

THE CORAL SEA BREEZE

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Welcome Aboard!

James C. Barlow
ENS., S-4 Div.
12/55-12/56

Charles L. Proesel
LT., D Div.
6/71-6/73

History of The Ageless Warrior

USS Coral Sea (CV/CVB/CVA-43), a Midway-class aircraft carrier, was the third ship of the United States Navy to be named for the Battle of the Coral Sea. She earned the affectionate nickname "Ageless Warrior" through her long career. Initially classified as an aircraft carrier with hull classification symbol CV-43, the contract to build the ship was awarded to Newport News Shipbuilding of Newport News, Virginia, on 14 June

1943. She was reclassified as a "Large Aircraft Carrier" with hull classification symbol CVB-43 on 15 July 1943. Her keel was laid down on 10 July 1944 in Shipway 10. She was launched on 2 April 1946, sponsored by Mrs. Thomas C. Kinkaid, and commissioned on 1 October 1947 with Captain A.P. Storrs III in command.

Before 8 May 1945, the aircraft carrier CVB-42 had been known as USS Coral Sea. After that date,

CVB-42 was renamed in honor of Franklin D. Roosevelt, the late President, and CVB-43 was named the Coral Sea.

Coral Sea was one of the last U.S Navy carriers to be completed with a straight flight deck, with an angled flight deck added during later modernizations. All subsequent newly built U.S Navy carriers have had the angled deck included as part of the ship's construction.

The ship promptly
(Continued on page 2)

President's Corner

Ahoy Shipmates, I hope that everyone is in good health over this pandemic. Here in Texas for my part, we are doing very good.

I have been talking to the presidents of the other sister ships about another

reunion in San Diego in 2023. Just in talks at this time, but I would like to have everyone's input. Please let me know your thoughts on this.

We are still scheduled to be in Colorado Spring in 2021. And we are thinking about holding the 2022 reunion in either Norfolk or Louis-

ville. Your thoughts?

I will have a lot more to tell you in the next issue of the Sea Breeze.

Take care and stay safe,

Wayne

Wayne Addkison
President



TAPS

Raymond H. Brown

GM2, 6th Div.
1954—1955

Jack J. Fetsko

QMQ3, OI Div.
1947—1948

Kenneth L. Platz

AN, V-1 Div.
1965—1968

Anthony T. Spagnolo

PTR2
1947—1948

William G. Williams

RD2, OI Div.
1957

(Continued from page 1)

History of The Ageless Warrior...

began a series of career milestones when, on 27 April 1948, two P2V-2 Neptunes, piloted by Commander Thomas D. Davies and Lieutenant Commander John P. Wheatley, made jet assisted takeoffs (JATO) from the carrier as she steamed off Norfolk, Virginia. This was the first carrier launchings of planes of this size and weight. The Coral Sea sailed from Norfolk, Virginia, on 7 June 1948 for a midshipmen cruise to the Mediterranean and Caribbean, and returned to Norfolk, Virginia 11 August.

After an overhaul period, Coral Sea was again operating off the Virginia Capes. On 7 March 1949, a P2V-3C Neptune, piloted by Captain John T. Hayward of VC-5, was launched from the carrier with a 10,000-lb load of dummy bombs. The aircraft flew across the continent, dropped its load on the West Coast, and returned nonstop to land at the Naval Air Station Patuxent River, Maryland. The mission proved the concept of carrier-based atomic bomb attacks. Following training in the Caribbean, Coral Sea sailed 3 May 1949 for her first tour of duty in the Mediterranean with the Sixth Fleet, returning 28 September.

Operations in the 1950s

On 21 April 1950, the first carrier takeoff of an AJ-1 Savage heavy attack bomber was made from Coral Sea by Captain John T. Hayward of VC-5. The remainder of the pilots of the squadron completed carrier qualifications on board Coral Sea in this aircraft on 31 August, marking the introduction of this long-range atomic-attack bomber to carrier operations. At this time, she returned to the Mediterranean for duty with the Sixth Fleet from 9 September 1950 to 1 February 1951.

An overhaul and local operations upon her return, as well as training with Air Group 17, prepared her for a return to the Mediterranean once more on 20 March 1951. As flagship

for Commander, Carrier Division 6, she took part in a NATO Exercise, Beehive I. She returned to Norfolk, Virginia 6 October for local and Caribbean operations, next sailing for the Mediterranean on 19 April 1952. While on service with the Sixth Fleet, she visited Yugoslavia in September and carried Marshal Josip Broz Tito on a one-day cruise to observe carrier operations. The ship was reclassified as an "Attack Aircraft Carrier" with hull classification symbol CVA-43 on 1 October 1952 while still at sea and returned to Norfolk, Virginia, for overhaul 12 October.

Coral Sea trained pilots in carrier operations off of the Virginia Capes and Mayport, Florida, and in April 1953 the ship embarked the Judiciary Committee of the United States House of Representatives for a three-day cruise. On 26 April, she sailed for a tour of duty in the Mediterranean. This cruise was highlighted by a visit to Spain, and participation in NATO Exercise Black Wave with Deputy Secretary of Defense R. M. Kyes on board as an observer. Returning to Norfolk, Virginia, on 21 October, she carried out tests for the Bureau of Aeronautics and trained members of the Naval Reserve at Mayport, Florida, and Guantanamo Bay.

Coral Sea returned to the Mediterranean from 7 July to 20 December 1954, and during this tour was visited by Spanish Generalissimo Francisco Franco as she lay off of Valencia. On her next tour of duty in the Mediterranean from 23 March to 29 September 1955, she called at Istanbul and participated in NATO exercises.

Sailing from Norfolk, Virginia 23 July 1956 for Mayport, Florida to embark Carrier Air Group 10, Coral Sea continued on to the Mediterranean on her next tour. She participated in NATO exercises and received King Paul of Greece, and his consort,

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(Continued from page 2)

History of The Ageless Warrior...

Friederike Luise Thyra of Hanover, on board as visitors in October. During the Suez Crisis, Coral Sea evacuated American citizens from the troubled area and stood by off of Egypt until November.

Coral Sea returned to Norfolk, Virginia 11 February 1957. She cleared that port on 26 February and visited Santos, Brazil, Valparaiso, Chile, and Balboa, Canal Zone, before arriving at Bremerton, Washington, on 15 April.

Coral Sea was decommissioned at the Puget Sound Naval Shipyard on 24 May 1957 to receive a major conversion (SCB-110A), which included a longer angled deck canted 3 degrees more than the previous overhauls of her sister ships. As the centerline elevators were relocated to the starboard deck edge forward and aft of the island, Coral Sea became the first carrier to mount an elevator on the port quarter resembling the more efficient deck layout of the Kitty Hawk-class then under construction. Other improvements included new steam catapults, an enclosed hurricane bow, hull blisters, and removal of the armor belt and several anti-aircraft guns.

Vietnam and operations in the 1960s to early 1970s

Upon completion, she was recommissioned on 25 January 1960 and rejoined the fleet. During September 1960, she conducted training with her new air group along the West Coast, then sailed in September for a tour of duty with the Seventh Fleet in the Far East on her first Westpac (Western Pacific cruise). She recorded her 100,000th arrested landing in October 1961.

Installation of the Pilot Landing Aid Television (PLAT) system was completed on Coral Sea on 14 December 1961. She was the first carrier to have this system installed for operations use. Designed to provide a vid-

eotape of every landing, the system proved useful for instructional purposes and in the analysis of landing accidents, thereby making it an invaluable tool in the promotion of safety. By 1963, all attack carriers had been equipped with PLAT and plans were underway for installation in the CVSs and at shore stations.

Following the Gulf of Tonkin incident in August, Coral Sea departed on 7 December 1964 for duty with the Seventh Fleet. On 7 February 1965, her aircraft, along with those from Ranger and Hancock, conducted Operation Flaming Dart against the military barracks and staging areas near Đồng Hới in the southern sector of North Vietnam. The raids were in retaliation for a damaging Viet Cong attack on installations around Pleiku in South Vietnam. On 26 March, the Seventh Fleet units began their participation in Operation Rolling Thunder, a systematic bombing of military targets throughout North Vietnam. Pilots from Coral Sea struck island and coastal radar stations in the vicinity of Vinh. On 3 April, MiG-17s attacked aircraft from Coral Sea and Hancock in the first United States aerial combat of the Vietnam conflict. A Coral Sea RF-8 took the first photographs of a North Vietnamese surface-to-air missile site on 5 April. Coral Sea remained on deployment until returning home on 1 November 1965.

Coral Sea made another Westpac/Vietnam deployment from 29 July 1966 to 23 February 1967.

In the summer of 1967, the city of San Francisco adopted the ship as "San Francisco's Own." This might seem ironic given the strong anti-military sentiment in the San Francisco Bay Area, and the fact that this occurred during the Summer of Love. Despite this, the city and the ship enjoyed a formal, official relationship. However, there were probably many times the crew did not enjoy the attitudes of Bay Area resi-

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Salty Humor

Why does a slight tax increase cost you \$200 and a substantial tax cut save you 50 cents?



Salty Humor

On the first day of school, a first-grader handed his teacher a note from his mother. The note read, "The opinions expressed by this child are not necessarily those of his parents."

(Continued from page 3)

History of The Ageless Warrior...

dents at all. The feeling was mutual. In July 1968, prior to a deployment to Vietnam, Coral Sea participated in the carrier trials of the US Navy's proposed new interceptor, the General Dynamics-Grumman F-111B.

The ship continued to make Westpac/Vietnam deployments until 1975: 26 July 1967 to 6 April 1968, 7 September 1968 to 15 April 1969, 23 September 1969 to 1 July 1970, 12 November 1971 to 17 July 1972, 9 March 1973 to 8 November and from 5 December 1974 to 2 July 1975.

Operations by the United States Navy and the United States Marine Corps aircraft in Vietnam expanded significantly throughout April 1972 with a total of 4,833 Navy sorties in the south and 1,250 in the north. Coral Sea, along with Hancock, was on Yankee Station when the North Vietnamese spring offensive began.

They were joined in early April by Kitty Hawk and Constellation. On 16 April 1972, their aircraft flew 57 sorties in the Haiphong area in support of U.S. Air Force B-52 Stratofortress strikes on the Haiphong petroleum products storage area in an operation known as Freedom Porch.

After refitting, from 1970 through to 1971, and during refresher training (REFTRA) down to San Diego, Coral Sea, on her return trip to Alameda, caught fire in the communications department. The fire spread so fast that Captain William H. Harris commanded that the carrier be placed just offshore between San Mateo and Santa Barbara in order to abandon ship if the fire could not be brought under control. Several communications personnel were trapped and Radiomen Bob Bilbo and Bill Larimore pulled many shipmates out of the burning and smoke-filled compartments. LCpl Thomas P. Howard Jr. of ships Mar/Det received a

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Treasurer's Corner

Hello Shipmates,
With the National Reunion cancelling, it has been pretty quiet around here.

Although we were not able to gather in Oklahoma City, the cash raffle drawing took place on 10 October as scheduled. The winners are:

1st prize to Roger Pinel of Westwood, MA.

2nd prize to our late shipmate William

(Bill) Williams of Mechanicsburg, PA.

3rd prize to Harry Kleeman of Springhill, TN.

Congratulations to our winners!

A special Thank You to Shipmate William Trevillion for his generous Scholarship Donation.

Financially the association is stable. As of the September statement the scholarship investment had regained the losses from earlier in the year. Unfortunately, given the chaos with COVID-

19, political changes and civil unrest, I am not expecting October to show continued improvement.

My hope and prayers for the Holiday Season are that we can all find reasons to be thankful, that 2021 will see an end to Covid and be a better year for us all.

My best wishes for the Holidays to you and those you love.

Clarence

Clarence Neander
Association Treasurer

Scholarship Applications are Being Accepted Now!

Shipmates.....it is that time of year again when we begin thinking about our students. Those of us with seniors want to help them with furthering their education. You may request scholarship application packets any time of the year (for your seniors). I mail the requested packets out as soon as I get the request. Complete the ap-

plication and get it in the mail NO LATER THAN April 1. With the April 1 deadline for mailing completed applications, the scholarship committee judges can make the selections, the chairman can contact the recipients and their schools, and have all this completed for announcement in the *Sea Breeze*.

—Guy Dunbar
Scholarship Chairman



Salty Humor

What is the difference between golf and politics?
In golf, you can't improve your lie.

Secretary's Corner

Greetings Shipmates,
Once again, we are coming to the holiday time of the year. I wish all of you a Happy Thanksgiving, a Merry Christmas and a Happy New Year!

Also, it's that time of year when your dues may be payable. Once again, please check your mailing label of this issue of *Sea Breeze*. If your dues expiration is shown in red, please pay your dues. If there is any question as to your membership status, please contact me. If nothing else, I always enjoy a good conversation with all Shipmates!

Due to COVID19, the 2020 Midwest Spring Fling was cancelled, but I'm interested in planning a fling for 2021. Please let me

know **ASAP**, but no later than January 31, 2021 if you are interested in attending this event. I will need a firm commitment from a minimum of 40 attendees before I will make any arrangements. Please contact me by telephone or e-mail if you are interested. I look forward to hearing from you all.

One final note, I had a great conversation with the daughter of recently deceased Coral Sea Shipmate Jack Fetsco. His passing is noted in this issue. He was a helicopter pilot and when Coral Sea was making its last fateful trip from Philadelphia where Jack lived to Baltimore, he almost made the last landing on the ship. He thought better of this and flew on. He penned an article regarding this event that was published some time ago in

Sea Breeze. He was in possession of the first Ensign that flew on Coral Sea on the occasion of the ship's first time underway as a commissioned ship. He was a plank owner. His daughter is searching for this flag and she will donate it to the Association when it is located. Indeed, this flag will be a valuable addition to the Association archives.

Lastly, another prominent member of the Association also has passed. William "Bill" Williams, the founder of the Scholarship Fund has also joined the roster of the Supreme Commander.

Godspeed to all these Shipmates.

John

John H. Ranson
CVA-43
Association Secretary

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History of The Ageless Warrior...

"Meritorious Mast" from Captain Harris as a result of his location and rescue of shipmates overcome by toxic smoke in security weapon space. An OBA was LCpl Howard's only breathing protection at the time.

Operation Pocket Money, the mining campaign against principal North Vietnamese ports, was launched 9 May 1972. Early that morning, an EC-121 aircraft took off from Da Nang airfield to provide support for the mining operation. A short time later, Kitty Hawk launched 17 ordnance-delivering sorties against the Nam Định railroad siding as a diversionary air tactic. Poor weather, however, forced the planes to divert to secondary targets at Thanh and Phu Qui. Coral Sea launched three A-6A Intruders and six A-7E Corsair II aircraft loaded with naval mines and one EKA-3B Skywarrior in support of the mining operation directed against the outer approaches to Haiphong Harbor. The mining aircraft departed the vicinity of Coral Sea timed to execute the mining at precisely 09:00 local time to coincide with President Richard M. Nixon's public announcement in Washington that naval mines had been seeded. The Intruder flight, led by the CAG, Commander Roger E. Sheets, was composed of United States Marine Corps aircraft from VMA-224 and headed for the inner channel. The Corsairs, led by Commander Leonard E. Giuliani, and made up of aircraft from VA-94 and VA-22, were designated to mine the outer segment of the channel. Each aircraft carried four MK52-2 mines. Captain William R. Carr, USMC, the bombardier/navigator in the lead plane, established the critical attack azimuth and timed the naval mine releases. The first mine was dropped at 08:59 and the last of the field of 36 mines at 09:01. Twelve mines were placed in the inner harbor and the remaining 24 in the outer. All mines were set with 72-hour arming delays, thus

permitting merchant ships time for departure or a change in destination consistent with the President's public warning. It was the beginning of a mining campaign that planted over 11,000 MK36 type destructor and 108 special Mk 52-2 mines over the next eight months. It is considered to have played a significant role in bringing about an eventual peace arrangement, particularly since it so hampered the enemy's ability to continue receiving war supplies.

1971: Crewmen petition against the Vietnam War

In 1971, widespread dissatisfaction with the Vietnam War led to an unusual action by at least 1000 crew members who formed the on-ship organization named "Stop our Ship" (SOS), and signed a petition against the war. The petition stated that the signers "do not believe in the Vietnam War" and that Coral Sea "should not go to Vietnam".

On 6 November 1971, over 300 men from Coral Sea marched in an anti-war demonstration in San Francisco. On 12 November 1971, around 600-1200 protestors demonstrated outside of Naval Air Station Alameda to encourage sailors to not sail with the ship. Thirty-five men missed her departure after the Berkeley City Council and 10 churches offered sanctuary. While this number is not unusual for a ship this size, at least one military service member sought sanctuary.

The petition and demonstrations by the sailors of Coral Sea were part of a larger movement of anti-war protests by military service members. Earlier in 1971, about 400 servicemen in Saigon signed a petition against the war, and nine sailors in Hawaii took sanctuary in a church and missed the sailing of the Constellation. (In contrast, the Coral Sea crewmen did not want their protest "to be a thing like the Constellation" and therefore likely were not looking

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Salty Humor

My husband is so cheap that when he dies he is going to walk towards the light...and turn it off!

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History of The Ageless Warrior...
for sanctuary.)

These 'flattop revolts' expanded the next year, as sailors signed petitions or disrupted operations on Kitty Hawk, Oriskany, Ticonderoga, America, and Enterprise. Sabotage on Ranger and Forrestal prevented their scheduled port departures while aviators became increasingly concerned about their role in the bombing campaign and questioned the war openly.

Paris Peace Accords, Fall of Saigon, Mayaguez Incident

The Paris Peace Accords, ending

hostilities in Vietnam, were signed on 27 January 1973, ending four years of talks. North Vietnam released nearly 600 American prisoners by 1 April 1973, and the last U.S. combat troops departed Vietnam on 11 August 1973. However, the war was not over for the Vietnamese. By spring 1975, the North was advancing on the South. Coral Sea, Midway, Hancock, Enterprise, and Okinawa responded on 19 April 1975 to the waters off South Vietnam when North Vietnam overran two-thirds of South Vietnam. On 29-30 April 1975, Operation Frequent Wind was carried out by Seventh

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Chaplain's Corner

Dear Shipmates,

When we went through our "Fall Back" to return to Standard Time, one commentator stated, "I don't think any of us want an extra hour of 2020, do we?" Yes, it has been a difficult year dealing with The Virus, for not just our country but for our world as well. Sort of reminds me how life on Planet Earth is so intertwined!

At the same time, 2020 was our regularly scheduled presidential election cycle. And we certainly got plenty of that information made available to us! As of this writing we await the action of the Elec-

toral College to finalize the results. Life has been stressful for most of us for a long time!

But now, just ahead, is Thanksgiving Day. Well-timed, I would say! We need a national day of giving thanks, a time to reflect on our blessings which can be so easily overlooked. And what I most like about Thanksgiving is that this is a celebration that folks of all faiths (and those of no faith) can enthusiastically join in together. I pray your celebration is a wonderful one.

On November 8th in many churches across America, we celebrated Veterans Day. In our church we have developed a

tradition of singing each of the service songs, in order of the founding of the service (Army, Navy, Marine Corps, Coast Guard, and Air Force). Next year we will add our newest branch, the U. S. Space Force. Many thanks to all who served and who are still serving!

Best wishes to you and your family for a most blessed Thanksgiving Season!

Your chaplain,

Michael

Michael D. Halley
Association Chaplain



Salty Humor

Why is the person who invests your money called a broker?

MAKE CHECKS PAYABLE TO D & P Embroidery ATTN: **CVA-43 SMALL STORES** CREDIT CARDS WILL PROCESSED THRU PayPal
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USS CORAL SEA CVA-43 ASSOCIATION LOGO ITEMS

- CAP ITEM #001 - \$19.99
- MEN POLO'S ITEM #002 - \$23.99
- MEN SWEATSHIRTS ITEM #003 - \$24.50
- MEN TEE'S ITEM #004 - \$13.00
- CAP ITEM #005 - \$19.99
- MEN POLO'S ITEM #006 - \$23.99
- MEN SWEATSHIRTS ITEM #007 - \$24.50
- TEE'S ITEM #008 - \$13.00
- ASSOCIATION PATCH ITEM # 009 - \$20.00



USS CORAL SEA CVE-43, CVA-43, CV-43 SILHOUETTE ITEMS

- CAP ITEM #010 - \$19.99
- POLO ITEM #011 - \$23.99
- SWEATSHIRT ITEM #012 - \$24.50
- TEE'S ITEM #013 - \$13.00
- CAP ITEM #014 - \$19.99
- POLO ITEM #015 - \$23.99
- SWEATSHIRT ITEM #016 - \$24.50
- TEE'S ITEM #017 - \$13.00
- CAP ITEM #018 - \$19.99
- POLO ITEM #019 - \$24.50
- SWEATSHIRT ITEM #020 - \$24.50
- TEE'S ITEM #021 - \$13.00



ADDITIONAL USS CORAL SEA CVA-43 ASSOCIATION LOGO ITEMS

- CAP ITEM #022 - \$19.99
- MEN POLO'S ITEM #023 - \$23.99
- MEN SWEATSHIRTS ITEM #024 - \$24.50
- MEN TEE'S ITEM #025 - \$13.00
- CAP ITEM #026 - \$19.99
- MEN POLO ITEM #027 - \$23.99
- MEN SWEATSHIRTS ITEM #028 - \$24.50
- MEN TEE'S ITEM #029 - \$13.00
- CAP ITEM #030 - \$19.99
- MEN POLO'S ITEM #031 - \$23.99
- MEN SWEATSHIRTS ITEM #032 - \$24.50
- MEN TEE'S ITEM #033 - \$13.00



EMBROIDERY ON FRONT, SIDES AND BACK OF CAPS

- CAP ITEM # 034 - \$24.99
- CAP ITEM # 035 - \$26.99



USS CORAL SEA CVE, CVA, CV-43 NAVY JOB RATE CAPS

- CAP ITEM #036 - \$19.99
- POLO ITEM #037 - \$23.99
- SWEATSHIRT ITEM #038 - \$24.50
- TEE'S ITEM #039



NAVY RANK OR ENLISTED PAYGRADE INSIGNIA CAPS

- CAP ITEM #040 - \$19.99
- POLO ITEM #041 - 23.99
- SWEATSHIRT ITEM #042 - \$24.50
- TEE'S ITEM #043 - \$13.00



NAVY PAYGRADE INSIGNIA (SILVER)

- CAP ITEM #044 - \$19.99
- POLO ITEM #045 - \$23.99
- SWEATSHIRT ITEM #046 - \$24.50
- TEE'S ITEM #047 - \$13.00



CVE, CVA, CV-43 USMC MARDET DESIGNS CHOOSE (A,B,C,D)

- CAP ITEM #048 - \$19.99
- POLO ITEM #049 - \$23.99
- SWEATSHIRT ITEM #050 - \$24.50
- TEE'S ITEM #051 - \$13.00



CAPS WITH SCRAMBLED EGGS

- CAP ITEM #52 - \$22.99

JOB RATE WATCH CAPS CUPPED OR SKULL

- WATCH CAP ITEM #053 - \$16.99
- WATCH CAP ITEM #054 - 14.99



JACKTEACK DESIGNS/ MICRO FIBER ONLY

- JACKET ITEM #055 \$79.00
- JACKET ITEM #056 \$83.00
- JACKET ITEM #057 \$80.00
- JACKET ITEM #058 \$80.00



CORAL SEA WIFE

- POLO ITEM #059 - \$30.00
- TEE'S ITEM #060 - \$13.00
- SWEATSHIRT ITEM #061 - \$22.50



MAKE CHECKS PAYABLE TO D & P Embroidery ATTN: **CVA-43 SMALL STORES** CREDIT CARDS WILL PROCESSED THRU PayPal
 WE ACCEPT: Mastercard - VISA - AMERICAN EXPRESS - DISCOVER <We can also process any order thru YOUR PayPal ACCOUNT>

LADIES APPAREL CORAL SEA PROUD WIFE

- POLO ITEM #062 - \$30.00
- TEE'S ITEM #063 - \$13.00
- SWEATSHIRT ITEM #064 - \$22.50



LADIES APPAREL CORAL SEA GIRL

- POLO ITEM #065 - \$30.00
- TEE'S ITEM #066 - \$13.00
- SWEATSHIRT ITEM #067 - \$22.50



YOUTH CORAL SEA MY GRANDPA SERVED

- POLO'S ITEM #068 - \$20.50
- SWEATSHIRT ITEM #069 - \$13.50
- TEE'S ITEM #070 - \$15.50



YOUTH CORAL SEA MY PAPA SERVED

- POLO'S ITEM #071 - \$20.50
- SWEATSHIRT ITEM #072 - \$13.50
- TEE'S ITEM #073 - \$15.50



YOUTH CORAL SEA MY PAWPAW SERVED

- POLO'S ITEM #074 - \$20.50
- SWEATSHIRT ITEM #075 - \$13.50
- TEE'S ITEM #076 - \$15.50



YOUTH CAPS \$18.99

- ITEM #077 - \$15.99
- ITEM #078 - \$15.99
- ITEM #079 - \$15.99
- ITEM #080 - \$15.99



USS CORAL SEA CVE, CVA, CV-43 CAP WITH BLANK CENTER

- CAP ITEM # 081 - \$27.50



USS CORAL SEA CVA-43 VIETNAM COMBAT CRUISE PATCHES

- COMBAT CRUISE ONE ITEM #082 - \$20.00
- COMBAT CRUISE TWO ITEM #083 - \$20.00
- COMBAT CRUISE THREE ITEM #084 - \$20.00
- COMBAT CRUISE FOUR ITEM #085 - \$20.00
- COMBAT CRUISE FIVE ITEM #086 - \$20.00
- COMBAT CRUISE SIX ITEM #087 - \$20.00



ADDITIONAL CORAL SEA PATCHES

- ITEM #088 - \$25.00
- ITEM #089 - \$20.00
- ITEM #090 - \$20.00
- ITEM #091 - \$20.00



WESTERN-PACIFIC CRUISE PATCH

- ITEM #092 - \$35.00



EVACUATION OF SAIGON PATCHES - 7"X7"

- ITEM #093 - \$35.00
- ITEM #094 - \$35.00



"MAYAGUEZ RESCUE" PATCHES 7"X7"


- ITEM #095 - \$35.00
- ITEM #096 - \$35.00



CORAL SEA ASSOCIATION SMALL STORES ORDER FORM #1

ITEM #	QTY.	SIZE NOTE: CAPS - ONE SIZE FITS MOST FOR LARGER HEADS ADD \$3.00 FOR LG/XLG FLEX- FIT CAPS	COLOR	PRICE	ADDITIONAL INFO FOR ITEM # - HULL DESIGNATION CVB, CVA, CV, JOB RATE(BT,MM,AB,...etc.) OFFICER RANK/PAY RATE (CAPT,LTCDR,EN/E4,E5,E6,E7,...etc.) USMC DESIGNS - (A,B,C, OR D) THREAD COLOR FOR WATCH CAP DESIGN
#1					
<p>Place Ship Store Orders Here! Wayne Addkison 12856 FM 1391, Kemp, TX 75143 Ph: 903.288.4455 Fx: 903.675.0086 Email: nijarm2@yahoo.com</p>					
SALES TOTAL				\$ _____	** USPS PRIORITY MAIL - S/H CHARGES**
SHIPPING CHARGES				\$ _____	UP TO \$24.99\$7.00
TOTAL CHARGE				\$ _____	\$25.00 TO \$50.00\$9.00
					\$51 TO \$75 \$12.00
					\$76 & UP \$15.00

All Credit Cards Will Be Processed Through The Ship Store
All Credit Cards Accepted: Visa, Master Card, Discover, American Express
Make Checks Payable To The Ship Store



Salty Humor

Did you hear about the angry pancake? He just flipped!

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History of The Ageless Warrior...

Fleet forces. Hundreds of U.S. personnel and Vietnamese were evacuated from Saigon to the ships of the Seventh Fleet lying off Vũng Tàu. South Vietnam surrendered to the North on 30 April 1975.

On 12 to 14 May 1975, Coral Sea participated with other United States Navy, United States Air Force, and United States Marine Corps forces in the Mayaguez incident. This operation recovered the U.S. merchant ship SS Mayaguez and her 39 crew, illegally seized on 12 May in international waters by a Cambodian gunboat controlled by the Communist Khmer Rouge. Protective air strikes were flown from the carrier against the Cambodian mainland naval and air installations. Air Force helicopters with 288 Marines from Battalion

Landing Teams 2 and 9 were launched from U Tapao, Thailand, and landed at Koh Tang Island to rescue the Mayaguez's crew and secure the ship. Eighteen Marines, Airmen, and Navy corpsmen were lost in the action. For her action, Coral Sea was presented the Meritorious Unit Commendation on 6 July 1976. Meanwhile, she had been reclassified as a "Multi-Purpose Aircraft Carrier", returning to hull classification symbol CV-43, on 30 June 1975.

Iran hostage crisis, final Western Pacific cruise

On 4 November 1979, militant followers of the Ayatollah Khomeini—who had come to power following the overthrow of the Shah of Iran—seized the US Embassy in Tehran and held 63 Americans hostage. Thus began the Iran hostage crisis.

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USS Coral Sea Association Membership Application/Renewal Form

Membership in the USS CORAL SEA CVA-43 ASSOCIATION is open to all Navy, Marine Corp and Air Force personnel who served aboard the ship (CV/CVB/CVA-43) for a period of at least 90 days. Also, any person who was assigned to the original commissioning crew (plank owner), even if they spent fewer than 90 days aboard, shall be eligible for membership. **DUES:** Association membership is \$20 per year. Dues for membership are not limited to one year when submitted for renewal or first-time application. Any amount submitted over the annual dues will be automatically earmarked for the Association's Scholarship Fund program.



New Member: [] I apply for membership for _____ year(s). Enclosed is a check/money order \$ _____
Renewal: [] Renew my membership for _____ year(s). Enclosed is a check/money order \$ _____

Name _____ Birth Date _____
 (Please PRINT First name, middle initial, last name) (mo/day/year)
 Address _____ CITY _____ STATE _____
 ZIP+4 _____ PHONE: (_____) _____ Email _____
 Spouse's Name _____ Birthday _____ Anniversary _____

ON BOARD SHIP AS CREW MEMBER:

From _____ to _____ Division _____ Rank/Rate On Board _____
 (Month/Year) (Month/Year) (Lt/RD/FN/SN/Sgt)
 Military Retirement: No [] Yes [] Retired as: _____ USN [] USMC [] USCG []
 (Rank/Rate) USNR [] Air Force [] Army []

I do [] do not [] want my complete mailing address printed on the published roster.
 I do [] do not [] want an Association bumper sticker.

Please make check payable to: **USS CORAL SEA CVA-43 ASSOC.**
 Mail application to:

John Ranson, Secretary, USS CORAL SEA CVA-43 ASSOC.
 52 Woodland Pl.
 Ft. Thomas, KY 41075-1605 Email: jrsr3843@fuse.net

Office Use Only

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 Check: _____
 Amount: _____
 Expires: _____

USS Coral Sea (CVA-43) Association.

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Webmaster: **Bob Dorais**, cv43@usscoralsea.net

NOTE: Please send all mailing address changes to John Ranson at the address shown top right.



Copy Submission Deadline:

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USS Coral Sea CVA-43 Association

Wayne Addkison, Publisher
12856 FM 1391
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THE AGELESS WARRIOR

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this issue of the *Sea Breeze* in
full color!

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History of The Ageless Warrior...

Coral Sea relieved Midway in the northern part of the Arabian Sea, off the coast of Iran, on 5 February 1980. This operating area was nicknamed Gonzo Station by the men on the ships operating there, apparently because of its vicinity to Iran and the assumption that war with Iran was likely.

Later, along with Nimitz and other ships in company, Coral Sea participated in Operation Evening Light, the unsuccessful and aborted rescue attempt of 24 April 1980. (Their aircraft played a supporting role.) The crew of Coral Sea, and other ships in the company, received the Navy Expedi-

tionary Medal for their efforts. By the time the ship pulled into Subic Bay, the Philippines, for a port call on 9 May 1980 the crew had spent 102 consecutive days at sea, mostly off the coast of Iran. (The Iran hostage crisis ended on 20 January 1981 when Ronald Reagan succeeded Jimmy Carter as President of the United States and Iran released the Americans.)

At this time (1979–1981), the ship was commanded by Captain (later Admiral) Richard Dunleavy, who was to play a role in the Tailhook scandal, which forced him into retirement. However, while commanding Coral Sea, he was considered an excellent commanding officer by his crew who respected him greatly, even though they worked long, difficult hours under him

and he could be a strict disciplinarian.

On 10 June 1980, Coral Sea returned to her homeport of Alameda. Shortly after her return, the San Francisco Bay Area press reported the theft of a set of golden bear statues from the ship. These statues had been presented by the city of San Francisco after the city had adopted the ship as "San Francisco's Own." Two sailors from Coral Sea were caught with the statues after attempting to sell them, and the sailors were subsequently court-martialed and sentenced to prison. All of the statues were recovered in good shape.

Ed. Note—This article will be concluded in the March issue of Sea Breeze.