

SARATOGA (CV-60)

Final Determination: 30 November 2010

FORRESTAL (CV-59)-Class Aircraft Carrier

Displacement: 61,235 Tons Standard; 81,101 Tons Full Load

Length: 990' Waterline, 1067' Overall

Beam: 129.5'

Draft: 37'

Armament: As built: eight 5-inch Dual Purpose Mk. 42 mounts

As modernized: NATO SEA SPARROW Missile System, PHALANX Close In
Weapon System (CIWS)

Built By: New York (N.Y.) Naval Shipyard

Laid Down: 16 December 1952

Launched: 8 October 1955

Commissioned: 14 April 1956

Decommissioned: 20 August 1994

Stricken: 20 August 1994

Sponsor: Mrs. Charles S. Thomas

Disposition: At Naval Station, Newport, R.I., slated for disposition by dismantling, 2 April 2010.

NHL/NRHP ELIGIBLE: No

SHIP HISTORY: Published in the *Dictionary of American Naval Fighting Ships*, Vol. VI (R-S) and on-line (completed to 1973). Revision needed (see SOURCES, below).

The genesis of the FORRESTAL design occurred in the aftermath of the cancellation of the carrier UNITED STATES (CVA-58) in April 1949. At the suggestion of Representative Carl Vinson, the Navy began scaling down the CVA-58 design to 60,000 tons. Like the CVA-58 design, the contract plans for SCB Number 80 called for a flush, axial deck with hinged smoke stacks (a feature last seen in the USN in RANGER (CV-4), 1933-1946). On 4 May 1953, the Chief of Naval Operations directed that the class be fitted with angled flight decks and steam catapults, both Royal Navy innovations. With those modifications, the Navy discarded the flush deck concept and incorporated a conventional midships island structure into the design. Four ships were built to this design, FORRESTAL, SARATOGA, RANGER (CV-61) and INDEPENDENCE (CV-62).

As built, CV-59's propulsion plant was limited to 600 psi and 850 degrees of superheat for 260,000 shaft horsepower. Starting with SARATOGA, those figures increased to 1200 psi and 950 degrees superheat for 280,000 shaft horsepower. The installation in CV-60 proved to be troublesome throughout her service life. The basic FORRESTAL design, however, proved robust and became the lineal ancestor for subsequent carrier design. Three follow-on units (SCB 127, 127A, 127B, and 127C), the KITTY HAWK class (KITTY HAWK (CV-63), CONSTELLATION (CV-64) and AMERICA (CV-66)) and later, the JOHN F. KENNEDY (CV-67) were improvements on the FORRESTAL design. Outwardly, these later units are

distinguished from the original CV-59 design in the rearrangement of the aircraft elevators and with the island structure set aft of amidships.

AWARDS: 2 Navy Unit Commendations, 3 Meritorious Unit Commendations: 2 Navy Expeditionary Medals, 1 Battle Efficiency Award, 2 National Defense Service Medals, 4 Armed Forces Expeditionary Medals; 1 Battle Star for Vietnam Service, 3 Southwest Asia Campaign Ribbons.

NOTEWORTHY ACCOMPLISHMENTS/ EVENTS: First U.S. Navy aircraft carrier fitted with 1200 psi steam plant (1956), and first carrier to undergo the Service Life Extension Program (SLEP) designed to refurbish or modernize all ship's systems (1980-1983). Took part in the capture of hijackers of cruise ship ACHILLE LAURO (1985), operations against Libyan forces (1986). Took part in Operations DESERT SHIELD and DESERT STORM (1990-1991). During a drill, SARATOGA launched two live SEA SPARROW missiles that struck Turkish destroyer MUAVENET, ex- GWIN (DM-33), killing four men and wounding 22 (1992). Her final two deployments supported contingency operations in the Balkans.

CONCLUSION: Although SARATOGA had a very active career spanning 38 years service, homeported in Mayport, FL, completing 21 Mediterranean deployments with the Sixth Fleet, and one in the Western Pacific (Vietnam), as well as shorter deployments to the North Atlantic and Caribbean operating areas, and participating in operations during the Cuban Missile Crisis, SARATOGA does not meet one or more of the criteria set forth in the Advisory Council on Historic Preservation's Program Comment for the Department of the Navy for the Disposition of Historic Vessels. SARATOGA is therefore ineligible for listing on the National Register of Historic Places. She was not awarded a Presidential Unit Citation, she is not the first of her class nor did a President of the United States serve in her. Although she was the first aircraft carrier to be fitted with a high pressure steam plant, she was not the first ship so fitted, with that honor going to the MITSCHER (DL-2) class frigates. Although she was the first carrier to be modernized under the SLEP, that event alone is not considered significant enough to warrant listing. Other carriers received SLEPs that produced a much more dramatic change in appearance and capability (as in the case of MIDWAY's during 1966 – 1970 modernization under SCB Project 101.66).

SOURCES: SARATOGA (CV-60) Decommissioning Program [20 August 1994]; Command History Files in the History and Archives Division; Cruise Books in Navy Department Library, Naval History and Heritage Command.

HISTORIC PRESERVATION STAKEHOLDER COMMENT:

Historic preservation stakeholder comments received are considered when preparing final determinations. The initial determination for this vessel was made available for comment by historic preservation stakeholders for 60 days. During that time, the Navy received zero (0) written comments.