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1966

DECLASSIFIED

ANTISUBMARINE WARFARE GROUP 4
(CARRIER DIVISION 20)

SERIAL 074

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CRUISE REPORT

REPORT OF NORTHERN EUROPEAN CRUISE
BY HUNTER/KILLER FORCE BUILT AROUND
USS RANDOLPH .

UNITED STATES ATLANTIC FLEET
NAVAL AIR FORCE
COMMANDER CARRIER DIVISION TWENTY
FPO NEW YORK 09501

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From: Commander Antisubmarine Warfare Group FOUR
To: U. S. Commander Eastern Atlantic
Commander Antisubmarine Warfare Force, U. S. Atlantic Fleet

Subj: 1966 Northern European Cruise Report, ASW Group FOUR (16 May -
2 September 1966)

Ref: (a) USCOMEASTLANT ltr of Instruction for Task Group 87.8 ser
00226/311 of 9 May 1966 (U)
(b) COMHUKFORLANT OPORD 1-65
(c) COMASWFORLANT 062305Z APR 66 Subj: MOVORD and IOI for Transit
to/from EASTLANT (U)
(d) COMHUKFORLANT ltr ser 048 of 15 MAR 66 Subj: Letter of
Instructions for At-Sea Operations during Fourth Quarter FY 66 (U)

Encl: (1) General Operations, with Tabs A, B, C, & D
(2) Readiness
(3) Evaluation of HUK Group Effectiveness
(4) Tactical Development
(5) Logistics
(6) Environmental Conditions
(7) Soviet Surveillance Summary
(8) Port Visit and PAO Summary
(9) Form XI Sea Operations Summary
(10) Form XIII Flight Operations Summary
(11) Form XIV Material Deficiencies Summary

1. This report with enclosures hereto covers the 1966 Northern European Cruise of Task Group 83.4/87.8 and is submitted in accordance with Annex P of reference (a) and Annex R of reference (b). The format has been modified slightly to meet both reporting requirements. By copy COMHUKFORLANT is requested to comment as desired direct to COMASWFORLANT.

2. The following specific comments and recommendations are made:

a. Northern European deployment of a HUK group results in several advantages including:

(1) Demonstration of the mobility of an ASW group and the ability to move to any threatened water area with a heavy concentration of ASW forces. ✓

Enclosure (3) to CCD 20 ltr
ser 015 dtd 16 FEB 67

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(2) Familiarization of Atlantic Fleet ASW group in European area including water and weather environmental conditions and communications. This is a possible vital operating area and the conditions existing there introduced operational problems not normally encountered in East Coast training areas.

(3) Provides an opportunity to further national policy through the people-to-people program conducted during port visits in this important area.

(4) Permits joint ASW operations with other NATO naval forces to mutual advantage.

(5) Provides for exercising USEASTLANT personnel and facilities in operational control of an ASW group and in providing logistic support.

(6) Provides an opportunity for the collection of intelligence.

The value in some of the above areas can be enhanced by early scheduling to permit maximum coordination. This is particularly true in the case of joint operations since many of the NATO navies work on a long range schedule.

Recommend that such a cruise be scheduled on an annual basis with early decision as to time frame and composition to facilitate scheduling of joint operations. Variation in the time of year for the deployment should be made to permit the gathering of environmental data and accumulation of operational experience through all seasons. Consideration of combining this cruise with a short deployment to Sixth Fleet is indicated.

b. Scheduling

To give maximum advantage of at sea periods cognizance should be taken of the transit time required from most ports to water of sufficient depth for ASW operations. To meet both the requirements for operational training and for maximum port visits recommend scheduling at sea periods of 10 - 14 days followed by two short in port periods with a 1 - 2 day transit between ports. Air group refresher can be conducted during the inter port transit.

c. Logistics

Underway refueling by CANISTEO was outstanding throughout the cruise. CANISTEO met every commitment and effected replenishment effectively and expeditiously. CANISTEO operated under direct OpCon of USCOMEASTLANT except when in the operating area which facilitated arrangements for lift of fuel from shore sources. Two general underway replenishments, one from ALDEBARAN and one from RIGEL, were schedule by USCOMEASTLANT and were adequate to meet requirements.

Airlift of high priority passengers, mail, and freight was provided by the two (2) C-1A aircraft embarked in RANDOLPH from bases in UK and Norway. A minimum of two (2) C-1A are required to meet the needs of a HUK group. It should be noted that an appreciable amount of small CASREPT material is delivered by air parcel post.

In the event of non-availability of these bases and others on the North Sea littoral it would appear that Keflavik might become the shore

- (d) HGE Test - 24
- (e) UNREP - 08
- (f) Type Training - 41

In addition WEEKS conducted operations with CINCHOMEFLT in the Moray Firth OPAREA and RICH conducted operations scheduled by Flag Officer Sea Training (FOST) in the Forthland OPAREA.

(5) 18 July - 20 July. During this period operations were limited to type training and ISE enroute to assigned ports due to the limited time in transit and wide dispersion of forces. MCDONNELL operated with the Royal Danish Submarine SPAEKHUGGEREN (S-327) on 18 July providing mutual services and conducting basic CASEX exercises.

(6) 27 July - 5 August. Units sortied from Denmark, Scotland, France, Germany and Sweden to rendezvous for operations in the Londonderry OPAREAS. See TAB D for transit distances. During this period the Task Group was again joined by RAF SHACKLETONS. Operations were primarily designed as a rehearsal for Exercise STRAIGHT LACED. Operations included the following exercise hours:

- (a) Transit - 98
- (b) Type Training - 12
- (c) HGE Test - 24
- (d) UNREP - 13
- (e) HUK Exercises - 49

(7) 11 August - 22 August. Units sortied from UK ports as TG 401.8 to rendezvous for Exercise STRAIGHT LACED. This exercise was a medium scale NATO exercise of the RIPTIDE series. TG 401.8 provided ASW support and Surface Surveillance Coordination for CVA strike operations in the following exercise phases:

- (a) Rendezvous and replenishment.
- (b) High speed transit to launch points in the Norwegian Sea.
- (c) Strikes from the Norwegian Sea.
- (d) Withdrawal and replenishment.
- (f) Strikes from the Norwegian Sea in a nuclear freeplay environment.

On completion of the exercise all units replenished and proceeded to assigned ports. A hot wash up was held in Oslo, Norway. On departure from ports ASW Group FOUR chopped to COMASWFORLANT.

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(8) 24 August - 2 September. Units sortied from ports in Northern Ireland for rendezvous and transit. Diversion from the planned track was necessary due to a storm in the North Atlantic. SEA LEOPARD and GRAMPUS arrived in Norfolk, Va. on 30 August. On 1 September, McDONNELL arrived in Newport, R.I. and CVSG-60 was off-loaded at Quonset Point, R.I. Remaining units arrived in Norfolk, Va. on 2 September. Enroute exercise hours were as follows:

(a) Type Training - 16

GENERAL

The visit of Antisubmarine Warfare Group FOUR to Northern European ports was considered a highly successful deployment in accomplishing a greater understanding of the American image. The United States' assumed role of international leadership in advancing and defending concepts of democracy and freedom was well recognized by all countries who appeared to be very grateful of our concern. With the amount of good will and understanding evidenced by the U. S. Navy's presence in Northern European countries, it is recommended that these deployments continue annually to insure that the best impression of the United States be given to our friends abroad and to demonstrate the falsity of communist inspired portrayals. The countries visited were The United Kingdom, Ireland, Belgium, Germany, France, The Netherlands, Norway, Denmark and Sweden. Ports visited in these countries are as follows:

The United Kingdom

Portsmouth, England
Portland, England
Teignmouth, England
Sandown, Isle of Wight, England
Belfast, Northern Ireland
Bangor, Northern Ireland
Ballycastle, Northern Ireland
Londonderry, Northern Ireland
Rosyth, Scotland
Leith, Scotland
Holy Loch, Scotland
Abderdeen, Scotland
Thurso, Scotland
Campbeltown/Greenock, Scotland
Lock Striven, Scotland

Norway

Bergen
Trondheim
Sandefjord
Oslo
Stavanger
Kristiansand

The Netherlands

Rotterdam

Ireland

Dublin

Belgium

Zeebrugge

France

Dieppe
Cherbourg
Le Harve

Germany

Hamburg
Kiel
Cuxhaven
Bremen
Wilhelmshaven
Flensburg

Denmark

Copenhagen
Aalborg
Aarhus

Sweden

Norrkoping
Halsingborg
Karlskrona
Malmo
Kalmar
Halmstad
Goteborg

II. Public Affairs Summary

Discussion

An active public affairs, community relations, and people-to-people program was pursued for each port visit and included the following:

News Media

Advance news releases, press kits and proposed public relations plans were sent to cognizant U. S. Officials before each port visit for distribution to local media. Media representatives were invited to come on board for press conferences and tours of the ship.

It was noted in most cases that the questions asked by news reporters at press conferences were based on the commanders' opening remarks; however, occasional questions arose concerning surveillance by Soviet units in international waters, the presence of nuclear weapons onboard ships of the group, U.S. activities in Vietnam, the current situation in the NATO alliance, and the Multilateral Force. The press was especially interested in living conditions onboard the ship, particularly crew's berthing, messing, recreational, medical/dental facilities and religious services. ✓

Particular stress was placed on the fact that antisubmarine warfare is a dynamic element of U. S. Naval seapower, in which continuous and rapid advances are being made.

The reaction of media representatives indicated in general unawareness of modern antisubmarine warfare and its importance in blocking the potential Soviet threat. The initial interest to media representatives was the mere fact that U. S. Navy ships were visiting their countries. However, the additional knowledge of antisubmarine warfare imparted during press conferences, ships' tours and in press kits, added a new element to the resulting publicity which was conveyed to the general public.

It was observed that press coverage was very objective and thorough and, generally, highly favorable to the U. S. Isolated cases of distorted reporting by communist and leftist newspapers were observed. ✓