

USS O'BANNON (DD-450)
FPO San Francisco 96601

DD450/RTL:fn
5750
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From: Commanding Officer, USS O'BANNON (DD-450)
To: Chief of Naval Operations (Op-09P9)

Subj: Annual Command History (OPNAV Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12
(b) CINCPACFLTINST 5750.2

Encl: (1) Chronological History of USS O'BANNON (DD-450) for the
period 1 January through 31 December 1968
(2) Narrative Command History of USS O'BANNON (DD-450) for the
period 1 January through 31 December 1968
(3) Special Topic Narrative for the period 1 January through
31 December 1968
(4) Muster Roll and Roster of Officers for USS O'BANNON (DD-450)

1. In accordance with references (a) and (b), enclosures (1) through
(4) are forwarded herewith.

J. P. Iredale
J. P. IREDALE

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CHRONOLOGICAL HISTORY OF USS O'BANNON (DD-450)
FROM 1 JANUARY THROUGH 31 DECEMBER 1968

1 Jan - 7 Jan	NGFS in Northern I Corps area of South Vietnam
7 Jan - 13 Jan	Enroute Yokosuka
13 Jan - 24 Jan	Inport Yokosuka
24 Jan - 26 Jan	Enroute Rendezvous Task Group 70.6
26 Jan - 1 Feb	Steaming in Korea Strait with Task Group 70.6
1 Feb - 2 Feb	Enroute Sasebo
2 Feb - 7 Feb	Inport Sasebo
8 Feb - 18 Feb	Steaming with Task Group 71.2 off Korea
19 Feb - 20 Feb	Inport Subic Bay
20 Feb - 9 Mar	Steaming in Gulf of Tonkin with Task Group 77.5
9 Mar - 10 Mar	Enroute II and IV Corps Area of South Vietnam
10 Mar - 20 Mar	II and IV Corps Area of South Vietnam
20 Mar - 25 Mar	Enroute Yokosuka
25 Mar - 26 Mar	Berthed Yokosuka preparing for overhaul
26 Mar - 6 Apr	Drydocked Yokosuka
6 Apr - 13 Apr	Enroute Pearl Harbor
13 Apr - 20 May	Inport Pearl
20 May - 24 May	Apollo Recovery Training
24 May - 27 May	Inport Pearl
27 May - 29 May	Local Operations
29 May - 4 Jun	Inport Pearl
4 Jun - 7 Jun	Local Operations
7 Jun - 1 Jul	Tender Availability USS ISLE ROYALE (AD-29)
26 Jun -	Change of Command
1 Jul - 15 Oct	Regular Overhaul Pearl Harbor Naval Shipyard
3 Oct -	First Sea Trials
15 Oct - 18 Oct	Inport Pearl

CHRONOLOGICAL HISTORY OF USS O'BANNON (DD-450)
FROM 1 JANUARY THROUGH 31 DECEMBER 1968

18 Oct	-	Post Overhaul Ammunition Onload
19 Oct	-	Electronic Equipment Calibration
19 Oct	- 20 Oct	Inport Pearl Harbor
20 Oct	- 23 Oct	Tender Availability USS BRYCE CANYON (AD-36)
23 Oct	- 24 Oct	Local Operations
24 Oct	- 11 Nov	Inport Pearl Harbor
11 Nov	- 20 Dec	Refresher Training
20 Dec	- 31 Dec	Inport Pearl Harbor

NARRATIVE COMMAND HISTORY OF USS O'BANNON (DD-450)
FROM 1 JANUARY THROUGH 31 DECEMBER 1968

The O'BANNON, providing gunfire support in the Northern I Corps Area of South Vietnam, began 1968 as she had ended 1967. After providing call and harassment fire, she proceeded on 7 January to Yokosuka, Japan. In Yokosuka from 7-13 January, the crew disposed of regular upkeep duties that were postponed due to gunnery commitments. Upkeep completed, the O'BANNON left Yokosuka on 24 January in order to rendezvous with Task Group 70.6 on Friday, 26 January. Until 1 February, the ship performed plane guard and escort functions with the USS ENTERPRISE (CVAN-65) and her contingent of destroyers during the period of international tension following the seizure of the USS PUEBLO. Having experienced excessive salinity in boiler feed water, the O'BANNON was forced to return to Sasebo, Japan, where she lay dockside rectifying her engineering difficulties until 7 February.

She rejoined the ENTERPRISE and Task Group 71.2 for duty off Korea from 8 February - 18 February. O'BANNON then returned to Subic Bay, P.I. for liberty and upkeep. Then she joined Task Group 77.5 for escort duty in the Gulf of Tonkin from 20 February - 9 March.

Having been detached from Task Group 77.5 on 9 March, the O'BANNON rendezvoused with the USS PRICHETT (DD-561) on 10 March for material turn over and briefing prior to the assumption of naval gunfire support duties in the II and IV Corps area of South Vietnam. Until 20 March the O'BANNON was engaged in call and harassment firing. The major portion of this time was spent at various anchorages of Phu Quoc Island. On 20 March, the O'BANNON ended her deployment.

It was considered advisable, however, to stop in Yokosuka, Japan for hull repairs before returning to Pearl Harbor. Arriving in Yokosuka on 25 March, the crew prepared for drydocking on 27 March. Hull repairs completed, O'BANNON departed for homeport on 6 April. With one fueling stop at Midway on 11 April, O'BANNON and her crew arrived in Pearl Harbor on 13 April. She remained pier-side until 20 May for a period of leave and post-deployment upkeep.

She proceeded from port on 20 May for Apollo Recovery Training until 24 May when she returned to port for the weekend. Monday morning 27 May found O'BANNON standing out of the channel for a three day training cruise including gunnery firing, casualty and general drills. Returning to port on 29 May, she remained tied-up for upkeep until 4 June. The at-sea period lasting until 6 June provided time for extensive ASW training.

NARRATIVE COMMAND HISTORY OF USS O'BANNON (DD-450)
FROM 1 JANUARY THROUGH 31 DECEMBER 1968

Returning from this last operational period prior to regular overhaul, the O'BANNON berth alongside the tender USS ISLE ROYALE (AD-29) to prepare for the yard overhaul commencing 1 July. On 26 June, the ship's 26th Anniversary of commissioning, Commander John P. IREDALE, USN, relieved Captain John W. WELLS, USN, as Commanding Officer in a ceremony held aboard ship.

On 1 July the O'BANNON was moved dead plant from the tender to Pearl Harbor Naval Shipyard for her first overhaul in over four years. She remained there until 15 October, being brought into a state of operational readiness befitting her record.

On 18 October, the regular overhaul ended and the ship got underway for MAD West Loch for post-overhaul ammunition on-load. After berthing overnight the ship departed to spend the day calibrating electronics equipment. Approaching berth B-27 the O'BANNON was set into the USS SAMPLE (DE-1048) by a strong gust of wind. SAMPLE sustained slight damage to her bow-mounted sonar. The tip of O'BANNON's starboard screw was dented. Replacement of the starboard screw required the assistance of the USS BRYCE CANYON (AD-36) until 23 October. Repairs completed, the O'BANNON got underway for independent operations, returning to port on 24 October. The ship remained in port until 4 November preparing for Refresher Training.

The week preceding the start of refresher training was used for preparation. On 4 November the ship completed calibration of antennas. November 6-7 were days at sea spent in ASW and general quarters drills, bringing personnel into a high state of readiness for refresher training.

Fleet Training Group Observers embarked on 11 November and Refresher Training began. The only major difficulty experienced during the training period was with the MK 37 gunfire control system. Even though the system functioned well in surface and shore bombardment, tracking was erratic against air targets. The difficulty was covered under guarantee clauses in shipyard job orders. The problem was corrected, but not in time to complete anti-air warfare exercises scheduled.

Refresher Training ended on 20 December with an overall grade of 81.7 (Good). From this time until the year's end, O'BANNON stayed in port for a leave and upkeep period, correcting discrepancies from Refresher Training and preparing for administrative, pre-deployment and ordnance inspections pending during the first month of the new year.

SPECIAL TOPICS - MATERIAL PERFORMANCE

Engineering. The engineering plant continued to improve in 1968. The only major casualties were corrected simultaneously in Sasebo, Japan from 2-7 February. Number 2 main condenser was leaking causing excessive salinity in the boilers necessitating frequent blowdowns. Number 1 ship's service generator had steam leakage around the nozzles causing it to run away and trip out. With assistance of the Ship's Repair Facility, Sasebo, these problems were eliminated. In March the O'BANNON made a 15 knot and a 25 knot economy run. This was the first time the ship had passed its economy runs in 4 years. Returning to Pearl Harbor the ship made a full power run for the first time in over 9 years, after a 7 month deployment.

Weapons. Still not having profited from a regular overhaul, Weapons Department material completed the deployment with no casualties resulting in decreased readiness. After the yard period, in which all fire control gear was overhauled, the MK 37 Gun Fire Control System did not perform up to its standards. Pearl Harbor Shipyard and ships force embarked on an intensive corrective maintenance program. This effort resulted in the acceptable performance of the system, but this came about after the completion of Refresher Training and the benefits were not realized during this training period. The ship, however, qualified for shore bombardment and surface engagement duties during this period.

Operations. During the final months of deployment the Operations Department suffered from considerable downtime of various pieces of equipment. This is attributable to the extended period from the last overhaul. The emergency drydock in Yokosuka presented limited opportunity for technical assistance. After the regular overhaul in Pearl Harbor, the material reliable was improved greatly and the year was completed without a casualty detrimental to the ship's readiness.