turkey. The Sixth Fleet was called upon to evacuate non-combatants from Beirut, Lebanon, in two separate efforts that received worldwide attention in June and July. The Soviet Mediterranean Fleet also received extensive media attention when it deployed its first aircraft carrier, KIEV, into the Mediterranean. "Shipshape and Sharp in '76" was the Bicentennial slogan for the Sixth Fleet during 1976. Fleet units participated in special American Bicentennial celebrations throughout the Mediterranean, with the highlight of Bicentennial activity occurring in the French Riviera. The nuclear powered task group which included USS NIMITZ (CVN 68) also received extensive press interest.

B. (U) News Coverage. The Fleet Public Affairs Office coordinated 40 major U.S. and foreign media visits to the fleet that included 189 reporters and cameramen. U.S. media included Time, Newsweek and Grumman Aircraft magazines, Stars and Stripes, Associated Press, United Press International and the Hearst Syndicate. Foreign media included representatives from Austria, Federal Republic of Germany, Norway, Italy, Switzerland, Spain, Belgium and the Netherlands. Appendix IX-A contains a selection of English language newspaper, magazine and wire service stories concerning the Sixth Fleet. In addition to print media, the fleet also received coverage from the three major U.S. radio and television networks, French, British, German and Italian television.

C. (U) Special Events. The Sixth Fleet public affairs officer was on the scene for both Lebanon evacuation operations in June and July. The June evacuation was reported by all major media direct from USS SPIEGEL GROVE (LSD 32), which took the evacuees to safe haven in Athens, Greece. The group included more than 20 news media representatives. The July operation was carried out by USS CORONADO (LPD 11), with the actual pickup of evacuees being performed by a landing craft from USS PORTLAND (LSD 37). The evacuees included approximately 20 reporters who represented U.S. radio/television networks, wire services, the Washington Post, Time and Newsweek magazines, in addition to foreign media. The evacuees were again taken to safe haven in Athens. A FLTAVCOMLANT film team provided documentary coverage of both operations. In December, USS GUAM (LPH 9) and USS CLAUDE V. RICKETTS (DDG 5) passed through the Suez Canal for operations in the Indian Ocean and a port visit to Mombassa, Kenya. A Marine Corps "Harrier" squadron embarked in USS GUAM performed a ceremonial "flyby" in conjunction with the 13th Anniversary Celebration of Kenyan Independence in Nairobi. COMSIXTHFLT Public Affairs Officer coordinated with the American Embassy on scene.

D. (U) Community Relations. The Sixth Fleet Band traveled to England, Scotland, France, Sardinia, Switzerland, Sicily and Yugoslavia, in addi-

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tion to performing before the Gaeta community and audiences in various other cities in Italy. The Sixth Fleet Band performed 80 receptions and dances, 108 public concerts, 39 ceremonies and 6 parades. The Sixth Fleet Music Show, consisting of the Show Band and the Sixth Fleet Singers, traveled to Holland, Germany, Spain, Tunisia and Morocco. During the course of this travel, 52 Music Shows were performed. The Sixth Fleet Singers were officialy disestablished in October 1976. In addition, the Show Band and the six-member Diplomats Combo performed at the U.S. Marine Corps Birthday Balls in Paris, France, and Kenitra, Morocco, and at the International Press Ball in Zurich, Switzerland. The Sixth Fleet Band and Music Show traveled 50,000 miles to 13 countries, performing 285 engagements before an estimated 400,000 people in 60 cities, not including those reached by performances which were recorded for radio and television broadcast.

E. (U) Internal Relations. A series of messages from Commander Sixth Fleet to all fleet units addressing the topics of fleet readiness, various national and international holidays and special events, conduct ashore, descriptions of significant NATO and national exercises were sent during 1976. Individual units increased their participation in the Fleet Home Town News program which resulted in increased public recognition of individuals within their commands. "Shipshape and Sharp in '76" award certificates and COMSIXTHFLT Bicentennial Award Certificates were presented to outstanding fleet units during the year.

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A P P E N D I X IX - A

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Stars and Stripes
9 January 1976

U.S., TURKEY REOPEN TALKS ON BASES

ANKARA (AP)--Turkey and the U.S. resumed negotiations after several weeks of Christmas recess toward establishment of a revised bilateral defense pact, officials said Tuesday.

The talks began Monday on a technical level and will continue regularly, officials said.

Turkey is seeking guarantees for America's material contribution to its defense needs in the wake of an arms embargo imposed by Congress last February. The embargo has since been partially lifted.

The U.S. hopes to reactivate its two dozen military installations here whose operations were curtailed last July in reprisal for the arms embargo.

In an interview published in the Turkish Daily Milliyet Tuesday, Turkish Foreign Minister Ihsan Sabri Caglayangil said he would go to the U.S. to sign the new pact if the negotiations reached a successful end. If the talks become deadlocked he might go to Washington to seek a high-level solution to the problem, Caglayangil told the paper.

He said if negotiations failed to produce an agreement the U.S. bases could not be reopened.

The minister said Turkey has asked that under the new status the bases remain under Turkish command. Asked if the U.S. was willing to agree to this, Caglayangil said, "I do not think we will have problems on this point."

According to diplomatic sources Turkey's demand that U.S. military aid be immune from "internal political fluctuations," meaning the mood of Congress, is one of the difficulties to be overcome in the negotiations. The U.S. maintains such a demand cannot be met without altering the Constitution.

In the Milliyet interview Caglayangil indirectly mentioned the problem, saying "every state has its laws. But we have to know the support we will be getting, and be sure of it, in order to discharge out obligations."

He said, "We will have to strive to find a formula, through negotiations, in accordance with the laws of each side."

-END-

Stars and Stripes
26 January 1976

U.S. AGREES TO PULLOUT OF A-SUBS FROM SPAIN

MADRID (AP)--A treaty extending American use of four military bases on Spanish soil but withdrawing 10 missile-firing submarines from their Mediterranean port was signed Saturday by Secretary of State Henry A. Kissinger and Spanish Foreign Minister Jose Maria de Areilza.

U.S. officials, while insisting the agreement is not a defense treaty, acknowledged that it brings the two countries closer together as well as edging Spain toward NATO.

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In case of attack against the West, the agreement said, that the U.S. and Spain will hold "urgent consultations." Also, there will be a combined military staff for planning purposes and a U.S.-Spanish council chaired by Kissinger and Areilza.

The treaty will be submitted this week to the U.S. Senate for ratification. It needs a two-thirds vote for approval.

For the use of the bases for five more years the U.S. will give Spain $1.44 billion in military and economic aid and meet Spanish demands for withdrawal of the nuclear submarines from Rota, a naval base near Cadiz.

U.S. officials said they could meet that demand because the Polaris submarines in the Sixth Fleet will be replaced by longer-range Tridents beginning in 1979. The 10 Polaris submarines are to be withdrawn between January and June of that year.

Kissinger said, "Spain, which has contributed so much to the Western civilization, must in our view be an integral part of all Western relationships."

The U.S. backed Spain for NATO membership but most of the Western Europe democracies opposed the drive during the dictatorial Franco era. The agreement, signed with the government of King Juan Carlos, "brings Spain closer to NATO, certainly in a psychological sense," said a key U.S. official.

However, he emphasized that, unlike U.S. agreements with NATO, the U.S. was not committed to Spain's defense.

This official also said the "treaty of friendship and cooperation" does not guarantee U.S. use of the bases for shipping equipment to Israel in event of another Middle East war. The issue did not come up in negotiations, he said.

Besides Rota, the U.S. operates air bases at Torrejon, outside Madrid, Zaragoza and an inactive base at Moron.

-END-

Stars and Stripes
28 January 1976

GREECE, U.S. REOPENING TALKS ON DEFENSE PACT

ATHENS (AP)--American and Greek officials opened a third round of talks here centering on the future of U.S. military installations in Greece and revising a mutual defense pact between the two countries.

An American official said the latest round of negotiations would deal mostly with "updating the U.S.-Greek security relationship in the light of present-day reality."

In addition, the status of forces agreement is also due for a review.

In the second round of talks held last year in Athens, the homeporting here of six destroyers of the U.S. Navy's 6th Fleet was eliminated, and U.S. military bases placed under Greek command.

The first round of talks started after Greece quit the military side of NATO in August 1974, following the Turkish invasion of Cyprus.

-END-

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Stars and Stripes
2 February 1976

BELKNAP OFFICERS CHARGED

NORFOLK, VA (AP)--Preliminary charges, including involuntary manslaughter, have been filed against a lieutenant junior grade who was deck officer of the cruiser Belknap when it collided Nov. 22 with the carrier John F. Kennedy, the Navy said Friday.

An Atlantic Fleet spokesman said that in addition to the charges against LT.(j.g.) Kenneth M. Knull, preliminary charges also have been placed against the Belknap skipper, Capt. Walter R. Shafer.

The crash, in which eight lives were lost, occurred during night flight operations in the Ionian Sea off the coast of Italy. Both ships are based in Norfolk.

The charges against Knull include involuntary manslaughter, violation of orders and regulations, "suffering destruction of military property" and "suffering a vessel to be hazarded."

The charges against Shafer are violation of regulations, dereliction in the performance of duty, "suffering destruction of military property" and "suffering a vessel to be hazarded."

An investigation into the fatal crash was convened Nov. 23 and information was forwarded to the Chief of Naval Operations Jan. 2.

The Navy spokesman said a letter of reprimand already has been issued to Shafer by the commander of U.S. Naval Forces in Europe, Adm. David H. Bagley.

A further investigation similar to grand jury action now will be conducted to determine whether the preliminary charges against Knull and Shafer warrant courts-martial or other judicial proceedings.

The collision sheared off the Belknap's superstructure and caused such extensive damage that the ship had to be towed home. It arrived in Philadephia on Friday for planning of repairs.

-END-

Stars and Stripes
24 February 1976

GAETA COMMUNITY PRAISED FOR ITS COOPERATIVE SPIRIT

GAETA, ITALY (S&S)--A U.S. Navy officer who has been in 60 countries says, "We have more interplay here in Italy with the local community than any other place I've ever been."

Lt. Cmdr. Dwight Avis made the comment during the opening day of the conference of the Mediterranean District of the Parents, Teachers, Students Association, which was hosted here recently at the Joshua Barney Elementary School.

Dr. Michael J. Scotti Jr., European president of the PTSA and a lieutenant colonel at the Army Hospital in Landstuhl, Germany, was the keynote speaker.

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"We have to cooperate but once in a while we have to do a little screaming. We benefited because Congress became more informed about our needs when we screamed.

"I am a volunteer," he added. "Just as all of you sitting here are volunteers.

"The main contribution we can give is to participate in our communities and not sit home in front of the TV."

He told the audience that it was not only the responsibility of everyone to be members of the community team but also "it is your right."

Scotti told his audience to seek people out and transfer their talents to the PTSA.

"We don't have time to develop leaders because of our three-year tour periods," he said, "but we don't have to.

"Most of us are in the military and the military spends $8 million a year developing leaders.

"It just amounts to getting people to transfer their talents from their regular jobs to the PTSA--whose only goal is the betterment of our schools."

-END-

Athens Daily
4 March 1976

6TH FLEET "RETURNS"

The guided missile cruiser Little Rock, flagship of the U.S. 6th Fleet, sailed into Piraeus yesterday for a three-day courtesy visit.

It was the first visit to the port of Athens by a 6th Fleet warship since the Turkish invasion of Cyprus in July 1974 and the withdrawal of Greece from the military wing of NATO 10 months ago.

National Defense Minister Evangelos Averoff yesterday received Vice Admiral Frederick Turner, Commander of the 6th Fleet, who is on board "Little Rock."

The U.S. Vice Admiral also visited Armed Forces Chief General Dionysios Arbouzis and Navy Chief, Admiral Spyridon Mourikis.

-END-

Stars and Stripes
5 March 1976

REPAIR TEAM

NAPLES (S&S)--Consolidation is the key word in industry and government--including the military--in this day of economical awareness and "snipes" aboard the guided missile cruiser Little Rock here are keeping up with the times.

"Snipes" is the nickname given to those in Navy ratings who work below decks--some of which include machinist's mates, enginemen, boilermen and, of course, the seaman's counterpart in the bowels of the ship--the fireman.

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"Where Are We Going?" was the theme of the two-day meeting of speeches, discussions and workshops.

Participating in a panel discussion was Dr. Joseph Mason, director of USDESEA, who, in an earlier statement, said, "The PTSA here have themselves quite a volunteer group. This is what we want to preach--parental involvement.

"All our schools are asking parents to volunteer their talents. And it shouldn't be limited to mothers--but should include fathers, too," said Mason, who directs the American European school system from his headquarters in Karlsruhe, Germany.

Local educators noted that 80 percent of the wives here help out at the school and 100 percent of the parents participate in the school counseling program.

"This is good," said Mason. "Educators are concerned about children's day-to-day relationships with their fathers. It should be--and has to be--a vital part of a child's education.

"Likewise, children should respect their father's job. It builds family pride, which is another important factor in a child's educational process."

Dr. Ray Walsh, principal of the Forrest Sherman High School in Naples and of seven PTSA district presidents in Europe, greeted participants and visitors to the facility here. The school provides elementary education for youngsters in this 6th Fleet Navy community of 2,200.

After opening the program Walsh turned the podium over to Avis, officer-in-charge of the Navy Support Detachment at this resort town, the home of the 6th Fleet Staff and the flagship, the guided missile cruiser, Little Rock.

Avis called the school "the focal point of the community." He said it has provided a "total after-school education concept, including scouting, Italian-American outings, sports and a tremendous amount of parental involvement."

The Community spokesman said that Navymen and their families are taking advantage of being in Italy and noted that American youngsters hold athletic contests with the pupils of the Italian school next door.

"The local butcher coaches our school soccer team," added Avis, "and when we put on a school play recently we hosted over 2,000 Italians in four days."

Avis then singled out Joshua Barney School Principal Andy Caro and thanked him on behalf of the community for "his dynamic leadership" and for his support of all the programs in which the parents, teachers and children participated.

Keynote speaker Scotti was then introduced and said right off the bat that he didn't consider himself to be what he called "one of those career PTA people."

"I got interested when I arrived in Europe. The rundown physical plants upset me. I soon realized that it didn't have anything to do with the quality of education."

The doctor noted that the job of the European PTSA is to educate the population as to what education is all about.

"When the big push was on recently to decrease our educational budget, we helped get a 100 percent turnaround.

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"We have to cooperate but once in a while we have to do a little screaming. We benefited because Congress became more informed about our needs when we screamed.

"I am a volunteer," he added. "Just as all of you sitting here are volunteers.

"The main contribution we can give is to participate in our communities and not sit home in front of the TV."

He told the audience that it was not only the responsibility of everyone to be members of the community team but also "it is your right."

Scotti told his audience to seek people out and transfer their talents to the PTSA.

"We don't have time to develop leaders because of our three-year tour periods," he said, "but we don't have to.

"Most of us are in the military and the military spends $8 million a year developing leaders.

"It just amounts to getting people to transfer their talents from their regular jobs to the PTSA--whose only goal is the betterment of our schools."

-END-

Athens Daily
4 March 1976

6TH FLEET "RETURNS"

The guided missile cruiser Little Rock, flagship of the U.S. 6th Fleet, sailed into Piraeus yesterday for a three-day courtesy visit.

It was the first visit to the port of Athens by a 6th Fleet warship since the Turkish invasion of Cyprus in July 1974 and the withdrawal of Greece from the military wing of NATO 10 months ago.

National Defense Minister Evangelos Averoff yesterday received Vice Admiral Frederick Turner, Commander of the 6th Fleet, who is on board "Little Rock."

The U.S. Vice Admiral also visited Armed Forces Chief General Dionysios Arbouzis and Navy Chief, Admiral Spyridon Mourikis.

-END-

Stars and Stripes
5 March 1976

REPAIR TEAM

NAPLES (S&S)--Consolidation is the key word in industry and government--including the military--in this day of economical awareness and "snipes" aboard the guided missile cruiser Little Rock here are keeping up with the times.

"Snipes" is the nickname given to those in Navy ratings who work below decks--some of which include machinist's mates, enginemen, boilermen and, of course, the seaman's counterpart in the bowels of the ship--the fireman.

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The dirty, sweating men assigned to the Main Propulsion Repair Team on the Little Rock are snipes--and proud of it.

"Ninety percent of our time is spent rebuilding valves," said CWO Dick Milam, main propulsion repair officer.

"There are about 1,500 valves in the ship's engine rooms and each valve costs $300 new," added Milam. "We rebuild them for about $10 worth of material."

Thirteen men who work in the ratings of Machinery Repairman and Hull Technician make up the team.

These men, who also operate drill presses, grinders and milling machinery, perform the jobs that a tool and die maker would in civilian life, according to a senior petty officer.

"Hull Techs in this shop do the welding, brazing and handle the cutting torches," Milam said.

"Normally, these men would be working in separate shops but Lt. Cmdr. Robert Nerup, chief engineer, consolidated the effort and made up this team of specialists that work in the holds--which is what we call the engine room and the fireroom.

"Our consolidated shop is now close to the holds where the finished product ends up. This, combined with the shared working space, saves lots of time and energy that we used to waste before.

"It's a new concept developed on the Little Rock and, as far as I know, we're the only ones working this way. It has really worked out well and these guys are now experts on repairing equipment in the holds," said Milam.

Lathes turn, and sparks fly 14 hours a day while the shop undergoes what the Navy calls "tender availability period" here in the S.E.B.N. Italian shipyard.

"This is a good time for us. We can get a lot accomplished during this period that we can't when the boilers are lit off and we're underway," said Milam.

The Little Rock, flagship for the commander, 6th Fleet, is alongside the tender Piedmont which is tied up to the pier here in the bustling port of Naples.

"The tender takes care of our heavy work--stuff we don't have the equipment or the space to work on here--and the shipyard also provides industrial assistance," Milam said.

The repair team, which works out of the mini-factory in the hot spaces below decks in the Little Rock, has rebuilt more than 300 valves since Nerup came up with idea of consolidation in late August, according to ship's engineers.

"With our operating budget, there is no way we could afford to buy new valves. You can imagine how important our job is to an old ship that always needs a lot of repair work and constant upkeep--like the Little Rock," said Milam.

"The Main Propulsion Repair Team saves Uncle Sam approximately $290 every time we repair one valve," added the team's "head snipe."

-END-

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Washington Star
28 April 1976

U.S. MISSILE DESTROYER RARE VISITOR TO ISRAEL

(AP)--A U.S. warship will dock at an Israeli port starting today for the first time in more than 12 years, according to a Pentagon spokesman.

He said the 5,800-ton guided missile destroyer Mahan will arrive in Haifa for a four-day visit. He referred to it as "a routine port call."

The Mahan will be the first U.S. warship to drop anchor in an Israeli port since November 1963.

A little over a month ago, the U.S. guided missile destroyer Dahlgren visited the Egyptian port of Alexandria. The Dahlgren is a sister ship of the Mahan.

In reponse to questions, the Pentagon spokesman confirmed reports of the impending U.S. naval visit to Haifa and said it had nothing to do with the continuing crisis in Lebanon.

He said the Mahan's visit had been requested by the United States and had been planned for about two months.

"It has no particular significance," the spokesman said.

Asked why the U.S. Navy has waited until now to send its ships into Israeli and Egyptian ports, the spokesman said:

"We wanted to insure that our port calls would not be misinterpreted as contributing to instability in the area."

He added that both Arab and Israeli governments now recognize such calls by U.S. warships "for what they are, routine visits."

Meanwhile, some 10 U.S. warships remain about 30 hours steaming time from Lebanon. At the same time, about four Russian cruisers and other naval vessels are keeping watch on the American ships off Lebanon.

-END-

Navy Times
3 May 1976

DAHLGREN SAVES SAUDI ARABIAN CREW

USS DAHLGREN--The crew of this guided missile destroyer recently turned an ordinary port visit to Alexandria, Egypt, into a life-saving mission by rescuing five men from a burning Saudi Arabian tug boat.

As the Dahlgren sailed through the Levantine Basin, one of here look-outs spotted red distress flares and SOS signals on the horizon. Upon arriving at the scene, the ship's rescue and assistance team was dispatched via the ship's utility boat. Because of excessive sea swells and inclement weather, the men were rescued from the burning tug by direct ship-to-ship transfer.

On board the Dahlgren, the five men were treated for minor injuries and given warm clothes and a meal.

According to the tug boat's master, Capt. Pete Hudson, the boat's fire was caused by a major explosion in her engineering spaces.

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Navy Times
3 May 1976

3 VISIT SPLIT

USS SARATOGA--This aircraft carrier, along with the guided missile cruiser Dale and the frigate Patterson, recently completed a five-day port visit to Split, Yugoslavia.

The crews of the three Mayport, Fla.-based ships hosted an average of more than 300 persons a day aboard the vessels. They also toured the ancient ruins in the Adriatic resort city.

Considerable interest was raised by the Saratoga, which was the first aircraft carrier to enter the Yugoslavian port since 1960.

-END-

Baltimore Sun
2 June 1976

SOVIET MENACE IN MALTA

Malta Premier Dom Mintoff has gone quietly to Moscow to meet Soviet leader Leonid I. Brezhnev. Behind the scenes, Mintoff is becoming the U.S.S.R. to his strategic Mediterranean island.

Mintoff's maneuver directly concerns the United States. A Soviet-sympathetic Malta means that the Soviet Union could drop the boom at the absolute cross-road--the vital bottleneck--of the Mediterranean. Our great 6th Fleet would be behind the eight-ball.

Except for Turkey, Israel, Egypt, Tunisia and Morocco, the entire south of the vital Mediterranean is hostile to the United States. Malta is less than twice the size of the District of Columbia. But it stands 58 miles south of Sicily, just above Libya and athwart the narrow channel along the African coast.

Malta achieved independence from Britain Sept. 21, 1964, and in 1965 NATO's protection was extended to the strategic island.

NATO-minded, pro-Western George Borg-Oliver was elected premier; a Maltese brought up in the world that had its standards, who believed in them and followed them. A rabble rouser often becomes a ruler, a transformation requiring a very ordinary kind of charlatanism. And in June 1971 rabble-rousing Dom Mintoff won the premiership.

I was in Malta at the time and Mintoff defeated Borg-Oliver by a single parliamentary vote.

Mintoff promptly began blackmailing Britain, NATO and the United States. First he withdrew Malta from NATO. Then he banned America's great 6th Fleet from Malta. And simultaneously he beckoned the U.S.S.R. Kremlin top-level operator M. Smirnovsky, accompanied by colleagues V. Tsargradsky and G. Penka, came to Malta.

Behind closed doors, Smirnovsky told Mintoff that a Maltese parliamentary delegation should visit Moscow. At Mintoff's bidding, Malta's Commonwealth Parliamentary Association approved the Kremlin offer.

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Smirnovsky had an additional ace up his sleeve. Malta has resident ambassador to the Soviet Union, Dr. Arvid Pardo. Smirnovsky offered to establish at Valletta, Malta's capital, a Soviet ambassador and embassy.

Although a fact hardly known to us in our country, all Soviet ambassadors to major Western and Communist-bloc countries are Central Committee members. They return regularly to Moscow for its plenium meetings. On Brezhnev's instructions, Smirnovsky guaranteed a Central Committee member and stated that Mintoff should place an ambassador in Malta.

Brezhnev's representative also stated that the Soviet Navy's immense Mediterranean buildup would be permanent. And he stated that Soviet ships could patronize Malta for repairs, refurnishing and provisioning.

This is important to Malta. Its shipyards and docks are its most important industry and the lesser use by Britain and our 6th Fleet creates severe unemployment. In fact, Malta is experiencing continuous migration to Australia, Canada, etc.

However, Smirnovsky's message from Brezhnev contains a whiplash. As standard practice the Soviet ships that call at Malta show Soviet propaganda films aboard and their crews distribute to Maltese workmen both aboard and ashore Communist revolutionary literature and even Red guerrilla warfare instruction books.

"Mediterranean" means "Middle of the World" and Malta has been settled since the Stone Age. Descent into the Stone Age caves outside Valletta and you find the engineering skill astounding. Malta's name stems from the Phoenician word "malta," a harbor of refuge, but the Phoenicians called it the Sacred Isle of the Ancients.

The first reference to it in Greek literature is in Homer's "Odyssey." He refers to Malta as "Melita" (a corruption of "malt") which means honey. Malta was famous even then for honey and remains so to this day.

The strategic island, with its ancient troglodyte houses, was for 35 centuries ruled by Phoenicians, Greeks, Carthaginians, Romans, Arabs, the remarkable Knights of Malta, France and Britain. Britian annexed the strategic island in 1814. And the noble buildings on Valletta's charming Mall stand as a glittering, fascinating memorial to the past imperial greatness of the British Empire.

Malta's Mediterranean bottleneck location makes it a strategic imperative for the United States. To support communist, oil-rich Libyan dictator, wild man Muammar el-Qaddafi--who is literally walking on money--has secretly given Mintoff in nearby Malta about $80 million.

Red-wing Mintoff is more dangerous than we may know.

-END-

Stars and Stripes
3 June 1976

USO HOSTESS 'LOVES' THE 6TH FLEET

NICE, FRANCE--She serves as assistant director in the Western Mediterranean for an organization that offers about 15,000 sailors each month a "home-away-from-home" atmosphere.

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More than 120,000 U.S. sailors are catered to annually with concerts, dances, and numerous other activities which make a visit to a foreign port just a little more enjoyable.

Josette M. Martin is the woman who acts as hostess for the men of the 6th Fleet, and her job is to coordinate and direct the activities of all USO organizations in France and Spain.

She has worked with the organization for more than 25 years and the reason she gives for her total involvement is, "I love it."

The only non-American director in the USO, Martin stopped pursuing a career in medicine and has forgone the role of wife and mother because she said, "My life is the USO and my family is the people it serves."

She started her career as a volunteer worker in her native Paris. Serving refreshments at USO-sponsored activities and assisting with local USO functions led Martin to a managerial position early in her career.

"I have worked with the USO since 1951 and there is nothing I'd rather do than what I am doing now," she said.

She acts in a variety of capacities. A jet-age social director, Martin hops from her main office at the U.S. Consulate here to points throughout France and Spain.

"I work closely with all the ships that visit France and Spain," she said. "I try to insure the U.S. serviceman visiting each country has a place to go to relax.

"The USO of today is much different from the USO of five or 10 years ago.

"Today, we are touching a little bit of everything. We sponsor sports activities, concerts--anything that the serviceman is interested in, we try to get into it, too."

Many of the activities sponsored by the Western Med USOs entail hours and even days of preparation and planning on the part of Martin. With the help of USO Junior Volunteers, dances, dinners and concerts are arranged for the sailors of the U.S. Navy ships visiting this section of the Med.

"Planning an activity like a dance takes about three days of making phone calls, initiating publicity and contacting local social clubs and universities," she said.

The USO in the Western Mediterranean is supported through an annual budget but relies heavily upon donations and assistance from the various ships it serves.

In her many years of close association with U.S. naval forces, Martin speaks only of fond memories and admiration for the U.S. serviceman.

"One of my fondest memories was a Dependents' Day cruise I was invited to go on by the men of the aircraft carrier Independence a few years ago. I will never forget the airplanes, people, and the feelings I experienced."

Martin plans to work with the USO a number of years longer and says she can see little chance of her feelings for the people she works with ever changing.

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Stars and Stripes
5 June 1976

FIRE-FIGHTING TEAM'S LEADER IS NAMED 'SAILOR OF THE YEAR'

NORFOLK, VA (UPI)--A sailor who heroically led a fire-fighting team after the Mediterranean collision of the cruiser Belknap and aircraft carrier John J. Kennedy has been named Atlantic Fleet "Sailor of the Year.'

A Navy spokesman said Tuesday PO 1.C. Randolph R. McClary will go to Washington in July to receive the personal congratulations of the secretary of the Navy and the chief of naval operations. McClary will also be awarded a meritorious advancement to chief petty officer.

McClary, 28, is a hull technician on the Norfolk-based guided missile destroyer, Claude V. Ricketts.

He led the Ricketts' fire-fighting rescue team when the destroyer rushed to the aid of the damaged Belknap last November. Eight sailors were killed as a result of the collision with the Kennedy, and the Belknap is still undergoing repairs for damages.

After the accident, McClary received the Navy-Marine Corps Medal, the highest award given for noncombat operations.

In recommending McClary for the Atlantic Fleet title, Cmdr. Robert C. Powers said, "Without the efforts of PO 1.C. McClary and his damage control teams, Belknap would most probably have been lost with resultant heavy loss of life...His strong leadership in days prior to that incident produced the damage control teams that made the difference between life and death for a ship of the U.S. Navy."

-END-

Associated Press Wire
16 June 1976

AMERICAN AMBASSADOR MISSING

BEIRUT, LEBANON (AP)--American Ambassador Francis E. Meloy Jr. disappeared Wednesday while crossing the dangerous front line between Beirut's Moslem and Christian sectors and was feared kidnaped, the U.S. embassy reported.

Meloy, who only arrived in this war-torn city last month, was on his way for his first meeting with President-elect Elias Sarkis in the Christian held Hasmiyeh District. He had left the seaside U.S. embassy in the Moslem sector of Beirut in his bullet-proof Chevrolet.

Embassy spokesman Christopher Ross said he was escorted part of the way by an embassy guard car. But the car left him and Economic Attache Robert O. Waring with embassy chauffer Zoheir Moghbrabi to continue the crossing in the ambassador's car.

Unconfirmed reports said Meloy and Waring and the driver were kidnaped by two armed gunmen. The embassy refused to comment on the affair except to confirm Meloy and the two others were missing.

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Stars and Stripes
24 June 1976

EVACUEES ARRIVE AT ATHENS

ATHENS (AP)--Weary but relieved, 267 Americans and other foreigners reached Athens Tuesday, 45 hours after being pulled out of war-ravaged Lebanon by a U.S. Navy landing craft. Some criticized U.S. presidential politics as responsible for the evacuation.

The Navy amphibious ship Spiegel Grove docked at the U.S. Army terminal at Piraeus, the port of Athens, at about 9:30 a.m. Friends, relatives and consular officials from several embassies greeted the 110 Americans and 157 persons from 25 other countries picked up from the Beirut beachfront on Sunday.

Diplomats said many of the evacuees would be flown to the U.S. and to various European cities Tuesday. Others were to stay in Athens hotels temporarily.

"It'll be hard to stop thinking Middle East and start thinking Middle West," said college teacher Marilyn Raschka of Milwaukee, who had spent 10 years in Lebanon.

Tom Gory of New York, a professor at American University in Beirut, noted that the departure was followed by another cease-fire, and said:

"I believe this one is going to work, because 34 is my luck number." That is how many cease-fires there have been in the 14-month civil war involving Palestinian and leftist guerrillas, right-wing Christians and a Syrian occupation force.

U.S. Ambassador Jack Kubisch came aboard, along with Greek officials and British, French, Germany and Italian diplomatic representatives.

The travelers whistled and applauded their appreciation for the Spiegel Grove's 540 sailors and Marines, some of whom gave up their bunks for the evacuees, while others walked dogs and played with children.

But there was skepticism over the decision to launch the evacuation after a British-organized convoy to Syria fell through.

In a telegram to President Ford, school teachers Mark and Vicki Ulrey, winding up a year's tour in Lebanon, said" "Disagree with decision to evacuate by sea but highest appreciation and thanks to Spiegel Grove officers and crew."

Mrs. Ulrey, from Greenwich, Conn., noted that more than 1,100 other Americans and their dependents in Beirut had elected to stay and doubted the wisdom of the naval evacuation. Like several others, she observed it took place during the presidential campaign.

"I'm grateful," said Raschka, "but I think that we have Ronald Reagan more to thank than Ford. If he'd been running against somebody with a more soft line, it might have been different."

Veteran observers in Beirut said that, despite the assassination of U.S. Ambassador Francis E. Meloy Jr. and economic counselor Robert O. Waring last Wednesday, the capital was generally safer than it had been for some months.

For a significant number of evacuees the trip was a matter of convenience, not of escape. An airline flight attendant was going on vaca-

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tion, another to her mother's funeral. Two girls were going to summer camp, a professor to consult with his publisher, an oil pipeline executive to a meeting in New York.

One man with no reservations at all about the wisdom of the evacuation was Nazmi Hagali, 48, a Lebanese-born American hotel manager who returned to Lebanon a year and a half ago to go into his father's textile business. Everything went up in smoke in the war.

"I came because of this Oriental thing of duty to your parents," he said, his voice shaking with emotion. "I was wrong. You should stay where you have made it."

Hagali, a Moslem, and his wife spent four of their last eight months trapped in their apartment in Beirut's Christian-held sector, sometimes even fearing to go to the window. Friends managed to get food to them and finally to arrange for their passage across the ravaged no-man's-land where Ambassador Meloy was kidnaped.

"It is the religious thing that is too institutionalized in Lebanon," Hagali said. "When I went to America, I never never thought I could fraternize with Jews, but I did.

"You can go to Kuwait and Saudi Arabia and live there 20 years--an Arab--and you're still a foreigner. You go to the States and live there three years and speak a little English and you're an American.

"We have only our clothes now and little money. I will start all over again. I can make it. I believe in America.

"Of course, now I believe in it more."

-END-

USS LITTLE ROCK Tiger Rag
28 June 1976

EVACUATION COMPLETED, EVACUEES BID FAREWELL

On Thursday, June 17, Sixth Fleet units including USS LITTLE ROCK were ordered to the coast of Lebanon to assist in the evacuation of some 279 American and other foreign nationals in Lebanon following the killings of U.S. Ambassador to Lebanon Francis Meloy and Economic Attache Robert Waring.

The evacuees were embarked on the USS SPIEGEL GROVE (LSD-32) which went on to Athens to disembark the evacuees.

Following the evacuation the LITTLE ROCK steamed alongside the SPIEGEL GROVE playing music for the evacuees. Vice Admiral F. C. Turner, Commander Sixth Fleet, designated Commander of the Joint Task Forces, gave these remarks.

"Because my flagship was in the vicinity I wanted to come and greet you personally. On behalf of the sailors and marines of the Sixth Fleet, it is a great pleasure to welcome you to the safety and security of our ships at sea.

"I understand that your group includes people from thirteen countries, including the United States.

"I know that many of you have experienced a long period of concern and anxiety. We share the feeling of relief which I know you all must feel

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today. We have been prepared for a long time to help you, and we are glad to have you safely with us now.

"I wish you a smooth transit to Athens, and Godspeed. Good luck to each of you from each of us."

The fighting in Lebanon erupted after more than six months of violence between the Moslems and Christians there. Some weeks ago the fighting was escalated by the entry of Syrian troops and artillery, who took the side of the Christians against the Palestinians and radical Moslems.

-END-

The Washington Post
30 June 1976

THE HOMELESS SIXTH FLEET

As the U.S. aircraft carrier America approached the Greek harbor of Rhodes on May 24 ready for overdue shore "liberty," carefully planned political rioting in the streets of Port City prevented anybody from coming ashore--a painful and humiliating incident signifying the constraints, some self-imposed, on U.S. power in the world today.

The success of the rioters on Rhodes in denying shore leave for hundreds of yankee sailors has received no publicity. Nor are official spokesmen in either the State Department or Defense Department anxious to talk about the ugly little affair. But it dramatizes this fact, both depressing and dangerous: Lack of liberty ports in the Eastern Mediterranean is making the powerful U.S. Sixth Fleet virtually homeless. This condition depresses morale, reduces re-enlistments and may eventually make that sea a Soviet lake.

Here is a classic case of how blunders in Washington subtly undercut national security throughout the world. That a superpower's capital ships can find no port for rest stems from tragic misjudgments in the White House and State Department and iron-headed obstinacy in Congress.

Overdue for liberty, the officers and men of the America were ready to debark for the storied isle of Rhodes May 24 when they were halted by word of rioting in the streets. The America's officers, easily seeing every move on shore with their binoculars, noted that the demonstrators were exuberant youths but that older men were stagemanaging the proceedings.

In fact, the riots were directed by Andreas Papandreou's left-wing party and one Communist faction for the overt purpose of keeping the America from landing. Government police were on hand but did nothing to stop the demonstrators, partly because the conservative government of Prime Minister Constantine Karamanlis does not feel strong enough to crack down on anything so popular as anti-American disturbance.

The inability of a U.S. carrier to land in the ports of its once steadfast ally is the bitter fruit of the mistaken U.S. policy of intimate friendship with the former Greek military dictatorship at the cost of alienating the Greek people. The demonstration at Rhodes was the creation of the far left, but it was clearly popular with Greek public opinion.

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Nor is it politically possible today for a U.S. carrier to visit Turkish ports. In this case, the senseless congressional cutoff of military aid to Turkey, resulting from its invasion of Cyprus, has cooled previously warm relations with another ally in the Eastern Mediterranean.

Adm. Frederick Turner, commander of the Sixth Fleet, has quietly proposed bringing his carriers into the Egyptian port of Alexandria. But here again diplomatic tangles intervene: The State Department says no. Nor do the diplomats want carrier visits to the Israeli port of Haifa. Although U.S. destroyers have recently visited both Alexandria and Haifa (greeted by cheering crowds in both places), the State Department feels the Mideast situation too fragile for anything so noisily obtrusive as a carrier visit. Beirut, so long a haven for all Americans, has been off limits ever since the Arab-Israeli war of 1967.

A week after the repulse at Rhodes, the America paid a two-day liberty visit to Taranto, Italy, in the Central Mediterranean. But in the Eastern Mediterranean, U.S. carriers are modern flying Dutchmen, unable to land for political reasons carrying grievous consequences.

The worst of these is reduced re-enlistment, down to a disastrously low rate on the America. This results in far too many single four-year hitches. Considering the two-year training period for today's highly technical Navy, this permits only two years of useful service for enlisted men. That clearly is no way to run a navy.

Nor is there any doubt about today's low morale on the Sixth Fleet carriers. The Navy's official spokesmen attribute this to the protracted period the fleet has been "on alert" because of the Lebanese crisis the last four months. But naval officers say privately the problem preceded civil war in Lebanon and stems from the unfriendly political conditions in the Eastern Mediterranean that bar regular liberty visits.

Accordingly, there is this blunt talk in naval circles today: If diplomatic accommodations cannot be made to permit normal peacetime functioning of the Navy, pull the Sixth Fleet out of the Eastern Mediterranean and leave that strategic area to the Soviet navy. This means that the greatest threat to U.S. naval power there is not the strength of our adversary but the hostility of our friends.

The lesson is that the relative decline of U.S. naval power is caused not just by the breakneck pace of Soviet naval construction, crucial though that is. Even rehabilitated and expanded American sea power would be hard put to function in the diplomatic morass made by administration and Congress.

-END-

Panorama, Naples, Italy
2 July 1976

PIEDMONT COMPLETES 'HOMEPORT' TOUR

USS Piedmont (AD-17) flew a homeward-bound pennant on June 28 signifying his change of homeport from Naples to Norfolk, VA, after completing

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his first deployment to the Mediterranean area.

Doc Piedmont has tended over 200 ships during his 19 month stay in Naples. Among the ships tended by Doc are: destroyers, fast frigates, patrol gunboats, cruisers, support ships, amphibious ships and submarines.

Piedmont has visited Izmir, Turkey; Palma de Mallorca and Barcelona, Spain; and Toulon, France; since his arrival in the Mediterranean area in December 1974.

Doc is expected to make a port visit in Rota, Spain, where he will meet his relief, and then to Portsmouth, England, for a Bicentennial port visit.

USS Piedmont has had a venturesome 32-and-a-half year history. He was commissioned in 1944 and one of the honored guests at the ceremony was Walt Disney. After the ceremony, Mr. Disney created USS Piedmont's mascot--a drawing of "Doc" of "Snow White and Seven Dwarfs" modified to show him working on a Destroyer. This is the only naval ship referred to as "he".

Doc was with the first task force that occupied Japan in World War II and spent many years in Yokusuka, Japan, where he made such an impression that the dock where he was tied is named "Piedmont Pier" to this day.

Doc has made 20 Western Pacific cruises and earned nine Battle Efficiency "Es".

More recently, Doc won the red Engineering Battle Efficiency "E" for fiscal year 1975 while serving in the Mediterranean.

Doc Piedmont is now returning to the U.S. with more work ahead of him and more challenges to be met.

-END-

Stars and Stripes
2 July 1976

RED CARRIER

NAPLES (S&S)--The Soviet Union's first full-fledged aircraft carrier is expected to steam into the Mediterranean this summer.

How and when the 40,000-ton Kiev, now undergoing trials in the Black Sea, will negotiate the Turkish straits, has naval observers buzzing with speculation.

In accordance, with the Montreux Convention, a 1936 naval agreement of 10 nations, the passage of warships through the Turkish straits is carefully regulated.

In keeping with the convention, aircraft carriers have never used the Dardanelles and the Bosporus, which divide Europe and Asiatic Turkey and make up the narrow water link between the Black Sea and the Mediterranean.

Western military observers are convinced the Kiev will carry a new vertical takeoff aircraft which they say should bar it from use of the Turkish straits. But they point out that the Russians did not build the Kiev to keep it locked up in the Black Sea.

The convention technically expires on July 20, but analysts seem to

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disagree on its future status. At least some experts expect it will be continued as was the case in 1956.

Under the terms of the convention, all non-Turkish warships must ask permission to use the straits.

U.S. destroyers on 21-day visits to the Black Sea and the Soviet helicopter carriers Moskva and Leningrad, moving between the Black Sea and the Soviet Mediterranean fleet, have regularly used the straits. Unlike the Kiev, the Russian helicopter carriers are limited to defensive weapons systems--namely antisubmarine warfare helicopters.

The Italian magazine "Settimanale" has speculated that the Russians were waiting for the outcome of the Italian national elections and the expiration of the Montreux Convention before unveiling the Kiev in the Mediterranean.

Some observers regard the Soviet classification of the Kiev as an antisubmarine warfare cruiser, rather than as an aircraft carrier, as a means to circumvent the convention.

In any event, the anticipated arrival of the Kiev in the Med is arousing interest among Western naval watchers who are eagerly trying to weigh the capability of what appears to be the first full-fledged Soviet carrier.

The latest edition of Jane's Fighting Ships, the London-based world naval authority, predicts the Kiev will carry about 25 Freehand vertical takeoff or jump-jet aircraft, in addition to 25 large helicopters.

Jane's puts the length of the Kiev at 900 feet and reports it will be fitted with an angle deck, somewhat like those used by carriers in Western navies.

But unlike the giant American carriers, which form the backbone of the U.S. 6th Fleet, the Kiev will not use catapults and arresting gear for the launch and recovery of aircraft.

The vertical takeoff aircraft and helicopters operating from the Kiev won't need these expensive systems, but experts point out that the vertical takeoff design imposes serious limits on range and payload. By contrast, the attack aircraft aboard U.S. carriers are capable of delivering nuclear payloads on targets deep inside enemy territory.

Yet, despite the obvious superiority of U.S. carriers, the Kiev represents another step in the relentless buildup of Russian naval power since the early 1960's.

Construction of the Kiev and a sister ship, the Minsk, in the Black Sea yard at Nikolayev, indicates a reversal of earlier policy.

It now appears that the Soviets, who in the past were critical of U.S. carriers, are building a fleet of their own carriers to be used as instruments of global diplomacy.

In addition to the Kiev and the Minsk, Western intelligence sources report that a third new carrier is being built in the Leningrad area. Most observers expect the Soviets to build at least six carriers. Some foresee an even larger fleet.

The first close contact between aircraft carriers of the American and Soviet navies no doubt will take place in the Mediterranean, where 6th Fleet strength is built around two attack carriers--replaced at regular intervals by fresh ships and crews from home ports in the U.S.

The expected arrival of the nuclear-powered Nimitz, America's newest

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carrier, later this summer for its first 6th Fleet deployment, adds an element of suspense to future naval operations in the Med.

Soviet efforts to develop an aircraft carrier seem to have been spurred by Russia's departure from Egypt, which deprived its Mediterranean fleet of land based air cover.

Given the continuing Arab-Israeli confrontation, the Lebanese civil war and the strategic import of Middle East petroleum, the stage is set for continued shadow boxing between the world's two largest navies in one of man's oldest regions of tension.

-END-

Navy Times
5 July 1976

282 FLEE BEIRUT IN SPIEGEL GROVE

USS SPIEGEL GROVE--If "Operation Fluid Drive" had not proceeded smoothly, according to a 6th Fleet spokesman, Navy helicopter gunships and jet fighters stood ready "to go in under fire" to help this dock landing ship rescue Americans and other foreign nationals from Beirut.

The operation, Speigel Grove's evacuation of 111 Americans and 171 others from the Lebanese capital to Athens, stemmed from the recent murders in Beirut of U.S. Ambassador Francis E. Meloy Jr., his economic advisor and a Lebanese employee of the embassy. President Ford ordered the sea evacuation June 20 because the land route from civil war-torn Lebanon to Damascus was considered too dangerous.

Although the Navy "had been assured of the security of the operation," the spokesman said, helicopters aboard amphibious assault ship Guadalcanal had been "ready to move" at any time, and pilots aboard aircraft carrier America sat in their cockpits on "short alert."

Guadalcanal and Spiegel Grove are part of Mediterranean Amphibious Ready Group 1-76, which was assigned to the mission. Other ships in that group are amphibious cargo ship Charleston, amphibious transport dock Raleigh and tank landing ship Barnstable County.

The Naval operation was not a general evacuation; an estimated 1800 Americans remained in Lebanon by choice or found other means of leaving.

A U.S. Navy utility landing craft--number 1654--picked up the evacuees for the 40-hour trip to Athens at the Bain Militaire, a beach resort for Lebanese military officers. The craft could have carried almost twice the number of people who boarded and was prepared to make return trips had they been necessary.

When the craft reached Spiegel Grove, which was waiting several miles offshore, the crew set about tending to the needs of the evacuees.

Sailors rigged safety nets as a playground for the children, fetched powdered baby formula and throwaway diapers from the storeroom and gave up their bunks to accommodate the evacuees.

A Marine corporal was detailed to walk the two dogs that came along, and quarters were found for a cat and a bird.

Marines and sailors gave parents a break by playing with the children,

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and color television and toys were provided. Hamburgers, french fries, oatmeal cookies and soft drinks composed the evacuees' first meal aboard the ship.

Spiegel Grove landed Marines in Lebanon in 1958 and, in July 1974, she helped pull 751 people out of Cyprus. Her commanding officer is Cmdr. Vernon R. Bush; the executive officer is Lt. Cmdr. Kenneth Hartkopf.

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Stars and Stripes
20 July 1976

TURKS PERMIT PASSAGE OF SOVIET CARRIER

ISTANBUL, TURKEY (AP)--Russia's first aircraft carrier, the Kiev, sailed through the Turkish Straits Sunday and headed towards the Mediterranean to join the Soviet Fleet.

The passage of the approximately 40,000-ton vessel, built at the Soviets' Black Sea naval shipyards at Odessa, ended a controversy over whether it is eligible to make the crossing under the Montreux Convention governing all types of navigation through the Turkish Straits.

There have been suggestions in some NATO capitals that the carrier does not fall under the provisions of the convention, which limit the tonnage of offensive naval units at 10,000.

These NATO military experts had maintained that the 1936-dated accord has no article covering the aircraft-carrying naval ships, and any Russian request to sail the Kiev through the Turkish Straits must be rejected by the Turkish government.

However, according to Istanbul's military port authorities, the carrier is classified as a "submarine-intercepting cruiser," and as such could make the crossing.

The Kiev, armed with 28 pieces of 76mm, 57mm and 25mm conventional artillery and various ranges of guided-missile batteries entered Istanbul's scenic Bosporus early in the morning, led by a Russina motor launch.

According to information relayed to the Turkish government under the accord, the vessel has around 30 Yak-36 type aircraft and 25 K25 helicopters, the semiofficial Anatolian News Agency said.

During the sailing, witnesses said, they could spot no aircraft on the ship's decks.

Russia supplies its Mediterranean and African fleets through the Bosporus Straits, at the bottom of the land-locked Black Sea, and the Dardanelles along the Gallipoli Peninsula before opening to the Aegean Sea waters.

In the past, there have been several Soviet pleas to upgrade the Montreux Convention, which grants sole authority over traffic in the area to the Turkish government.

Meanwhile, a Turkish news agency said, the Kiev's passage increased the total naval strength of the Soviet Union in the area to 69. On Saturday a military freighter headed for the area, it added.

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Stars and Stripes
28 July 1976

U.S. SET TO EVACUATE 500 MORE FROM BEIRUT

BEIRUT (UPI)--Rival factions traded mortar and artillery fire across Beirut Monday while an Arab League mediator tried to salvage a crumbling truce and the U.S. Embassy prepared to evacuate nearly 500 foreigners by Navy landing craft.

Security for Tuesday morning's evacuation--the second by the Navy and the seventh since embassies began urging their nationals to leave Lebanon last month--was to be provided by the Palestine Liberation Organization.

American officials said they also had "tacit" promises from Lebanese Christian groups to refrain from shelling west Beirut, where most of the city's foreigners live, when the evacuation takes place.

Heavy fighting flared in the downtown port area and in Beirut's northern and southern suburbs and Christian rightists launched more attacks on the besieged Tal Zaatar Palestinian refugee camp.

The heavy fighting left an estimated 130 dead in a 24-hour period.

In what appeared to be a campaign of terror shelling, Christian gunners in Beirut lobbed sporadic volleys of mortars into the leftist-controlled western residential quarter. Two shells fell next to a gas station one block from the Hamra Street shopping area, wounding 12 persons.

The PLO charged that Syrian artillery pounded the Palestinian camp of Nahr el Bared in Tripoli, 52 miles north of Beirut.

But the spokesman said he had no information concerning unconfirmed reports that two more Syria brigades had entered Lebanon to beef up the 15,000 troops already here. Western diplomatic sources usually informed of Syrian troop movements also said they had no knowledge about the reports.

A U.S. Embassy official reiterated the contention that deteriorating living conditions in Beirut, which entered its fifth week without water or electricity, was the main reason for Tuesday's evacuation.

But he admitted that the unpredictability of the military situation and the possibility of its taking a turn for the worse was a factor in the embassy's advice to the estimated 1,500 U.S. nationals still in Lebanon to get out now.

He said some 500 persons, including about 200 Americans, had signed up for the evacuation by U.S. landing craft from a beachhead near the U.S. Embassy on the uptown western coast.

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Stars and Stripes
28 July 1976

RUSS CARRIER IN MED TERMED NO THREAT

BRUSSELS (AP)--The presence of the Soviet Union's first aircraft carrier, the Kiev, in the Mediterranean Sea does not threaten the North Atlantic Alliance's superiority in the area, sources in the North Atlantic

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Treaty Organization--NATO--said Friday.

"We have an overwhelming superiority in the Mediterranean," the sources claimed. They said the Kiev "doesn't make a difference as long as we have our land-based aircraft there."

In addition to NATOs land-based aircraft around the Mediterranean, the sources pointed out that the number of planes on board the Saratoga and the America, the U.S. Sixth Fleet's two aircraft carriers sailing in the area was two and a half times greater per ship that the number of planes aboard the Kiev.

Moreover, they said, the U.S. aircraft have a far greater range and a much higher striking power than the 35 "freehand" YAK36 Vertical Take-Off and Landing--VTOL--planes aboard the Kiev.

To use these planes effectively, the sources explained, the Kiev would have to sail near land and there would have to be some air support from other Soviet or allied aircraft.

It is also not absolutely certain, the sources added, that the Kiev is actually carrying aircraft. None of the YAK36 have been seen so far on the flight deck of the 40,000-ton Soviet ship.

The big advantage of the Kiev class is that this ship can sail through the Suez Canal, something the big U.S. carriers are unable to do. This would give the Soviets an important edge whenever conditions would command moving the aircraft carrier to the Atlantic.

The Kiev sailed from the Black Sea Sunday to joint the Soviet naval contingent in the Mediterranean and is now in the eastern waters of this sea, supported by several other Soviet warships, including two cruisers.

There are an estimated 60 to 68 Soviet ships, including submarines currently in the Mediterranean against about 52 U.S. naval craft.

This is still far below the peak of 95-odd ships the Soviets had in the Mediterranean at the height of the Yom Kippur War.

The French are now also moving major naval units to the Mediterranean, including two aircraft carriers, the Foch and the Clemenceau.

The sources noted it is extremely difficult to make a comparision between the Soviet and U.S. forces in the Mediterranean. "It is hard to stack them up boat for boat," the sources said, "the ships are so different."

Whether the Kiev will remain long in the Mediterranean remains unknown, but alliance sources indicated, "it would not make much sense for the Soviets to keep this aircraft carrier there as long as they have only one of them."

The Soviets have one more aircraft carrier similar to the Kiev nearing completion near Odessa. It is known as the Minsk and is believed to be a sister ship of the Kiev. A third is also being built near Murmansk on the Arctic Ocean but it is not certain if it is same class of vessel or possibly something larger, more like the traditional carriers the Americans have.

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Daily American, Rome
30 July 1976

300 BEIRUT REFUGEES LANDED IN ATHENS

ATHENS (AP)--The U.S. Navy transport Coronado brought 155 Americans

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and about 145 evacuees of other nationalities from war-torn Lebanon to Athens today after a smooth 46-hour journey.

The 10,000-ton amphibious transport was greeted at the U.S.-Greek military terminal at Keratsini, outside the Greek capital, by friends and relatives of the evacuees and officials of the U.S. Embassy.

Among the Americans were 25 officials from the U.S. Embassy in Beirut.

Other evacuees included 26 British, 13 French, 7 West German, 5 Jordanians, 4 Austrians, 3 Australians, 3 Brazilians, 1 Palestinian, 1 Swede, 1 Finn, 1 Greek and about 75 Lebanese.

Among the evacuees were 20 young children and an expectant mother.

According to commander John Dewey, public relations officer aboard the ship, the journey went without incident or illness. He said food, drink, and entertainment for the children were plentiful and sleeping conditions quite satisfactory.

"I think the kids and their parents enjoyed it all as much as the crew did," he added.

Dewey said preparations for about 500 evacuees had originally been made, but less turned up than expected.

Among the evacuees were Beirut embassy defense attache Joseph Hunt and his wife Ethel, of California, who were greeted to a spontaneous dockside champagne toast by former colleagues already in Athens.

Mrs. Hunt, carrying a black poodle, said they were going home to see their children in the United States after 31 months in Beirut and looking forward to it.

Lillian Waterman, 33, also of California and working at the embassy with her husband, said she alone joined the evacuees but would have stayed in Beirut had the American government not asked me to leave.

Lebanese Moslem Moussa Traboulsi, who arrived with his wife and two children, walked off the ship wearing a grin and a notice pinned on his shirt. It read: Many thanks to the captain and crew for the very nice treatment and kindness aboard the USS Coronado, from Moussa Mary Laurence and Mark Traboulsi.

-END-

Stars and Stripes
7 August 1976

HAIG NOTES MED THREAT BY SOVIETS

ABOARD THE USS AMERICA OFF GAETA, ITALY--Gen. Alexander M. Haig Jr., Supreme Allied Commander, Europe, said Thursday the military situation in the Mediterranean could become worrisome if the Soviets contined to build up their fleet.

Speaking at a 6th Fleet change-of-command ceremony aboard the aircraft carrier America, Haig said North Atlantic Treaty Organization countries could counter the Soviet buildup only by building up their own fleets.

"Only in this way--that is with the forces of all--can we counterbalance Soviet power that is constantly being strengthened," he said.

"The Mediterranean link was once a Western lake," Haig declared. "Today, our navies find themselves increasingly pressed by a powerful Soviet

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fleet which, combined with Soviet worldwide naval deployments, poses a growing threat to Western lifelines in a truly global sense."

Haig and U.S. Ambassador to Italy John A. Volpe were on the America to see Adm. Frederick C. Turner step down as 6th Fleet commander and Adm. Harry D. Train sworn in in his place.

Turner is returning to Washington after two years as 6th Fleet chief to become director of the command and control office of naval operations. Train, 50, was director of staff organization in the Joint Chiefs office before his appointment to the 6th Fleet.

-END-

Navy Times
9 August 1976

6TH FLEET'S ADAPTABILITY SUITS 'AMERICAN LAKE'

WASHINGTON--A NATO exercise in the Central Mediterranean Sea...night carrier flight operations off the coast of Spain...a combat support ship in the Eastern Med making her 100th fuel transfer during a six-month deployment...a submarine emerging from the depths for the first time in weeks. This is the U.S. 6th Fleet.

Antisubmarine warfare...antiair warfare...amphibious assault...maritime patrol and surveillance...readiness to evacuate American citizens and other noncombatants from disturbed areas...humanitarian assistance to a flood-ravaged Mediterranean country...showing the flag. This, too, is the U.S. 6th Fleet.

The 6th Fleet has been on station to preserve peace and stability in the Mediterranean for more than a quarter of a century. A modern, mobile force consisting of two aircraft carrier task groups, destroyers, submarines, amphibious assault and support ships and maritime patrol craft, it is capable of performing a broad range of missions across the 3000-mile width of the Med. Directing this widely dispersed and diversified fleet is a challenging job for a small group of men.

The Commander of the 6th Fleet is Vice Adm. Frederick C. Turner. He and his staff are embarked in the guided missile cruiser Little Rock, homeported in the small Italian fishing village of Gaeta, Italy, midway between Rome and Naples on Italy's west coast.

Because it is a "floating command," Commander 6th Fleet is able to remain independent of shore installations and keeps the ability to be where the action is. The action may be assisting Tunisians who were left homeless after widespread flooding in that country during 1973, evacuating American and third country citizens from strife-torn Cyprus in July 1974 or maintaining peak readiness through frequent NATO and national exercises at sea.

The 40 staff officers, ranging in rank from captain to warrant officer, span the full spectrum of operational and staff specialties. Fifteen are commanders, most with backgrounds in command of ships and aircraft squadrons, with widely varied expertise in fields ranging from engineering to mining. The flag allowance of enlisted consists largely of communicators and administrators, supporting the high tempo of staff tasks in di-

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recting the fleet. The demand for high quality rapid communications for command and control of the fleet makes the communicator a particularly important part of the flagship team.

The staff directs and coordinates the operation of 45 to 50 ships, 200 Naval aircraft and up to 25,000 officers and men that comprise the U.S. Navy presence in the Mediterranean.

Leading the 6th Fleet has been a challenging job since the fleet's inception in 1948. Recent history has seen a score of important political and social changes, turbulence in the Middle East, strife in Cyprus and the Spanish Sahara, the reopening of the Suez Canal and violent clashes in Lebanon. Such has been the background for 6th Fleet operations. Its capabilities and plans are tailored to the volatile Mediterranean environment, where the challenges range from a Soviet fleet of growing strength and importance to the ability to withdraw noncombatants from troubled areas under any conditions.

The reopening of the Suez Canal on June 5, 1975, was a widely celebrated event in which the 6th Fleet had an important role. Sixth Fleet Task Force 65, together with a multinational team composed of Egyptian, British and French mine clearance and explosive disposal personnel, cleared tons of unexploded ordnance and a dozen sunken ships from the waterway to enable the reopening of the canal to world shipping. The 6th Fleet flagship was the only foreign warship invited by the Egyptian government to participate in the reopening ceremony.

While inflation and fuel constraints continue to affect fleet readiness, every at-sea period of each unit is used to the fullest extent to conduct readiness operations and "passexes" (passing exercises). These are informal, inter-fleet exercises of one or two days' duration. They are not limited to U.S. Navy units, but often are conducted with other allied navies and navies that express the desire to operate (albeit temporarily) with the 6th Fleet.

In recent years, the rapidly changing Mediterranean has been particularly affected by political changes and government instabilities, demanding an extra measure of readiness and capability from 6th Fleet ships and people. The growth of the Soviet Mediterranean fleet over the past decade from one or two ships to an average of more than 60 has provided a growing challenge that the 6th Fleet has had to meet in concert with the United States' NATO allies. During the 1973 Yom Kippur War, Soviet strength in the Med rose to 96 units, more than half of which were combatants. The first full-fledged Soviet carrier, Kiev, is making her premier Mediterranean deployment this year.

The NATO alliance always has been a large part of the 6th Fleet. Commander 6th Fleet, when operating with NATO forces, has the additional title of Commander Naval Striking and Support Forces, Southern Europe. Part of the ComStrikForSouth staff is located in Naples and represents Turner in NATO matters, particularly in operational planning. Part of the staff is led by a U.S. Navy rear admiral, who serves as deputy commander, and is composed of British, Italian, Turkish and U.S. Naval officers.

"I am greatly impressed with the capability of NATO when we put the navies together, because we are clearly superior in numbers, capability and control," Turner said.

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Stars and Stripes
20 August 1976

6TH FLEET FLAGSHIP LITTLE ROCK WILL BE RETIRED THIS FALL

WASHINGTON (AP)--The flagship of the 6th Fleet in the Mediterranean will be retired from active duty this fall, the Navy has announced.

The 14,000-ton Little Rock is due to be relieved by the cruiser Albany in the Mediterranean late this summer and will then sail to the Philadelphia Naval Shipyard for decommissioning.

-END-

Navy Times
23 August 1976

CORONADO HELPS WITH EVACUATION

USS CORONADO (DELAYED)--Marines of the 32d Marine Amphibious Unit aboard this amphibious transport dock participated in the evacuation control center phase of the recent Lebanese evacuation.

Days before the evacuation, the Marines and the Coronado crew began preparations for the arrival of the evacuees, which included moving out of their berthing areas to make room for the evacuees, converting the first class mess into a nursery and shifting the hours of operation of several of the ship's facilities to accommodate the evacuees.

The Marines did not participate in the actual evacuation, but they were prepared as a force in readiness if needed.

At 6:50 a.m., the first Navy landing craft departed from Coronado to the shores of Beirut to evacuate the Americans and other noncombatants from the troubled area.

The landing craft returned at 9:56 a.m. with 306 evacuees, including the American Ambassador Talcott Selye, 116 American civilians and 189 other persons representing 29 nations.

The evacuees were met by a Navy/Marine Corps evacuation control center team, which welcomed them aboard and processed them through several stations, such as reception, screening, medical aid and a VIP station. Also assisting in the operation were two Navy chaplains, who handled the evacuees' emotional and spiritual needs.

Many of the evacuees, obviously tired, managed to show their gratitude with a smile as sandwiches and refreshments were provided. Several expressed their feelings about leaving Lebanon and coming aboard the Coronado.

"It was very hard to leave our friends behind, but living conditions were unbearable. Just the other day, two shells landed about 20 meters from our house," said one 16-year-old girl.

Risvi Nasir Ali Syed, a Pakistani student at the American University of Beirut, said, "This is like coming from the fire into heaven, we had no clean water and no electricity. The streets were filthy, and there was a lot of shooting. I am very grateful to the American government for making the decision to evacuate us."

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This was the second successful evacuation this year performed by the 6th Fleet in Lebanon. On June 20, the dock landing ship Spiegel Grove safely evacuated 276 noncombatants from Beirut.

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The Washington Post
31 August 1976

SOVIET SUB COLLIDES WITH U.S. NAVY SHIP

A Soviet nuclear-powered missile submarine collided with the U.S. Navy frigate Voge in the Ionian Sea Saturday, the Navy said yesterday.

Both vessels were damaged. It is not known if anyone aboard the Russian Echo II class submarine was injured, but the Navy said one U.S. sailor suffered a possible broken arm.

The Voge, her propellor damaged, is being towed to Souda Bay, Crete.

The Navy said the Soviet sub, which usually carries cruise missiles with a 250-mile range, "was observed on the surface following the collision," its superstructure damaged.

The Voge, which operates out of Mayport, Fla., is assigned to the Sixth Fleet. It carries a crew of 247, is about 414 feet in length and is armed with antisubmarine weapons and five-inch guns.

Soviet Echo class subs generally carry eight cruise missiles, which must be fired from the surface unlike the longer-range ballistic missiles carried in Soviet strategic subs.

The Soviet navy, with some 50 ships in the Mediterranean, frequently operates in proximity to the approximately 45 vessels in the Sixth Fleet. Both navies keep close watch on one another, particularly in times of crisis and during exercises.

The Navy said there was no U.S. naval exercise under way at the time of the collision.

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Daily American, Rome
9 September 1976

NATO PREPARES SOUTH EUROPEAN MANEUVERS

NAPLES (AP)--NATO's southern command will conduct its fall exercise program Sept. 24 to Oct. 12, Commander in Chief Allied Forces Southern Europe, Admiral Stansfield Turner, announced Tuesday.

Called "display determination," the exercise program is part of Allied Command Europe's "autumn forge" exercise series and will be conducted primarily at sea in the Mediterranean.

The aim of the exercise is to train and refine current NATO procedures and to ensure that operational plans are current for a modern environment, officials said.

During the exercise program, convoy operations will simulate the wartime requirement to reinforce and resupply NATO's southern region by sea.

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Anti-air, anti-submarine, convoy protection and naval control of the lines of communication and amphibious operations will be exercised.

Naval forces also will provide support to simulated land operations in Italy and Turkey.

Naval forces from Italy, Portugal, the United States, United Kingdom and Turkey are scheduled to participate in the exercise under the direction of Vice Admiral Harry Train, commander of NATO's striking force south and Admiral Luigi Tomasuolo, commander naval forces south.

Air force units under the direction of Lt. Gen. Joseph Wilson, commander allied air forces southern Europe, will exercise missions of air defense, reconnaissance, close air support and interdiction, and they will provide forces that will simulate attacks on naval forces at sea.

Aircraft from Italy, United States, United Kingdom and Turkey will participate.

"Display determination" is one of the national and NATO exercises in this year's autumn forge concept, introduced in 1975, brings together, under a common scenario, a number of exercises taking place each fall within allied command Europe and ranging from Norway to Turkey.

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Stars and Stripes
9 September 1976

'THE NEW BOY ON THE BLOCK'

"The Nimitz is the new boy on the block and he came on running." So said Rear Adm. Eugene J. Carroll, commander of the Sixth Fleet's attack striking force when the giant nuclear powered attack aircraft carrier joined "National Week," the largest exercise of the year by the U.S. Navy in the Med.

"National Weeks are usually run in conjunction with new ship arrivals here and the idea is to create a three-dimensional threat," said Carroll. "For Nimitz we created heavy surface action with lesser jeopardy coming from the subs and air attacks as the exercise developed." The exercise involved 27 ships of the U.S. Sixth Fleet spread over 500 square miles of operating area in the Ionian Sea east of Sicily and south of Italy.

The carrier and its 6,000 men came under the operational control of Sixth Fleet upon arrival in the Med July 16.

The Nimitz is currently serving as flagship for Carroll and his 40-man staff who deploy Task Force 60 and Carrier Division Two.

"When a new ship arrives in the Med her crew knows only the basics but after only a few hours in an exercise like National Week it amazes me how much they learn--the learning period is very fast," Carroll said.

The air wing in the Nimitz flew 800 hours during the exercise.

When the commander of the Sixth Fleet sent a message to the ships involved in National Week that said "FINEX" (finished exercise) the Nimitz skipper, Capt. Richard T. Gaskill, set "condition sunshine" which allowed the men on the flight deck to shed their jerseys and for the first time during the sea war enjoy the Mediterranean sunshine.

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Gaskill expressed his pleasure when he got on the 1MC and broadcast to the crew from the bridge where he runs the 1,092-foot-long ship with its 4 1/2-acre flight deck.

"It's been a very useful and very important exercise," said Gaskill.

"We've proved we can fly days at a time--almost continuously. Nimitz played a key role in the exercise and I don't doubt that we are the strongest air wing-ship team in the Navy.

"During this week we have made all our commitments and yesterday we sunk all but one and we got her this morning. We've worked awfully hard and I hope each of you can get two days liberty when we get to Naples."

Gaskill is no stranger to nuclear carriers, having served as executive officer of the nuclear carrier Enterprize in 1972 and 1973.

"I feel fortunate to take Nimitz on her first deployment in the Mediterranean. No naval officer has been more privileged than me--to have the best ship--not only do we have the best technology with our nuclear power plant but we have the best of everything--dental, dry cleaning plant, everything. We have the finest warship.

"We live and work on a very special ship and the men know it."

When the carrier ceased flight ops and the crew cleaned up the ship for their first liberty since they left Norfolk, Carroll said: "I am very pleased and well satisfied with the state of readiness of the Nimitz and Carrier Air Group 8--the Navy's newest fighting team."

-END-

Stars and Stripes
18 September 1976

NAVY BLAMES CRASH SERIES ON RISKS OF REFUELING AT SEA

NORFOLK, VA. (AP)--Navy officials feel Tuesday's collision of the carrier John F. Kennedy and the destroyer Bordelon in the North Sea off Scotland again demonstrates the hazards of refueling at sea.

Spokesmen at Atlantic Fleet Headquarters here said the most recent accident happened when the Bordelon, based in Charleston, S.C., pulled alongside the Norfolk-based Kennedy to take on fuel. The two ships parted immediately after colliding and went on their way under their own power.

Both ships have been participating in a NATO exercise named Teamwork '76.

The Navy said an investigation would begin immediately.

Six crewmen on the Bordelon were injured in the mishap, two of them seriously. The Navy said both ships apparently sustained extensive damage, but that the destroyer was damaged the most.

Spokesmen said one of the seriously injured men reportedly suffered internal injuries, while the other had a possible compound facture and cuts.

The names of the injured were withheld pending notification of relatives. No one aboard the Kennedy was hurt.

Accidents such as the one on Tuesday have been a subject of Navy con-

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cern for months, especially since six warships were involved in a collision in a four-week span last year.

Warships must steam side by side during replenishment operations, passing supplies on lines or fuel through hoses. Such techniques save time and money by relieving ships of the necessity of going into port to restock or refuel.

Tuesday's accident happened just five hours after a Kennedy flight deck mishap, in which five persons were injured and a $16 million jet--an F14 Tomcat--was lost overboard. It came 10 months after a major collision between the Kennedy and the guided missile cruiser Belknap that killed eight sailors, injured 48 others and demolished the Belknap's superstructure.

Navy spokesmen said the Bordelon's forward stack was crushed in Tuesday's accident. Also damaged were the ship's forward and after masts, the signal shelter, above deck sonar room and a torpedo magazine.

The accident left the Bordelon virtually stripped of its radar and communications capabilities, one official said.

Damage to the Kennedy included two foot splits in the No. 1 deck house.

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Navy Times
28 September 1976

RELIEF OF COMSIXTHFLT FLAGSHIP

WITH THE SIXTH FLEET IN THE MEDITERRANEAN (GAETA, ITALY)--Not all the eyes were dry when the guided missile cruiser USS LITTLE ROCK (CG-4) slowly slipped away from the NATO fuel pier here at high noon September 9.

The grand old girl had been relieved by the guided missile cruiser USS ALBANY (CG-10) as the flagship for Commander Sixth Fleet two days earlier and was beginning her last voyage to the United States, where she is scheduled to be decommissioned in November.

The sailors of both crews felt a great deal of pride as they exchanged salutes for the last time while the COMSIXTHFLT band played "Auld Lang Syne and Hold that Tiger", the LITTLE ROCK fight song. Two Italian tugboats rendered a salute with their fire hoses shooting water high into the clear air and their whistles tooting as the former fleet flagship passed between them, her long homeward bound pennant playing the breeze. It was an emotionally mixed moment for nearly 300 men who had crossdecked to the ALBANY shortly before the departure.

LITTLE ROCK was under the command of Captain William R. Martin, USN, as the ship departed her former overseas homeport of 3 years for the last time.

The 31 year old vessel had served as flagship for three consecutive Sixth Fleet Commanders, Vice Admirals Daniel J. Murphy, Frederick C. Turner, and Harry D. Train, II. She was the first U.S. warship to visit Alexandria Egypt, since World War II in July 1974 and the only foreign warship to take part in the formal reopening ceremonies of the Suez Canal at Port Said in June 1975. LITTLE ROCK played a key role in rescuing flood victims from Tunisia in 1973 and provided a command and control center for COMSIXTHFLT

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in directing the humanitarian evacuation of non-combatants from Cyprus in 1974 and during the two Lebanon operations this year.

While LITTLE ROCK heads west, the wives and children of USS ALBANY sailors are quickly getting settled into their new homeport. ALBANY is under the command of Captain James G. Storms, III, USN.

-END-

Stars and Stripes
7 October 1976

ALLIED WAR GAMES GOING ON IN TURKEY

ANKARA, TURKEY (AP)--Gen. William Knowlton, commander of NATO's Allied Land Forces, Southeastern Europe, based in Izmir, flew to the eastern Turkish town of Erzurum Monday to direct allied maneuvers held in the vicinity.

The war games, which began last weekend, are part of NATO's "Display Determination" exercises and are designed to repel a fictional Soviet attack on eastern Turkey, military sources said here.

They said an American airborne regiment was flown over from Italy to take part in the exercises that also involve Italian units, Turkish ground troops, Turkish air force units and the support of a U.S. 6th Fleet aircraft carrier from the Mediterranean.

-END-

Stars and Stripes
9 October 1976

ITALY, U.S. IN LANDING MANEUVER

NAPLES--More than 2,000 U.S. and Italian Marines were to land Friday on the beaches in an amphibious assault about 60 miles north of Rome, a Navy spokesman said.

The landing is part of Display Determination '76 and uses about 45 U.S., British and Italian ships, the spokesman said.

"The Marines are from Italy's San Marco Tac Group and amphibious units in NATO's Striking Force South. Landing operations are under the command of Vice Adm. Harry D. Train II, commander of the 6th Fleet and the Striking and Support Force, Souther Europe," the spokesman said.

"Among the ships used in Friday's landing are the aircraft carriers America and HMS Ark Royal and cruisers, destroyers, frigates, minesweepers, fast patrol boats, submarines and amphibious ships.

"After the landing the Italian forces and U.S. Marines will train together until Tuesday, learning each other's equipment and weapons. After the amphibious assault has 'secured' the area, carrier air operations in support of larger simulated land battle will be integrated with land-based air programs at the Allied Joint Combat Operations Center," the spokesman said.

-END-

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Stars and Stripes
10 October 1976

HAIG EXPECTS GREEK FORCES IN NATO

PIAN DI SPILLE BEACH, ITALY (AP)--Gen. Alexander Haig, in the midst of the first truly international NATO war games, said Friday he foresees a return of Greece to full military participation in the alliance.

Haig, Supreme Allied Commander in Europe, came to observe the landing of some 2,000 U.S. and Italian marines on this beach 62 miles north of Rome as part of the Display Determination phase of NATO fall maneuvers.

The landing was part of European-wide Autumn Forge operations by some 250,000 men from nine NATO nations in fields of action stretching from Norway to Italy and across a southern band from Portugal to eastern Turkey.

Haig said this year represented a "change in character" for the NATO war games in that they used multinational units for the first time.

In Friday's beach landing, for example, Italian marines responded in broken English but provided the technical help some U.S. Marines needed to get their supply truck out of the sand and keep the Blue team--the good guys--moving. In the hills overlooking the beaches, British units representing the Orange team--the bad guys--fought a losing battle against the advance.

Haig said it was his objective to meet the "relentless growth of Soviet military capability" in Warsaw pact countries with an efficient conventional military response capability in Europe.

Of Greece's temporary abstention from the military maneuvers, Haig said, "I am confident that time will ameliorate the situation that prevents Greece from taking part today."

However, Haig refused to comment on what effect an entry of Communists into the Italian government would have on Italy's place in NATO although he said the Italian facilities used by NATO "are essential to the cohesion of our alliance." And he said he would leave it to the French to explain their own abstention from the military arm of NATO since 1966.

Adm. Stansfield Turner, commander-in-chief of Allied Forces Southern Europe, said the Soviet Union had followed the NATO exercises as they proceeded across the Mediterranean "in a restrained way," and there had been no interference with the exercise.

Gen. Alberto Gobbi, Italian commander of the NATO attack forces once they had landed, said the whole purpose of the international operations was to show that "no nation today--regardless of how powerful--can live in peace or make war alone."

-END-

Navy Times
25 October 1976

U.S. SHIPS JOIN NATO EXERCISE

WASHINGTON--Thirty-one ships of the 6th Fleet joined 17 other allied navy and merchant vessels in the Mediterranean September 24 to October 12

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for a NATO training exercise called Display Determination.

The exercise, in which ships from Portugal, Italy, Turkey and the United Kingdom also participated, was designed to train NATO naval forces in combined operatons at sea, to refine NATO procedures and to insure that operational plans are up to date.

Display Determination included convoy operations, antiair and anti-submarine exercises, amphibious assault landings and naval air operations in support of allied ground forces.

The forces were subjected to simulated surface, subsurface and air attacks by other NATO units acting as opposition forces.

Sixth Fleet Commander Vice Adm. Harry D. Train, II, in his NATO role as Commander, Naval Striking and Support Forces, Southern Europe, was in charge of the carrier and amphibious task forces. Adm. Stansfield Turner, Commander-in-Chief of Allied Forces, Southern Europe, was responsible for the overall exercise.

Display Determination was one of the national and NATO exercises in this year's Autumn Forge series, which is designed to test and refine Allied Command Europe's ability to move forces quickly to areas of greatest need, to explore ways to improve transportation and supply systems between countries, to evaluate the need for standardization and to exercise communications and command/control procedures.

-END-

Navy Times
10 November 1976

SIXTH FLEET PLAYS LEADING ROLE

WITH THE SIXTH FLEET IN THE MEDITERRANEAN--Forty-eight U.S. and Allied Navy and merchant ships impressively gathered together recently for the NATO Exercise "Display Determination," conducted in the Mediterranean during September and October.

Display Determination was one of a number of national and NATO exercises in this year's Autumn Forge series that was conducted throughout Europe this Fall.

The exercise included convoy operations, anti-air and anti-submarine exercises, marine amphibious assault landings in Sardinia and Italy, and naval air operations in support of allied ground forces in eastern Turkey.

Under the command of Vice Admiral Harry D. Train, II, USN, Commander Sixth Fleet acting in his NATO role as Commander Naval Striking and Support Forces Southern Europe, and Admiral Tomasuolo, COMNAVSOUTH, the large naval force involved three separate carrier task forces and merchant convoy. USS NIMITZ (CVN 68), USS AMERICA (CV 60), and the British HMS ARK ROYAL (RO 9) participated with Sixth Fleet cruisers, frigates, destroyers, fast patrol gunboats, submarines, and a battalion of U.S. Marines in a combined force of naval units from Portugal, Italy, Turkey, and the United Kingdom---one of the largest afloat exercises in recent years.

The NATO naval units combined training operations at sea and refined command and control procedures to ensure that NATO operational plans re-

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mained current for today's sophisticated environment.

Display Determination coordinated by Admiral Stansfield Turner, USN, Commander in Chief, Allied Forces Southern Europe; was part of the NATO Autumn Forge series of exercises.

-END-

Stars and Stripes
15 November 1976

AIROPS: THE 'AIREDALES' OF THE FLIGHT DECK

"Phantom in the ball--the deck is green.

"Got about 20 knots--green light in the bubble...

"Nice shot!

"Prowler at waist 90--have a green deck...land aircraft.

"Tell angel to standby. We'll bring him in after we recover the Vigilante and launch the Hummer from the forward Cat."

This isn't a Halloween scene in a graveyard.

Quite the Contrary.

It is associated with one of the noisiest, most hectic, and dangerous places to work in today's modern industrial world: the flight deck of the attack nuclear-powered aircraft carrier Nimitz.

The language belongs to the world of naval carrier aviation and, in this case, Cmdr. Robert G. Carlson, "air boss" of the Nimitz, monopolized the conversation while conducting flight operations as the giant carrier steamed through the Mediterranean.

Carlson launches and recovers the 88 Navy fighters and bombers that are "owned" by Cmdr. Ronald F. Moreau of Carrier Air Group 8 on the Nimitz.

Carlson runs his floating airfield high above the flight deck in Primary Flight Control. From this control tower he can see every inch of the flight deck and the surrounding air space. When conducting flight ops from his "bridge" the carrier's air officer is simply called--"Boss."

Carlson and Cmdr. Lester Butsch, assistant air boss on the 95,000-ton carrier, are seasoned naval aviators having reached the pinnacle of responsibility in the field of carrier aviation. But both men said that they would rather shave off a few years and go back to flying off the deck of the floating airfields even though they now direct the entire operation.

And some operation it is.

The heat, the noise, the darting about of young navy airmen as they strap the Phantoms, Vigilantes, Prowlers, Intruders and Hummers into their bridles and hook them up to one of Nimitz's four catapults to launch into the air is a sight to behold.

"During airops we have, what we call, a launch," said Carlton. "This means, during the daytime we shoot 21 or 22 aircraft off four catapults during each evolution of air operation. We have them all airborne in 10 minutes. During the night we launch about 14 to 15 in the same time frame."

One aspect of flight deck operations that cannot be captured on film is the smell of the flight deck during the launching and recovering of aircraft. The odor has to be experienced.

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It's a combination of the intense heat from the jet blasts singeing the surfaced deck and the smell of the red hot steel curling off the plates raised from the flight deck to deflect the flames of the jet blasts from the men on the flight deck. Mingled with the smell of melting lubricants and steam rising from the tracks of expended catapults are the fumes of aircraft jet fuel and diesel oil from flight deck mobile equipment.

Working amidst the smells, and the danger inherent to carrier aviation, are the officers and men who work carrier flight decks. Known throughout the Navy as "brown shoes" or "airedales," the men of naval air range from pilot to plane pusher.

"Aboard the Nimitz there are 150 men from the airwing and I'd say that, all told, there are 550 men directly involved in Nimitz air operations," said Carlson. "It's hard to separate those who are actively involved and those with ancillary jobs involving airops."

The Nimitz, commanded by Capt. Richard T. Gaskill, is currently in the Mediterranean as part of Task Force 60--the Attack Carrier Striking Force of the U.S. Sixth Fleet--whose commander, Rear Adm. Eugene J. Carroll, and his staff are embarked in the nuclear carrier.

-END-

Navy Times
6 December 1976

NUNN AND BARTLETT RECOMMEND MOVING NATO COMBAT UNITS

WASHINGTON--Two members of the Senate Armed Services Committee have recommended the movement of major NATO combat units and ammunition closer to the East German border.

Sens. Sam Nunn (D-Ga.) and Dewy Bartlett (R-Okla.) said their two-week study of the North Atlantic alliance shows a need for a fundamental change in strategy and a realignment of North Atlantic Treaty Organization forces.

In a joint statement, the senators questioned current strategy that assumes about three weeks' warning of a Soviet attack and relies on a holding action for up to 60 days while reinforcements arrive from the United States.

"The Soviets have provided their non-nuclear forces deployed opposite West Germany an ability to initiate a potentially devastating invasion of Europe with as little as a few days' warning," they said.

"If current trends continue, the Soviet Union and its Warsaw Pact allies soon may be invited by NATO weaknesses to launch a major conventional invasion of Western Europe which could alter the world balance of power in a matter of hours before any nuclear weapons are fired."

The senators recommended;

A major expansion in NATO firepower, including an increase in the number of artillery pieces and air-to-air missiles assigned to U.S. forces in Europe.

Improvements in command, control and communications, and mobility.

Increased readiness of U.S. and allied forces in the central region of Europe through relocation of ammunition and an eastward repositioning of major combat units.

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An enhanced pace of U.S. and British reinforcements through expanded airlift capability and advance positioning of additional ammunition and equipment in Europe. (One proposal under study in the Pentagon calls for the prepositioning of Army National Guard artillery equipment in Europe and the rotation of NG units on a regular basis for two-week training to maintain and use it.)

Continued efforts to standardize NATO arms and equipment on an urgent basis.

-END-

Navy Times
6 December 1976

CG LITTLE ROCK RETIRED AT 31

PHILADELPHIA--The guided missile cruiser Little Rock has been decommissioned at the Naval Base here. She had been commissioned in Philadelphia in June 1945 as a light cruiser.

Named for the capital of Arkansas, the Little Rock was the last guided missile cruiser in the Atlantic Fleet with both six-inch guns and Talos missiles. Her primary mission has been as flagship of the Commander, 6th Fleet.

The ship's tactical mission has been that of providing antiaircraft and antiship missile defense, naval gunfire support and offensive and defensive combat operations against enemy surface forces.

Last homeported in Gaeta, Italy, the Little Rock participated in a number of historic events, including the first transit of the reopened Suez Canal in June 1975.

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X. VISITOR PROGRAM

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X. (U) VISTOR PROGRAM

A. (U) The Sixth Fleet received a total of 4,597 visitors during 1976. This was an increase of nearly 23 percent over the previous year. Nearly all VIP and media visitors to the fleet were embarked in aircraft carriers at sea to observe flight operations. Technical visitors, including TECHREPS, TYCOM, NAVSEA, NAVAIR, PREP instructors, shipyard personnel and others visited all ship types and task forces.

B. (U) Fleet visitors included national and international personalities, U.S. and foreign statesmen, flag and general officers, U.S. ambassadors and other State Department officials, European and U.S. parliamentarians, Allied and U.S. government officials, inspection teams, human resources management teams and other personnel. The purposes of their visits were widely varied.

1 9 7 6

NEWS MEDIA	40 visits	189 individuals
CIVILIAN VIPS	45 visits	682 individuals
MILITARY VIPS	100 visits	622 individuals
MINOR VISITS	---	3086 individuals
		4597

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XI. NAVAL SCIENCE ASSISTANCE PROGRAM

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XI. (Ø) NAVAL SCIENCE ASSISTANCE PROGRAM

A. (U) The Navy Science Assistance Program (NSAP) is an inter-laboratory program dedicated to the provision of responsive technical support by the laboratory community to U.S. Navy operational forces. NSAP is sponsored by the Director of Navy Laboratories and is an outgrowth of the Vietnam Laboratory Assistance Program. NSAP is managed by a program office within the Naval Surface Weapons Center (NSWC). Its organization consists of the NSWC program management office, senior laboratory personnel, and dedicated program coordinators within each Navy laboratory. It functions by providing a direct communication path between laboratory and technical personnel in the field and in the labs and as a source of funds to explore alternative solutions to command identified technical problems that have significant impact on Navy operational efficiency. Program guidelines are that solutions must be obtainable within stringent funding and time constraints.

B. (U) NSAP currently is providing Science Advisors and multiple NSAP Representatives to 14 commands. Assigned to COMSIXTHFLT are a Science Advisor, ASW Advisor, and 3 NSAP Lab Reps.

C. (U) NSAP Task Requests are initiated by the NSAP Lab Rep with Science Advisor and Command concurrence. The NSAP office then requests proposals from the laboratories. The decision to implement project requests are based on the NSAP Charter, funding and schedule constraints.

D. (Ø) During 1976 the following were accomplished:

1. Development and demonstration of a capability to detect and classify guided missile submarine emitters.

2. Development and demonstration of a capability to provide the P-3C with night-time high resolution photography.

3. Continued development and demonstration of various phases of the CTF 69 staff planning and intelligence support system.

4. Development and demonstration of an auto-alert capability for non-IACS equipped submarines.

5. Development and demonstration of a fiber-optics recorder to provide hard-copy of high-resolution signal processor outputs.

6. Test and evaluation of a self-noise cancellation and line-enhancement capability for passive sonar equipped ships.

E. (Ø) NSAP projects on-going in 1976 are listed below.

1. Development of a long-range stand-off capability for P-3C photography.

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2. Development of an automated relay for submarine-to-shore communications via airborne platforms.

3. Development of a towed noise generator.

4. Determining the feasibility, the practicality and usefulness of earth-oriented satellite information for ASW applications.

F. (U) NSAP personnel also provided staff support in the planning and evaluation of exercises, helping to define operational requirements, briefing fleet personnel on operating and tactical use of various weapons systems, and initiating and coordinating visits to Sixth Fleet by laboratory personnel.

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XII. HUMAN RESOURCES MANAGEMENT

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XII. (U) HUMAN RESOURCES MANAGEMENT

A. (U) During the past year, COMSIXTHFLT completed the primary portion of Phase II of the Human Resources Management (HRM) program. The HRM Detachment, Naples, Italy, personnel trained four members of the Sixth Fleet Command Training Team (CTT). Upon completion of the training, the team was able to carry out the remainder of the Phase II program successfully. The CTT's responsibilities are continuing. Periodically, the CTT will initiate workshops for new members of the Staff and Flag Allowance.

B. (U) The Command Monitoring Team consolidated the Affirmative Action Plan (AAP) inputs from the various workshops and published a new COMSIXTHFLT AAP effective 6 December 1976.

C. (U) The random portion of the urinalysis drug abuse testing program, with COMSIXTHFLT scheduling authority, was terminated 1 October 1976 by NAVOP 121/76, DTG 302045Z Sep 1976.

D. (U) COMSIXTHFLT continued to solicit and obtain fleet units quotas for the Drug and Alcohol Program Advisor (DAPA) course offered in Rota, Spain, in accordance with CINCUSNAVEURINST 5355.2 of 1 October 1976.

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XIII. GOALS AND OBJECTIVES

DECLASSIFIED IAW:
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XIII. (S) 1976 SIXTH FLEET GOALS AND OBJECTIVES

A. (S) General

1. The Sixth Fleet Goals and Objectives program was initiated for the first time in January 1975. The program of Sixth Fleet Goals and Objectives derives from CNO and CINCUSNAVEUR Goals. The Goals and Objectives which follow were set and met during 1976 (where not fully met, a percentage completion is indicated). The goals of the fleet, in support of the NAVEUR Goals for 1976 are "Real Gems". A Gemstone designation system has therefore been devised to give a little "sparkle" to the program. This system has proven successful in message traffic and in ready identification of the status of completion of a particular "Gem". The Gemstone designations are:

Diamonds for the Fleet
Pearls for TF Six Zero
Emeralds for TF Six One
Rubies for TF Six Two
Sapphires for TF Six Three
Onyxes for TF Six Four (not included due to higher classification)
Rhinestones for TF Six Six
Opals for TF Six Seven
Topazes for TF Six Nine (not included due to higher classification)

The goals are numbered sequentially, and the objectives are subcoded alfa, bravo, etc., under the goal to which they contribute. Importantly, the numerical sequence within the different Gemstones indicates Sixth Fleet relative priorities.

B. (C) Diamonds for the Fleet

1. (C) Goal Diamond One: Improve Fleet readiness to exercise sea control of selected areas during coordinated operations.

a. Diamond One Alfa: Exercise all sea control forces of the fleet in at least two major national sea control (National Week) exercises per year. Exercise at execution of either carrier strike warfare, evacuation operations, or amphibious assault within the controlled area.

b. Diamond One Bravo: Construct each National Week Exercise so that the fleet's ability to conduct sustained, round-the-clock sea control operations using condition watches is tested and evaluated.

c. Diamond One Charlie: Medium-intensity sea control or NATO exercise will be scheduled in each quarter in which a National Week does not occur. Such exercise will contain a sustained operative phase of not less than 24-hours in which wide-area surveillance and high ASW/ASMD readiness is maintained.

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2. (¢) Goal Diamond Two: Increase fleet capability to project power. (95%)

a. Diamond Two Alfa: Carrier Air Groups execute launch sequence plans in accordance with current directives.

b. Diamond Two Bravo: Carrier Air Groups organize and conduct Alfa strikes in conjunction with combat readiness assessment exercises.

c. Diamond Two Charlie: Surface combatants fire main batteries during every extended at-sea period. (84%)

d. Diamond Two Delta: Carriers and VP squadrons conduct aerial mining once per quarter. (87%)

e. Diamond Two Echo: Carriers, surface combatants and VP squadrons maintain armed ready forces as directed by the Fleet Commander and be prepared to exercise them periodically on no-notice drills.

3. (¢) Goal Diamond Three: Improve fleet readiness for antisubmarine warfare. (75%)

a. Diamond Three Alfa: Provide each carrier task group with five days of ITT and two days of Sledgehammer Operations within 30 days of inchop.

b. Diamond Three Bravo: On a daily basis, arrange for ASW interactions between available units. (75%)

c. Diamond Three Charlie: Continue the development and further the efficiency of operations of Task Force Six Six. Improve the coordination and analytical capabilities of this new organization. (80%)

d. Diamond Three Delta: Complete installation of facilities at Task Group Six Six Point One. (85%)

e. Diamond Three Echo: Increase COMSIXTHFLT confidence level on location of Soviet submarines to 3.5. (Not met)

f. Diamond Three Foxtrot: All ASW platforms prosecute any and all submarine contacts and attempt to obtain attack criteria on each contact. (80%)

g. Diamond Three Golf: ASW platforms shoot all ASW training weapons available during deployment. (25%)

h. Diamond Three Hotel: Improve effectiveness and frequency of multiplatform ASW operations. (75%)

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4. (¢) Goal Diamond Four: Improve fleet readiness for anti-air warfare and anti-ship missile defense.

a. Diamond Four Alfa: Each surface ship in the fleet shall be exercised at AAW/ASMD using available sensors (including lookouts), CIC teams, weapons teams and appropriate communications for at least 12 hours per quarter. Task Force commanders will provide constructive criticism of AAW performance to each ship at least once per quarter.

b. Diamond Four Bravo: Each ship and aircraft squadron for which AAW/ASMD weapons firing exercise are specified by type commanders will be scheduled for at least one hundred percent of the specified requirement pro-rated for the period of deployment.

5. (¢) Goal Diamond Five: Improve fleet readiness for support and conduct of amphibious operations. (90%)

a. Diamond Five Alfa: Assign a CV, a CG and at least two other surface combatants to each PHIBLEX.

b. Diamond Five Bravo: Assign two surface combatants and an SSN to support the transit to the AOA in at least one PHIBLEX per MARG deployment.

c. Diamond Five Charlie: Increase the number of amphibious exercises to at least one per month. (50%)

6. (¢) Goal Diamond Six: Improve ability of fleet command, control and communications in a sophisiticated electronic warfare environment. (75%)

a. Diamond Six Alfa: Each task group conduct operations in EMCON alfa-alfa for twelve continuous hours once each quarter, identifying violators in after-action reports to the task force commander, who will make summary reports to COMSIXTHFLT. (50%)

b. Diamond Six Bravo: Ensure that each surface combatant receives exposure to jamming, of various kinds, at least once a month. (50%)

c. Diamond Six Charlie: Conduct VQ 2 EMCON checks of all ships and VP aircraft during initial half of deployment with Sixth Fleet. (75%)

d. Diamond Six Delta: Reduce intra-fleet message traffic, fleet broadcast loading, and fleet ship/shore traffic totals.

e. Diamond Six Echo: Exercise fleet units at irregular intervals in special communications systems. Each month, direct one unit to establish record communications with CNO and analyze results, and direct four units to pass messages via any NATO ship/shore circuit for onward routing to COMSIXTHFLT.

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7. (C) Goal Diamond Seven: Improve material readiness of the fleet for battle. (90%)

a. Diamond Seven Alfa: By concentrated supply, logistics, and maintenance actions, reduce the average number of mission degrading (C4/C3) casualties to twenty-two, and the average number of significant (C2) casualties to one hundred seventy-eight; reduce the average number of requisitions outstanding (over 14 days) for C4/C3 casualties to twenty, and the average number of requisitions outstanding (over 30 days) for C2 casualties to ninety-four.

b. Diamond Seven Bravo: Within operational constraints, conduct RAV/Industrial Assist/unit upkeep in accordance with the Mediterranean Maintenance Plan.

c. Diamond Seven Charlie: Increase ship operating days by five percent while remaining within scheduled fuel allocations. (50%)

8. (C) Goal Diamond Eight: Increase the impact of fleet presence in the Mediterranean and in the public domain. (95%)

a. Diamond Eight Alfa: Insofar as possible, maintain at all times at least five ships east of 19E. (90%)

b. Diamond Eight Bravo: Increase news media embarkations by twenty-five percent in calendar year 1977; increase in-house photographic coverage for release by twenty-five percent; and improve unit participation in the Fleet Home Town News program by ten percent.

c. Diamond Eight Charlie: Improve internal communications by providing a comprehensive guidance package on public and internal communications procedures to inchopping units, monthly COMSIXTHFLT discussion points of current fleet-wide interest to all Sixth Fleet units, and materials and guidance to improve quality and frequency of communications with families of deployed units during deployment.

d. Diamond Eight Delta: Participate in Bicentennial programs and, in conjunction therewith, conduct ship visits to as many different Mediterranean ports in 1976 as possible.

e. Diamond Eight Echo: Stress and publicize the phrase, "Shipshape and Sharp" as the keynote for Sixth Fleet in Seventy-Six. All units and individuals to put their "best foot" forward to dress up for our nation's birthday.

9. (C) Goal Diamond Nine: Improve collection and dissemination of operational intelligence. (75%)

a. Diamond Nine Alfa: Develop anchorage surveillance guides (to include description/location of Soviet Navy anchorages, patterns of

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usage, and key objectives of surveillance) and promulgate by June 1976.

b. Diamond Nine Bravo: Identify specific problems in photographic, electrical and hard-copy intelligence provided for amphibious units and implement a program to improve quantity, utility and timeliness of support in these areas by November 1976. (50%)

c. Diamond Nine Charlie: Establish baseline data (exercises surveyed, assets applied, etc.) and implement a program to increase the coverage of Soviet Mediterranean Fleet exercises by Sixth Fleet cryptologic direct support elements by fifty percent. (50%)

d. Diamond Nine Delta: Establish and/or update cryptologic direct support contingency plans covering Lebanon, Libya and Arab/Israeli states and promulgate by September 1976. (33%)

e. Diamond Nine Echo: Implement procedures to increase SI communications interaction between airborne reconnaissance platforms and surface cryptologic direct support units. (66%)

10. (~~C~~) Goal Diamond Ten: Improve fleet participation in tactical development and evaluation. (45%)

a. Diamond Ten Alfa: Review exercise results and include in post-exercise reports information on new tactical procedures tested which proved useful. Submit "lessons learned', TACMEMOs, TACNOTEs for all exercises. (45%)

b. Diamond Ten Bravo: Provide each inchopper with a complete set of current Sixth Fleet tactical development and avaluation documents. (45%)

11. (~~C~~) Goal Diamond Eleven: Identify fleet operational requirements to the Chief of Naval Operations. Analyze the results of each exercise and include in post-exercise reports substantiation of fleet requirements for new or better equipment. (45%)

C. ~~(C)~~ Pearls for Task Force Sixty

1. (~~C~~) Goal Pearl One: Improve capability to conduct simultaneous operations in ASW/ASMD/AAW/SUW/SSSC. This applies to each task group and to the force. (92%)

a. Pearl One Alfa: Maintain a SSSC "picture" once per quarter on all non-U.S. contacts within one hundred miles of the task group for twenty-four consecutive hours.

b. Pearl One Bravo: Demonstrate once per quarter the capability to maintain continuous effective presence by surface/air elements within visual range of two simulated Kynda's for twenty-four consecutive hours. (87%)

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c. Pearl One Charlie: Conduct a quarterly task force exercise involving the use of zone defenses in ASW/ASMD. (94%)

d. Pearl One Delta: Conduct two war reserve and two training weapons launch sequence plans during each deployment.

e. Pearl One Echo: While deployed, achieve and maintain a C-1 training readiness status in all weapons delivery systems using all available training ammunition in evaluated exercises. (75%)

f. Pearl One Foxtrot: Develop and demonstrate increased accuracy with various weapons systems. Indicate degree of improvement during deployment.

g. Pearl One Golf: To the maximum extent possible, operate the same ships with task group/squadron. Emphasis will be placed on their task of close-in defense of the carrier and other HVUs. Achieve fifteen operating days per quarter in task group operations.

h. Pearl One Hotel: Meet minimum CNO readiness requirements for all air wing pilots/crews. (97%)

2. (~~C~~) Goal Pearl Two: Maintain the highest possible state of task force combat readiness with a minimum loss of man hours and material assets due to avoidable mishaps; eliminate serious personal injuries and loss of life due to mishaps. (98%)

a. Pearl Two Alfa: Each CV strive to attain:

(1) Less than 1.0 major accidents per 10,000 flight hours.

(2) Less than .25 minor accidents per 10,000 flight hours.

(3) Less than two ground accidents per quarter.

(4) Less than one crunch per 5,000 aircraft moves.

b. Pearl Two Bravo: Each task force ship conduct a vigorous safety evaluation program for all hands; conduct formal ship and air wing safety review upon entry into the Mediterranean, after each in-port period that extends beyond ten days (but before) conducting ops, and at a minimum of once per quarter. (80%)

3. (~~C~~) Goal Pearl Three: Improve task force/task group ASW readiness. (75%)

a. Pearl Three Alfa: Conduct a two-day Sledgehammer operation within 30 days after inchop of a new task group commander or carrier. (90%)

b. Pearl Three Bravo: Conduct three or more Sledgehammer operations than in calendar year 1975. (87%)

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c. Pearl Three Charlie: Exercise and improve coordination and turnover procedures between each task force ship and VP aircraft and between designated ships and VP/SSN forces. (85%)

d. Pearl Three Delta: In coordination with CTF 67, improve coordination of VP close-in operations with carrier task groups during carrier flight operations.

e. Pearl Three Echo: Track designated Soviet diesel submarine contacts until the unit being tracked snorkles or surfaces. (30%)

f. Pearl Three Foxtrot: Task IACS-equipped ships to test IACS in accordance with COMSIXTHFLT OPLAN 4151 once per quarter. (65%)

g. Pearl Three Golf: Coordinate the development of TACNOTEs on the conduct of ASW as it pertains to task groups and the "ASW Squadron". (35%)

4. (~~C~~) Goal Pearl Four: Improve task force/task group AAW readiness.

a. Pearl Four Alfa: Conduct low flyer/missile detection and intercept/engagement training during each extended period at sea. Record and report total detection opportunties, detections and intercepts.

b. Pearl Four Bravo: Improve "successful" firing rate in MISSILEXES by ten percent over fleet average in 1975.

5. (~~C~~) Goal Pearl Five: Demonstrate the capability of task groups to exercise command and control under EMCON conditions. (90%)

a. Pearl Five Alfa: Demonstrate the capability to conduct day and night carrier operations with the CV in HF/UHF/TACAN EMCON and with CV peculiar radars secured. Maintain capability to CV cyclic ops under day weather conditions of 600/2, night conditions of 1000/2 by use of offset TACAN and E-2 control. This capability will be demonstrated twice per deployment per carrier.

b. Pearl Five Bravo: During each exercise or at least once per quarter, exercise Command and control during EMCON through optimum employment of Gapfiller satellite assets and swing channels of LMUL broadcast.

c. Pearl Five Charlie: Set EMCON AA at least once per line period. Set EMCON AA one hour prior to commencement of flight ops and remain EMCON AA through first recovery. (75%)

6. (~~C~~) Goal Pearl Six: Refine previously developed tactics for use of OB/OR systems and publish changes to TACEMO and OPORD as required.

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D. (¢) Emeralds for Task Force Sixty-One

1. (¢) Goal Emerald One: Increase the readiness, efficiency and professionalism of the Amphibious Task Force. (90%)

a. Emerald One Alfa: Conduct LST offload/backload operations which exercise all possible methods at least once per deployment (causeway marriage, LCU stern gate ops, barge ferry ops from bow ramp or stern gate).

b. Emerald One Bravo: Conduct advance force operations utilizing nonamphibious ships for insertion and extraction of combined UDT and USMC reconnaissance assets.

c. Emerald One Charlie: Conduct NEO exercise once per deployment to include communications tests with real or simulated State Department posts.

d. Emerald One Delta: Conduct an amphibious landing in EMCON alfa-alfa at least once during a deployment and vary degrees of EMCON during other landings.

e. Emerald One Echo: Exercise at tactical use of smoke in amphibious operations at least once per deployment. (65%)

f. Emerald One Foxtrot: Twice per deployment, exercise the intelligence photo delivery system for delivery of real-time intelligence from the CV to the Amphibious Task Force.

2. (¢) Goal Emerald Two: Increase task force capabilities for combined and joint operations.

a. Emerald Two Alfa: Maintain AIC proficiency by conducting at least three air intercept exercises per deployment (crossdeck air intercept controllers to CV or DLG/CG: as necessary to achieve).

b. Emerald Two Bravo: Deploy ABFS per deployment.

E. (¢) Rubies for Task Force Sixty-Two

1. (¢) Goal Ruby One: Improve all weather operations capability. (75%)

a. Ruby One Alfa: Conduct amphibious operations under low visibility once per deployment.

2. (¢) Goal Ruby Two: Increase the general professional capabilities of Task Force 62.

a. Ruby Two Alfa: Conduct NEO exercise once per deployment.

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b. Ruby Two Bravo: Use assault fuel system once per deployment.

c. Ruby Two Charlie: During each PHIBLEX and at least one TRANCH, conduct SMLS operations. (50%)

d. Ruby Two Delta: Conduct amphibious operations in simulated chemical environment once per deployment. (60%)

e. Ruby Two Echo: Exercise ship-to-shore plan at sea or in TRANCH at least once in any month in which PHIBLEX does not occur. (50%)

f. Ruby Two Foxtrot: Employ fixed wing squadron once per deployment.

3. (~~C~~) Goal Ruby Three: Increase opportunities to conduct operations with other units and nations.

a. Ruby Three Alfa: Seek small unit training with host countries at least once per deployment.

b. Ruby Three Bravo: Conduct SFCP orientation for naval gunfire capable ships when present.

4. (~~C~~) Goal Ruby Four: Demonstrate proficiency in the handling and movement of special weapons under emergency conditions once each deployment by the achievement of each of the following objectives.

a. Ruby Four Alfa: Conduct one large scale coordinated weapons withdrawal exercise with units of Task Force 63 and staging through an appropriate shore base.

b. Ruby Four Bravo: Conduct a local exercise in the handling and movement of simulated weapons via helicopter.

F. (~~C~~) Sapphires for Task Force Sixty-Three

1. (~~C~~) Goal Sapphire One: Upgrade level of training, capability and readiness of Sixth Fleet and Task Force 63. (60%)

a. Sapphire One Alfa: Increase ISE of Combat Systems Training Unit (CSTU) van to one training session for each surface combatant during each deployment to Sixth Fleet. (60%)

b. Sapphire One Bravo: Increase ISE of ULM-4 test capability to one test for each carrier/surface combatant each quarter. (60%)

c. Sapphire One Charlie: Accomplish at least two multinational replenishment training evolutions per quarter. (75%)

d. Sapphire One Delta: Accomplish at least one gun firing exercise (at a target) by each ship once each quarter. (55%)

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2. (C) Goal Sapphire Two: Improve Mediterranean industrial support capability/availability. (80%)

a. Sapphire Two Alfa: Implement ship maintenance frequency and duration standards promulgated in the Mediterranean Maintenance Plan.

b. Sapphire Two Bravo: Verify the reported industrial capability of Mediterranean ports through the assignment of ships for industrial support visits in at least four ports in which repairs have not been accomplished for two years or more. (60%)

c. Sapphire Two Charlie: Complete integration of the SRU/TAU into CTF 63 by June 1976. (90%)

3. (C) Goal Sapphire Three: Pursue the upgrading of fleet unrep capability.

a. Sapphire Three Alfa: Conduct at least three cargo unreps (underway alongside) for each deployed surface unit per deployment. (75%)

b. Sapphire Three Bravo: Improve surface vessel rig/unrig time to FXP-3 standards in order to reduce replenishment alongside time. (50%)

4. (C) Goal Sapphire Four: Improve ammunition logistics support for Sixth Fleet. (95%)

a. Sapphire Four Alfa: Implement on hand inventory monitoring for all Sixth Fleet units by 30 June 1976.

b. Sapphire Four Bravo: Develop and promulgate procedures for forecasting exercise missile requirements one quarter in advance.

c. Sapphire Four Charlie: Develop and implement a monthly replenishment logrep cycle for replenishment of ammunition by 1 August 1976.

5. (C) Goal Sapphire Five: Upgrade the operating guidance for stores load management and the fleet logistics information in COMSERVFORSIXTHFLTINSTs 4400.1B and 4000.1K by 1 June 1976.

6. (C) Goal Sapphire Six: Upgrade MLSF deckload support to the Sixth Fleet and recommend AO allowance changes to COMNAVSURFLANT by 1 September 1976.

7. (C) Goal Sapphire Seven: Improve fuel conservation in CTF 63 units by monitoring, comparing and publishing reported daily consumption rates to target rates, both in port and at sea. (75%)

8. (C) Goal Sapphire Eight: Improve port services in Italian ports.

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a. Sapphire Eight Alfa: Prior 1 June 1976, conduct experiment to determine feasibility of using husbanding contracts (similar to contracts for Spanish ports) identifying best sources and services to be included in contracts and ports to be covered.

b. Sapphire Eight Bravo: Promulgate port service contract procedures for Sixth Fleet guidance by 30 June 1976.

G. (¢) Rhinestones for Task Force Sixty-Six

1. (¢) Goal Rhinestone One: Prepare guidance, analyses, reports and other documents for promulgation by CTF 66 or COMSIXTHFLT as appropriate which will facilitate ASW coordination among CTF 60, CTF 67, CTF 69 and FOSIF, and which will provide the fleet with an improved overall appreciation of the Soviet submarine threat. Operating procedures and Soviet submarine tactics in the Mediterranean. (85%)

a. Rhinestone One Alfa: Prepare and distribute to Sixth Fleet ASW units a "Hook 'Em Handbook" on what to look for, where to look for it, and provide suggestions from the corporate memory on how to "Hook 'Em". (75%)

b. Rhinestone One Bravo: Recommend methods to improve coordination of ASW inchop briefs, by 1 July 1976, develop new briefings for delivery to ASW-capable inchoppers covering contribution of all ASW platform types.

c. Rhinestone One Charlie: Review and submit to COMSIXTHFLT on a quarterly basis recommended priorities for ASW efforts. From 15 March 1976 to 30 June 1976, the "Diesel Hunt" has first priority.

d. Rhinestone One Delta: Coordinate development of tactical doctrine for multi-type ASW barrier operations and submit to COMSIXTHFLT for approval and promulgation. COMSIXTHFLT will assign CTF 67 to prepare initial input. (75%)

e. Rhinestone One Echo: Monitor and report to COMSIXTHFLT quarterly on performance achieved with ASW systems operated in the Mediterranean. The ASW systems and sensors in ships of the ASW Squadron are candidates for maximum attention.

f. Rhinestone One Foxtrot: By 1 November 1976, report to COMSIXTHFLT on the capability of ASW Squadron active and passive acoustic sensors to provide adequate target classification and localization for weapon delivery.

g. Rhinestone One Golf: Dissemination procedures for improved target classification by 1 August 1976.

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2. (C) Goal Rhinestone Two: Provide information to appropriate commanders to improve the number and quality of ASW interactions.

a. Rhinestone Two Alfa: Monitor movements and plans of Sixth Fleet forces and make recommendations to appropriate commanders for the conduct of PASSEXes, "PASSEXes SANS ACTION", and shootouts as appropriate, for each inchopping and outchopping SSN.

b. Rhinestone Two Bravo: Monitor Mediterranean SS movements of all nations and advise appropriate Sixth Fleet task force commanders fo the opportunities for "training" in their vicinity. A weekly recommendation is desired. Coordinate with FOSIF.

3. (C) Goal Rhinestone Three: Analyze and quantify ASW successes and failures by sensor, by platform and by multi-type operations.

4. (C) Goal Rhinestone Four: Produce three "operational requirements", for forwarding to CNO by COMSIXTHFLT, which highlight and support needs for improved ASW systems or sensors.

5. (C) Goal Rhinestone Five: Develop and submit to COMSIXTHFLT a plan for ASW operations in the Mediterranean in the event of hostilities with the Soviet Navy. (0%)

a, Rhinestone Five Alfa: With force levels and composition as of 1 March 1976 (no NATO involvement). (0%)

b. Rhinestone Five Bravo: With force levels and composition as of 1 November 1973 (Yom Kippur War) (no NATO involvement). (0%)

c. Rhinestone Five Charlie: Same as Five Bravo, with the addition of French and Italian forces in the Western Basin. (0%)

6. (U) Goal Rhinestone Six: Continue the development and further the efficiency of TF Sixty-Six. (90%)

a. Rhinestone Six Alfa: Obtain COMSIXTHFLT approval of TF 66 tasks by 1 April 1976. Include distribution of tasks between CTF 66 and CTG 66.1, and between CTF 66 and COMSIXTHFLT.

b. Rhinestone Six Bravo: By 1 April 1976, acquire personnel assets to plan and analyze operations of the ASW Squadron, and to support the use of the ASW Squadron as a test bed for follow-on surface ship ASW reporting system.

c. Rhinestone Six Charlie: Prepare for COMSIXTHFLT approval by 15 April 1976 position papers on personnel resource requirements to accomplish remainder of CTF 66/CTG 66.1 approved missions and tasks.

d. Rhinestone Six Delta: Initiate by 1 May 1976 actions to obtain personnel resources.

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e. Rhinestone Six Echo: Prepare by 15 May 1976, POA&M to assume fully the assigned missions and tasks, keyed to anticipated availability of personnel resources.

f. Rhinestone Six Foxtrot: Complete installation of personnel resources and concurrent assumption of assigned mission and tasks in accordance with POA&M.

g. Rhinestone Six Golf: Prepare and promulgate by 1 July 1976 a CTF 66 procedural manual to guide TF 66 personnel in the accomplishment of assigned missions and tasks. (35%)

h. Rhinestone Six Hotel: Improve the effectiveness of TG 66.1 through increased daily coordination between all members and by holding monthly ASW meetings commencing approximately 1 April 1976. (90%)

7. (U) Goal Rhinestone Seven: Complete the installation of facilities at TG 66.1. (95%)

a. Rhinestone Seven Alfa: Prepare POA&M by 15 May 1976 for orderly transition of necessary facilities to support TG 66.1.

b. Rhinestone Seven Bravo: Comply with POA&M to complete installation of facilities by 30 June 1976. (90%)

H. (S) Opals for Task Force Sixty-Seven

1. (S) Goal Opal One: Increase the offensive capability of VP aircraft. (75%)

a. (S) Opal One Alfa: Conduct aerial mining drill once per deployment. (90%)

b. (S) Opal One Bravo: Maintain an armed ready force as directed by the Fleet Commander and be prepared to exercise it on no-notice drills.

c. (S) Opal One Charlie: Demonstrate the capability to launch Bullpups from a P3 aircraft and to hit a real or constructive target. (25%)

d. (S) Opal One Delta: Increase SS detection rate, per 1000 hours flown, by 10-percent over that obtained in 1975.

2. (S) Goal Opal Two: In coordination with CTF 60, develop and employ coordinated VP/TASS/TACTAS tactics against Soviet submarines. (70%)

a. (U) Opal Two Alfa: Schedule frequent cross-decking with EURFAST analysts. Commencing 15 March 1976, TU 67.1.1 and TU 67.2.1 visit Naples with a minimum of one flight crew per week after inchop until all

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crews have cross-decked. CTG 168.3 provide five hours analysis training quarterly to TSCs and squadrons at Rota and Sigonella.

b. (~~S~~) Opal Two Bravo: Maintain a continuous training program among analysts from CTG 168.3, TG 67.1, TG 67.2, and TF 60 TASS/TACTAS units. Commencing 15 March 1976, each VP flight crew provide monthly to TSC 30 minutes of tape and annotated grams from a Mediterranean mission flown during that period. TSC and CTG 168.3 provide comments to appropriate chain of command. CTG 168.3 provide to originating TSC comments and explanations on all submarine contact analyses.

c. (~~S~~) Opal Two Charlie: By 30 May 1976, prepare a detailed LOI for a four-hour training exercise utilizing TASS/TACTAS locator information. Utilize SOSEX qualifications as basis. By 30 September 1976, investigate use of TASS/TACTAS locator exercise as substitute for VP SOSEX qualifications in COMPATWINGSLANT training.

d. (U) Opal Two Delta: Evaluate and improve MAD capability in the Mediterranean by conducting one MADEX per deployment per VP crew.

e. (~~S~~) Opal Two Echo: By 30 June 1976, develop an "Atlas" for improving mission tasking based on historical tracks, surface ship movements and related intelligence. Commencing 1 July 1976, deployed squadrons provide to TSC an AIO or ASST AIO, and "IS" rated personnel as available, to integrate TSC and squadron intelligence operations. By 30 September 1976, develop a requirement for SI clearance for all TSC watch officers.

f. (U) Opal Two Foxtrot: Commencing March 1976, transfer an average of one crew every two weeks from Sigonella to Rota, Rota to Sigonella, for operations at alternate site and return.

3. (~~S~~) Goal Opal Three: Improve P3/TSC capabilities. (90%)

a. (~~S~~) Opal Three Alfa: Emphasize the development of an improved P3 ESM package.

b. (~~S~~) Opal Three Bravo: Improve FLIR system capability and employment. By August 1976, provide TSC playback of video tape. Commencing March 1976, monitor and report first deployment and support of IR photo pods on VP aircraft.

c. (~~S~~) Opal Three Charlie: By 1 April 1976, develop operational support requirements for MCPS-32/BQR-22 in Mediterranean. By 31 May 1976, prepare, with CTG 168.3 and CTF 69, a training guide for BQR-22 operations. By June 1976, acquire BQR-22 for TSC analysis of pulse acoustic data.

d. (~~S~~) Opal Three Delta: Develop SETAD procedures within three months after installation certification. (25%)

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e. (~~S~~) Opal Three Echo: TSC Sigonella investigate acquisition and use of TASDA and ICAPS for sonobuoy field design, reporting to COMSIXTHFLT by 30 June 1976.

4. (~~C~~) Goal Opal Four: Improve task force information exchange through improved cross-training and briefing.

a. (~~C~~) Opal Four Alfa: Deployed P3 squadrons, VQ 2, and PATDIV 21 prepare and present their secret level command and capabilities briefs to other units in TF, and to units of other task forces as appropriate.

b. (~~C~~) Opal Four Bravo: Shorebased TSC provide exchange personnel for CV ASCAC or TSC in each major fleet exercise.

c. (~~C~~) Opal Four Charlie: Each aircrew receive on-site TSC briefing within two days of inchop.

5. (~~S~~) Goal Opal Five: As the surveillance coordinator for COMSIXTHFLT, upgrade capability to develop locating information and intelligence on surface and subsurface threats.

a. (~~C~~) Opal Five Alfa: Expand present level of intelligence interchange with FOSIF Rota by twenty-five percent.

b. (~~S~~) Opal Five Bravo: Expand present bilateral intelligence agreements to include operational matters during 1976.

c. (~~S~~) Opal Five Charlie: Once each quarter, recommend to COMSIXTHFLT Soviet targets of interest for which surveillance could be conducted utilizing Bystander/Grandstand operations.

6. (~~C~~) Goal Opal Six: Expand PG employment in support of surface and amphibious forces and independent operations. (75%)

a. (~~C~~) Opal Six Alfa: Operate PGs in force defense and surveillance independent of AGP support. (50%)

b. (~~C~~) Opal Six Bravo: Develop VOD refueling and rearming methods; (0%)

c. (U) Opal Six Charlie: Conduct PG refueling by DD during each at sea period. (75%)

d. (~~C~~) Opal Six Delta: Develop and publish PG tactical doctrine for SSSC in amphibious environment and Tattletale and "Tripwire" operations in support of strike force defense.

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7. (~~S~~) Goal Opal Seven: Improve responsiveness to Gibraltar Strait inchop/outchop SOVMED operations. (75%)

a. (~~C~~) Opal Seven Alfa: By 15 May 1976, provide draft instruction for CINCUSNAVEUR/CINCLANTFLT for permanent CTU 84.2.3.

b. (~~S~~) Opal Seven Bravo: By 30 June 1976, expand tactics used against Gibraltar transitors in order to avoid stereotyped operations, thereby enhancing OPSEC effectiveness. (75%)

8. (~~S~~) Goal Opal Eight: Improve TF communications. (75%)

a. (~~C~~) Opal Eight Alfa: Recommend VP bcst line assignments to COMSIXTHFLT (April 1976).

b. (U) Opal Eight Bravo: Ensure WWMCCS personnel billets filled (April 1976), hardware delivered (June 1976), and consumables delivered (July 1976).

c. (~~C~~) Opal Eight Charlie: Consolidate SI and Genser Comms for VQ 2 with SPINTCOM established as NSG Rota out-station (July 1976). (25%)

d. (~~S~~) Opal Eight Delta: Complete TSC Rota HLT installation (June 1976).

e. (U) Opal Eight Echo: TSC Rota and TSC Sigonella obtain microfiche COMTAC library (July 1976). (75%)

f. (~~C~~) Opal Eight Foxtrot: PATRON Sigonella develop UHF CRATT swap procedures and complete one airborne link drill per month per crew.

g. (~~C~~) Opal Eight Golf: Promulgate SPINTCOM procedures notice for TSC Sigonella (April 1976).

h. (~~C~~) Opal Eight Hotel: Determine feasibility of common air-air frequency for VP/VQ secure comms and opportune coordination against targets of interest (May 1976).

i. (~~C~~) Opal Eight India: Upgrade Med ASW and surveillance reporting procedures and attain RATT reliability of eighty percent within two months of VP squadron inchop. (65%)

j. (~~S~~) Opal Eight Juliett: Attain ninety percent ground-to-air broadcast reliability for all non-link missions within ninety minutes of first message broadcast. (90%)

k. (~~C~~) Opal Eight Kilo: Conduct EMCON check of all surface units during the initial half of each unit's deployment to Sixth Fleet. (90%)

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1. (S) Opal Eight Lima: Establish (in coordination with other TF commanders) an LOI for conducting EMCON verifications of surface units by VQ 2.

9. (S) Goal Opal Nine: Develop coordinated operations to monitor ASW/ACW exercises/operations. (92%)

a. (C) Opal Nine Alfa: Issue LOI for VP/VQ coordinated operations.

b. (C) Opal Nine Bravo: Improve personnel training and readiness through implementation of PQS in VQ and VP. Exchange selected personnel between VQ 2 and TSC Rota for cross-training. VQ 2 provide ELINT training oriented toward VQ sesnsors for three TG 67.1/67.2 aircrews each quarter. (90%)

c. (S) Opal Nine Charlie: Add locations and tasking of DSE to VQ briefs and provide direct in-station communications and intercepts of interest. (80%)

10. (C) Goal Opal Ten: Plan to complete Coordinated Reconnaissance Plan (CRP) and mission revision utilizing local expertise and on board ADP support.