



DEPARTMENT OF THE NAVY  
USS SHREVEPORT (LPD 12)  
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From: Commanding Officer, USS SHREVEPORT (LPD-12)  
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Ref: (a) OPNAVINST 5750.12B

Encl: (1) OPNAV Report 5750-1, Command History of USS SHREVEPORT  
(LPD-12), 1976

1. In accordance with reference (a), enclosure (1) is forwarded.

  
B. C. McCAFFREE JR.

## HISTORY OF USS SHREVEPORT (LPD-12) 1976

SHREVEPORT rang in the nation's Bicentennial Year with a fireworks display over the harbor at Palma de Mallorca, Spain, where the crew was enjoying the final days of a holiday port visit. With Captain Alan W. CRANDALL in command and COMPHIBRON TWO and his staff embarked, SHREVEPORT departed Palma on 3 January 1976 for Rota, Spain, and the conclusion of her Mediterranean deployment. Following a thorough "de-snail" operation in Rota, COMPHIBRON TWO was relieved by COMPHIBRON EIGHT as CTF 61. SHREVEPORT departed Rota for her transit to CONUS on 23 January.

Early on the morning of 2 February, SHREVEPORT, then located about 65 miles southeast of Cape Hatteras, North Carolina and caught in a severe winter storm, was struck head on by an enormous wave. Damage to the forward portion of the ship was extensive, especially in the area of the Flag Bridge. Seven persons, including COMPHIBRON TWO and his Chief Staff Officer, were injured. Untiring efforts by the ship's damage control and medical personnel kept flooding, other damage and injuries to a minimum. After riding out the storm, SHREVEPORT arrived in Morehead City, N.C. on 3 February 1976 to debark the men and equipment of the 32nd Marine Amphibious Unit. The ship arrived in Norfolk on 4 February.

Following a period of leave and upkeep, SHREVEPORT entered the Berkley, Virginia shipyard of Norfolk Shipbuilding & Drydock Company for her first regular overhaul since commissioning.

During ROH a complete modernization of the installed electronics communications system was accomplished, including the installation of the NAVMACS A-PLUS computerized communications processing system, the installation of the WSC-3 multiple satellite communications system and a redesign of the ship's communications antenna system. This modernization package significantly increased the ship's ability to support the communications needs of her embarked units.

Necessary overhaul of the ship's boilers, engines and generators highlighted the engineering work package. SHREVEPORT also had installed the Contaminated Holding Tank waste disposal system.

Preservation and repairs to the sterngate, ballasting system, Boat & Aircraft Crane and Upper Vehicle Stowage equipment improved SHREVEPORT's amphibious capabilities. Preservation was the key topside evolution as well, with all decks and sides being cleaned and painted. Storm damage was also repaired, including a complete rebuilding of the Flag Bridge.

SHREVEPORT entered drydock twice during ROH, 1-7 June and 3-24 September, for preservation of the hull and repairs to the ship's propellers and shafts.

Aided by an assist visit from the COMNAVSURFLANT Mobile Training Team and a spirited effort by the crew, SHREVEPORT successfully passed the Administration, Knowledge and Training (AKT) phase of her Propulsion Examining Board Light-Off Exam on 28 October 1976.

Captain Burnham C. McCaffree JR. relieved Captain Crandall as Commanding Officer on 16 September in a ceremony held at the Little Creek Naval Amphibious Base. Captain W.S. Guthrie, COMPHIBRON SIX, presented SHREVEPORT with the 1975 Atlantic Fleet Amphibious Assault Award at the ceremony, praising the ship's outstanding past performance and urging continued fleet leadership in the future.

On 16 December SHREVEPORT got underway for the Virginia Capes Operating Areas and her end-of-overhaul sea trials. After her return to the shipyard on 17 December for a short period of post-sea trials repairs, SHREVEPORT returned to the Norfolk Naval Station on 23 December.

At year's end, SHREVEPORT was continuing with various overhaul jobs whose completion dates were extended beyond the shipyard period, and commencing preparations for phase II of the PEB/LOE, Refresher Training and return to the operational fleet.