

U. S. S. CHEMUNG (AO-30)
FPO SAN FRANCISCO 96601

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REGISTERED AIR MAIL

From: Commanding Officer, USS CHEMUNG (AO-30)
To: Director of Naval History (OP-09B9)

Subj: Command History, OPNAV Report 5750-1

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Command History for USS CHEMUNG (AO-30) for calendar year
1968

1. In accordance with reference (a), the Command History, calendar year 1968 is forwarded.


R. E. WALSH Jr.
By direction

Copy to:
CINCPACFLT
Chief of Information
COMSERVPAC

COMMAND HISTORY
for
USS CHEMUNG (AO-30)
CALENDAR YEAR 1968

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PART I

BRIEF CHRONOLOGY OF OUTSTANDING EVENTS

1 JAN - 5 JAN Service to the Seventh Fleet in Western Pacific Area.

6 JAN Departed Subic Bay for return trip to Long Beach, California.

13 JAN CHOP to First Fleet.

28 JAN - 26 FEB Arrived Long Beach, California for leave and upkeep period.

5 MAR - 15 APR Restricted availability at California Shipbuilding Company, Long Beach, California.

27 APR - 1 MAY Participated in First Fleet Exercise in Operation Beagle Leash.

2 MAY Commanding Officer awarded Joint Service Commendation Medal by COMSERVGRU ONE.

12 MAY - 24 MAY Interim Refresher Training, San Diego, California.

19 JUN - 20 JUN Pre-deployment Inspection by COMSERVGRU ONE.

2 JUL Departed Long Beach, California for Western Pacific Area deployment.

14 JUL CHOP to Seventh Fleet.

22 JUL Arrived Subic Bay, P.I.

15 SEP - 20 SEP R&R port visit, Hong Kong.

3 NOV - 4 NOV Kachsiung, Taiwan.

7 NOV - 11 NOV

R&R port visit Hong Kong.

13 DEC - 14 DEC

Kaohsiung, Taiwan

17 DEC - 28 DEC

Sasebo, Japan. Restricted availability, at
Ship Repair Department, Fleet Activities.

COMMAND ORGANIZATION AND RELATIONS

1. Commanding Officer, Captain Harry E. CARTER, USN.¹ 04 December 1967
to present.
2. Home port: Long Beach, California.
3. Mission:
 - a. To furnish complete replenishment of petroleum products to the Fleet at sea.
 - b. To transport and deliver bulk and packaged petroleum products, bottle gases, and fleet freight to the Fleet.
 - c. To transport and deliver limited provisions and mail to the Fleet underway.
4. Personnel:
 - a. As of 31 December 1968 CHEMUNG was manned by 242 enlisted men and 14 officers.²

1. Appendix 1, pp. 20 - 21
2. Appendix 2, pp. 22

PART II

BASIC NARRATIVE

OPERATIONS

Under the command of Captain Harry E. CARTER CHEMUNG spent seven months of 1968 in the Western Pacific and five months operating out of Long Beach, California. The time in the Western Pacific was devoted to delivering much needed fuel to the U. S. and allied Navy ships³, off the Vietnam Coast, while the time at home was devoted to leave, upkeep, and preparing for the next Western Pacific deployment.

The year began with CHEMUNG hard at work on Yankee Station. The sixth of January the Ship turned her head toward Long Beach, via Pearl Harbor. Two days were spent in Pearl Harbor to give the crew a short break from the monotonous crossing. The day of arrival home finally came, though, for on the twenty-eighth of January CHEMUNG entered Long Beach Harbor.

February was devoted primarily to leave and upkeep. As the end of the month came closer the ship began to prepare for a restricted availability during March. The preparation included cleaning cargo tanks, off-loading ammunition, and preparing the multitude of work requests.

From the fifth to the thirteenth of March CHEMUNG was in the yard of the California Shipbuilding Company, Long Beach. During this time, winches, generators, and boilers were overhauled and cargo tanks repaired, the transfer-at-sea Kingpost was modified and the wear and tear of the previous deployment was repaired. The eight months in the Western Pacific had taken its toll and much work has to be done.

3. Appendix 3, pp. 23 - 28

April arrived and CHEMUNG was still undergoing repairs. On the fifteenth she left California Shipbuilding Company and moved to the fueling pier in San Pedro. The sixteenth of April was devoted to re-fueling operations. On the seventeenth of April ammunition was loaded and on the eighteenth the ship put to sea for Independent Steaming Exercises.

The end of April saw CHEMUNG participating in Operation Beagle Leash⁴ off the coast of Southern California. This was a realistic First Fleet strike and amphibious assault exercise involving 46 ships and 25 air units. The exercise was designed to train the units participating for conditions that prevail in Southeast Asia and the Western Pacific.

The first of May CHEMUNG was detached from Beagle Leash and returned to port, only to depart again on the sixth. While in port, Captain CARTIER was awarded the Joint Service Commendation Medal for his outstanding service while Naval Attaché¹ to Pakistan. The award was presented by Captain W. A. WALKER, COMSERVGRU ONE. During the period of the sixth to the eleventh of May CHEMUNG was at sea preparing for Interim Refresher Training, running the measured mile, and conducting other Independent Steaming Exercises. During this time CHEMUNG refueled the HMCS FIFE and HMCS GLAMORGAN. On the eighteenth of May, James H. CROCKETT, SFP2, developed a case of acute appendicitis and had to be transferred from the ship to a hospital. This was accomplished with the help of a helicopter from the USS HANCOCK (CVA-19). The twelveth to the twenty-fourth of May saw CHEMUNG attached to the Fleet Training Group, San Diego for Interim

4. Appendix 4, pp. 29

refresher training. The drills, inspections, and battle problems seemed endless as the FTG Observers readied the ship for its upcoming deployment. The end finally came, though, and CHEMUNG returned to Long Beach after having satisfactorially completed the training. The last week of the month was devoted to upkeep and repairs at the Long Beach, Naval Shipyard.

The first to the twenty-first of June saw CHEMUNG undergoing last minute upkeep repairs in Long Beach. During this period COMSERVGRU ONE, Captain BETZEL, conducted his Pre-deployment Inspection of CHEMUNG.⁵ With the major training and inspection for the deployment completed, CHEMUNG entered an in-port period to give the crew some final time at home before leaving for the Western Pacific.

The second of July CHEMUNG cast off her lines and the deployment to the Western Pacific began. It was a non-stop crossing to Subic Bay, R.P., devoted to drills and training to ready the men for replenishment at sea evolutions. The fourteenth of July CHEMUNG changed operational control to Commander Seventh Fleet. The ship arrived in Subic Bay, R.P., on the twenty-second of July and departed for the Market Time Line on the twenty-fourth of July. This short in-port period allowed no time for major voyage repairs. In fact, there wasn't even enough time to off load the ship's vehicles. Nevertheless, the ship left for the line the twenty-fourth of July with her decks and tanks loaded with petroleum products, mail, and bottled gases. CHEMUNG also carried transient personnel for transfer to the ships in Vietnam. Work began on the twenty-eighth as CHEMUNG provided services to ships in the Market Time Sierra 9-7 areas. As she steamed Northward replenishing ships ranging from MSC's to DD's CHEMUNG's tanks gradually emptied.

5. Appendix 5, pp. 30

CHEMUNG completed her first trip thru the Market Time Areas by refueling TG's 77.0 and 77.1 and by transferring the fuel she had left to the USS MISPLIION (AO-105). Returning to Subic, CHEMUNG was allowed an upkeep period for needed repairs from the fourth to the eleventh of August. This time was effectively used to repair equipment that had broken down since leaving CONUS. On the twelfth of August CHEMUNG was on her way to the line again, completing this on the twenty-first with her arrival again in Subic. LT A. V. LAWRENCE (CHC) began the trip with CHEMUNG but was later transferred on the seventeenth of August. CHEMUNG was given several days in port but left again for the line the twenty-fourth of August.

The ship returned to Subic on the fourth of September and remained there in an upkeep status until the thirteenth. On this date CHEMUNG left for the British Crown Colony of Hong Kong. The fifteenth to the twentieth saw CHEMUNG in Hong Kong giving the crew a much needed five days of rest and recreation. Upon completion of rest and recreation CHEMUNG got underway, arriving in Subic on the twenty-third of September. The fourth trip to the line began on the twenty-sixth of September with LT R. C. GIBNEY, SERVRU THREE circuit riding chaplain, based in Sasebo, embarked. CHEMUNG ended this trip by refueling TG's 77.0 and 77.1 and by consolidating her remaining fuel to USS KAWISHIWI (AO-116).

The sixth of October CHEMUNG returned to Subic for a short in-port period. She left again on the eighth for her fifth trip to the line. During this trip CHEMUNG had the opportunity to UNREP a South Vietnamese fishing boat. As CHEMUNG was steaming near the coast a South Vietnamese

fishing boat was displaying a "Help, Fire" sign. The boat was brought alongside but no fire was found. It was soon determined that the trouble was that the boat's engine had run out of oil. During this trip CHEMUNG consolidated to the USS CAMDEN (AOE-2). CHEMUNG returned to Subic on the nineteenth of October only to leave again on the twenty-fifth for another trip to the line. The sixth trip on the line ended on the thirteenth of October with the refueling of TG's 77.0 and 77.1. CHEMUNG now turned her head toward Kaohsiung, Taiwan.

CHEMUNG was in Kaohsiung the third and fourth of November, allowing her only enough time to refill her cargo tanks. She departed the fifth of November heading for Hong Kong again. Two Chinese Nationalist Navy ships, DD types, came alongside for a replenishment exercise enroute. No fuel was transferred but the fueling rigs were sent over to give the ships practice in hooking up our refueling hoses. November seventh thru the eleventh saw CHEMUNG in Hong Kong again for rest and recreation. This visit was marred, though, by the drowning of a crewman, SN Robert WARD. SN WARD lost his life when he fell from one of CHEMUNG's boats into the Hong Kong Harbor. The ship left Hong Kong on the twelfth and returned to Subic. After four days in Subic CHEMUNG put to sea again for the line. This trip to Market Time ended with CHEMUNG's return on November twenty-eighth. On the Thirtieth of November CHEMUNG began her last trip to the line during 1968.

December began as CHEMUNG was enroute to the thirty ships off the coast of Vietnam. After six days of replenishment evolutions the ship headed toward Sasebo, Japan via Kaohsiung. The thirteenth was spent

in Kaohsiung to give the ship time to refuel cargo tanks. On December seventeenth CHEMUNG tied up in India Basin, Sasebo and entered an eleven day upkeep period. During this time Japanese workmen scurried about the ship repairing the effects of 6 months of operations in the Western Pacific and eight trips to the line. On December twenty-ninth CHEMUNG departed Sasebo and returned to Subic Bay.

CHEMUNG ended 1968 as she had began the year, at sea. With a long blast of the ship's whistle CHEMUNG signaled the end of her twenty-ninth year of plying the oceans of the world.

SPECIAL TOPICS

DECK DEPARTMENT HISTORY

During calendar year 1968, only one major modification was made to Deck Department equipment. The replenishment at sea Kingpost was modified and tested to 100,000 pounds to facilitate handling of cargo ammunition for ship's operating in Vietnam waters.

Probe fueling equipment was on board during the previous Western Pacific deployment, but it was not successfully used until late this year.

Only routine maintenance and painting was accomplished until September and November 1968 when the ship visited Hong Kong, where the sides, mast, and tank deck piping were painted. In December the ship visited Sasebo, Japan for a period of 10 days where limited repair work was accomplished for the Deck Department.

ENGINEERING DEPARTMENT HISTORY

The year 1968 was a steaming year for the Engineers. January found the ship enroute from the Western Pacific to Long Beach with a two day stopover in Pearl Harbor on the twentieth to the twenty-first of January. The leave and cold iron period was a short one as we developed generator governor problems and had to light off for salt box tests on February fourteenth thru the sixteenth. The tests revealed that work was required and restricted availability was scheduled for the fifth of March to the fifteenth of April. We had tank cracks to repair, also, and this meant going to sea for several days to clean tanks. This was accomplished along with offloading fuel and ammo from the twenty-seventh of February to the fourth of March.

The restricted availability was awarded to California Shipbuilding and Drydock Co. (ex-Craig Brothers Shipyard) by SUPSHIPS Eleven. In addition to the generator and tank work the most significant work was over-haul of the NSFO Cargo Turbines, No. 1 Main thrust bearing and renewal of the surge tank heating coils. Electrical work consisted of main board meter calibration, the rewind of No. 2 fire and flusing pump motor, renewal of a wafer in the emergency switchboard rheostat and the installation of a new shaft RPM indicating system. The ship departed the yard April tenth and reloaded fuel and ammo and for the next month steamed in and out of Long Beach on Independent Steaming Exercise, operation "Beagle Leash" and servicing ships for Fleet Training Group, San Diego. The annual economy run was conducted satisfactorily on May tenth.

The interim refresher training period at the Fleet Training Group, San Diego, was conducted the thirteenth to the twenty-fourth of May. Both Engineering and Damage Control passed with higher marks than the

previous year.

The evaporator output had been steadily declining during the latter part of the deployment and had suddenly dipped to 60% output during operations just prior to going to San Diego for Refresher Training. A thorough investigation upon return from San Diego disclosed that several baffels and the vapor separators of both the first and second effects were badly deteriorated. An interim repair of just the separator plate and the baffles was not successful.

The ship was scheduled into Long Beach Naval Shipyard for reinforcing of the Refueling-at-Sea Kingpost which required that the tanks below the Kingpost and guys be gas-free. This was accomplished for the first time in-port by moving alongside the Navy Fuel Pier and Butterworthing and stripping to the fuel pier sludge tanks. A dump truck was used to haul the muck and rags to the dump. The restricted availability period was scheduled from the twenty-fifth of May to the twenty-first of June for accomplishment of the Refueling-at-Sea Kingpost reinforcing and complete overhaul and replacement of the evaporator first and second effect vapor separators. A check on No. 1 main feed pump disclosed that clearances in it were excessive and it was also overhauled. During a light off and test of the evaporators a surge tank casualty wiped out the overspeed governors of No. 2 main feed pump and it was given a complete overhaul at the end of the availability. A failure during the weight test of the Kingpost collapsed the entire upper crossarm and resulted in an extension of the availability until the thirtieth of June to complete repairs. This also jeopardized our deployment date. However one July found us at the fuel pier loading AVGAS and deck load and on the second of July the ship was on its way to Subic Bay.

The plant operated almost continuously for the entire deployment with only 18 days of cold iron of which half were during one 12 day upkeep period at Sasebo, Japan. Of 40 days assigned upkeep only 28 were utilized uninterrupted upkeep, the balance was lost through requirements to shift berths or cancelled due to emergency underway orders after the upkeep had commenced. The following table summarized the extent of operations during the 1968 deployment through the thirty-first of December 1968:

1. Assigned Seventh Fleet 170 days, underway 125 days or 74% of assigned time.
2. Assigned Seventh Fleet 170 days, upkeep assigned 40 days or 24% of assigned time.
3. Assigned Seventh Fleet 170 days, upkeep uninterrupted 28 days or 10% of assigned time.
4. 40 days upkeep assigned, of which 28 were uninterrupted or 70% utilized.

The workload at Subic was such that only high priority work could be accomplished during upkeep periods and practically nothing on the one and two day "turn around" periods. The most fruitful upkeep periods were an outstanding tender availability with the USS JASON in September and a 12 day period in Sasebo during December.

Major maintenance items which were accomplished during this deployment included the rebricking of No. 3 boiler, complete renewal of the wood planking on the Cargo Deck, complete overhaul of the No. 2 AVGAS deepwell pump, the main bilge pump, No. 2 fire and flushing pump and extensive work on both the NSFO and JP-5 cargo turbines and several winches.

This year may see the end, for a while, of the feed water problem which has plagued the Engineers for the past three years. The renewal of the evaporator vapor separators solved the output problem and remachining of all the boiler economizer hand hole seats practically eliminated our problem of continual feed water loss through economizer hand hole plates leaking.

The year was one which saw the plant, now going into its thirtieth year of operation, perform quite well considering the requirements placed upon it. This is a credit to the conscientious and dedicated Engineers who took great pride in the fact that they were able to answer every bell and meet every commitment which was within the ship's control.

SUPPLY DEPARTMENT HISTORY

After a well earned rest in the early months of 1968, the Supply Department went to work in preparation for the April Annual Supply Inspection. The long hours paid off with a grade of excellent. The remaining months Stateside were spent preparing for her upcoming Western Pacific cruise. While in the Western Pacific, in addition to providing repair parts, food, and money for the ship, the Supply Department was responsible for the loading and transferring of 48,000 lbs. of Fleet Freight, and 20 tons of mail, as well as doing the accounting for the 30,000,000 gallons of fuel and 2,500 rounds of ammunition transferred to CHEMUNG customer ships. During this time the crew earned \$380,000, consumed \$60,000 worth of food and spent \$35,000 in the Ship's Store. The Ship's Store profits provided the crew with over \$4,000 which was spent on a ship's party, sight-seeing tours, and recreational items, including a complete stereo sound system for the ship.

MEDICAL DEPARTMENT HISTORY

The year of 1968 was rather routine yet busy for the Medical Department. Personnel seen on an outpatient basis averaged from 245 to 380 per month, while 4 to 8 were seen per month on a referral basis. During April, SN [REDACTED], a crewman developed tuberculosis and was transferred to the U. S. Naval Hospital, San Diego. An extensive search was immediately begun for individuals who had been in contact with this man. Skin tests were also performed on all personnel aboard. In August 50 men developed cases of food poisoning resulting from contaminated meat. Although the men needed special care and nursing, all recovered. Also in August, and September, an epidemic of influenza broke out aboard CHEMUNG necessitating special care and nursing for twenty-five men.

One death occurred during the year of 1968. Seaman Robert W. WARD drowned on 11 November while the ship was at anchor in Hong Kong Harbor. SN WARD was working on the ship's boats while they were tied up to the ship when he fell into the water. Rescue attempts were made by the Officer of the Deck and other personnel, but were in vain.

OPERATIONS DEPARTMENT HISTORY

The role of the fleet oiler in the Western Pacific centers around Subic Bay, the Southern center from petroleum storage. Here the oiler loads Navy Special Fuel Oil, JP-5 and Aviation gasoline as well as mail, freight, ammunition and supplies. The normal pattern is to load fuel at a fuel pier, move to another pier upon completion and load freight and supplies. Then on the day of departure, move to the ammunition anchorage and load ammunition before leaving Subic Bay. Normally three days were scheduled to make the trip from Subic to Market Time S-9 area but when possible CHEMUNG got underway about 14 hours early to allow a slower speed of advance and time for independent steaming exercises.

Oilers are scheduled one day in each of three following Market Time areas, S9-7, S6-4 and S3-1. S9 is the southernmost area and S1 being the northern area. Few ships are located in areas 9-6 and the oiler can use a fast speed of advance. Moving North of Cam Rahn Bay, more and more ships require fueling so a slower speed of advance is necessary.

The weather was an important factor while engaged in Market Time operations as it effected the ships ability to keep up with the plan of intended movement (PIM), which is sent out prior to beginning the Market Time swing. When the seas and weather were adverse to the point of requiring storm evasion or even minor deviations of course and speed, we would get behind our PIM. Many times in progressing northward we would refuel minesweepers during which the sea state required an easterly underway replenishment course which put us behind our intended track. Minesweepers were generally very cooperative and many times came alongside in seas that gave them a rough ride. On many occasions they displayed

outstanding shiphandling alongside in seas of up to eight feet from ahead or astern.

The problem of falling behind the plan of intended movement was lessened by the effective use of communications. All ships awaiting replenishment were required to check in on a designated circuit four hours prior to the rendezvous time and at this time CHEMUNG could tell them whether she was behind or ahead of her plan of intended movement and if possible arrange a new rendezvous. The CHEMUNG communications division, both radio and visual, developed a superior level of competence during the deployment and received numerous complements from customer ships.

The first few trips to the line only one day was scheduled in the Northern S-1 area. Since this is where most of the action is it proved nearly impossible to meet all the ships requirements in 24 hours before it became imperative to steam toward commitments in Yankee Station. Later two days were scheduled in the S-1 area which permitted sufficient time to refuel and/or re-arm all the customer ships.

Yankee Station commitments varied with every trip on the line. Normally CHEMUNG refueled the SAR unit and Sea Dragon before a consolidation with the Yankee Station Oiler. Several times CHEMUNG was called upon to refuel a CVA or CVS.

In reviewing the operation of CHEMUNG during 1960, five months were spent in the Eastern Pacific where operations were based out of the homeport of Long Beach. Seven months were spent in the Western Pacific. CHEMUNG returned to the First Fleet in the middle of January stopping for two days in Pearl Harbor enroute to Long Beach.

After arrival in Long Beach on the twenty-eighth of January, CHEMUNG

had a month for leave and upkeep. The period of February twenty-seventh to March fourth was spent with independent ship's exercise. A restricted availability began March fifth in California Shipyard in Long Beach. This yard period ended April eleventh and the ready for sea period began April sixteenth through the twenty-fifth. CHEMUNG was a part of Operation Beagle Leash, a Fleet exercise from April twenty-sixth through the thirtieth. During this period 22 ships were refueled for training purposes. The first week of May was spent in Long Beach and independent steaming exercises underway in Southern California Area.

On May twelveth CHEMUNG arrived in San Diego and changed operational control to the Fleet Training Group for two weeks of interim refresher training. CHEMUNG received an overall grade of good. The Operation Department receiving a grade of excellent.

CHEMUNG changed operation control to Commander SEVENTH Fleet fourteen July and arrived in Subic on the twenty-second of July. During the deployment, CHEMUNG made eight trips to the line. Hong Kong was visited twice for five day periods and Kaohsiung was visited twice to load fuel. Twelve days in December were assigned as upkeep in Sasebo, Japan.

CHEMUNG's communications division had a routine year. All total, approximately 4,544 messages were received and 1,970 messages were sent. The majority of the traffic was handled while the ship was in the Western Pacific. During this time the monthly average of messages received rose to 500, while 70 per month is the usual number in CONUS.

PART III

DOCUMENTARY ANNEXES

APPENDIX 1

OFFICER BIOGRAPHY SHEET

CARTER, Harry Eugene, CAPT, USN, 346755/1100

Item (f) continued:

1-60	1-61	Naval Weapons Plant	Asst. Ind. Cont. Off/Asst. Eng. Off. (3)
2-61	7-61	AFSC	Student
8-61	8-63	USS PORTERFIELD (DD-682)	Commanding Officer
9-63	1-65	COMCORTON THREE	Squadron Commander
2-65	9-65	Washington, D. C.	TEMDUINST Defense Intelligence School, Language (URDU) Foreign Service Institute.
10-65	9-67	American Embassy, Karachi, Pakistan	Naval Attache
11-67	Present	USS CHEMUNG (AO-30)	Commanding Officer

APPENDIX 2

U.S.S. CHEMUNG (AO-30) ROSTER OF OFFICERS

NAME	WIFE	DOR	RANK	FILE NO.	PRIMARY DUTY	SHORT ADDRESS	PHONE
CARTER HARRY EUGENE		2/1/65	CAPT	346755 1100	COMMANDING OFFICER		
*HUNT RICHARD LESTER		8/1/64	LCDR	595987 1100	EXECUTIVE OFFICER		
*SELDEN CARL IVAR		7/1/67	LCDR	143389 6300	ENGINEER OFFICER		
VOSS ROBERT ANTHONY		5/1/67	LT	671947 6002	FIRST LIEUTENANT		
HOPKINS ROSS B.		2/29/68	LTJG	704014 1105	DCA/LCO		
TROWER EDWARD DALE		3/22/68	LTJG	710652 3105	SUPPLY OFFICER		
ERICKSON JOHN H.		6/16/68	LTJG	713419 1105	OPERATIONS OFF NAVIGATOR		
PERRY FRANK E.		7/1/68	LTJG	721484 1105	SHIP'S BOSUN		
YOCUM KENNETH L.		10/21/68	LTJG	721260 1105	AUX OFFICER		
WOLD MICHAEL W.		12/15/68	LTJG	725976 3105	DISBURSING OFFICER		
HOFFMAN ORVILLE C. JR.		2/1/68	ENS	726207 1105	COMMUNICATIONS OFFICER		
MURPHY CHARLES R.		5/24/68	ENS	733949 1105	GUNNERY OFFICER		
HAUTZINGER JOHN J.		7/19/68	ENS	739453 1105	2ND DIV OFFICER		
NICOL HENRY O.		7/2/68	ENS	732734 1100	ASSISTANT NAVIGATOR		
ZINGALE JAMES C.		6/15/68	WO-1	737942 7432	MPA		
WALSH ROBERT E.		9/1/65	LCDR	570851 1100	PROSPECTIVE EXE OFFICER		
SAFIRE GEORGE R.		4/1/67	LT	671798 1100	PROSPECTIVE ENG OFFICER		

R. L. HUNT, LCDR, USN
EXECUTIVE OFFICER

APPENDIX 4

DAY BY DAY ACCOUNT OF 1968

JANUARY

1 Consol to AO-107, TG 77.0
2-3 ENR Subic
4-5 Subic
6 Depart Subic ENR Pearl Harbor
7-19 ENR Pearl Harbor (13th CHOP Date, UNREP TG 17.9,
USS TICONDEROGA & Destroyers)
20-21 Pearl Harbor
22-27 ENR Long Beach
28 Arrive Long Beach
29-31 Leave, UPK, Long Beach

FEBRUARY

1-26 Leave & Upkeep
27-29 ISE

MARCH

1-3 ISE - Clean tanks, off load ammo, prep yard period
4-30 RAV - Shipyard

APRIL

1-15 RAV - Shipyard
16 RFS - Fuel
17 RFS - Ammunition
18 RFS - At sea

APRIL (CON'T)

19-23 RFS

24-26 ISE

27-30 Operation Beagle Leash

MAY

1 Operation Beagle Leash

2-5 Long Beach (2) C.O. awarded by CSG-1 Joint Service
Commendation Medal

6-11 ISE - Prep Interim Refresher Training
(9) Measured Mile
(11) UNREP HMCS FIFE & HMCS GLAMORGAN

12-24 San Diego - Interim Refresher Training

25-31 RAV - Long Beach

JUNE

1-21 RAV (19) PDI Inspection
(20) " "

22-30 POM Long Beach, Calif.

JULY

1 POM Long Beach, Calif.

2 Dept Long Beach for West Pac

3-21 ENR Subic (14) CHOP 73.3

22-24 UPK Subic

25-27 ENR line

28 S(9-7) Market Time Area

29 S(6-4) " " "

30 S(3-1) " " "

31 (S-1) " " "

AUGUST

1 77.0, 77.1 Consol AO-105
2-3 ENR Subic
4-11 UPK Subic
12-14 ENR Line
15 S(9-7) Market Time Area
16 S(6-4) " " "
17 S(3-1) " " "
18 Consol AO-105
19-20 ENR Subic
21-23 Subic
24-27 ENR line
28 S(9-7) Market Time Area
29 S(6-4) " " "
30 S(3-1) " " "
31 Consol AO-105, TG 77.0, 77.1

SEPTEMBER

1-3 ENR Subic
4-12 UPK Subic
13-14 ENR Hong Kong
15-20 Hong Kong
21-22 ENR Subic
23-25 Subic
26-28 ENR line
29 S(9-7) Market Time Area

SEPTEMBER (CON'T)

30 S(6-4) Market Time Area

OCTOBER

1 S(3-1) Market Time Area

2 (S-1) Consol AO-146

3 TG 77.0, 77.1

4-5 ENR Subic

6-7 Subic

8-10 ENR line

11 S(9-7) Market Time Area

12 S(6-4) " " "

13 S(3-1) " " "

14 Consol to AOE-2

15 TG 77.0, 77.1

16 TG 70.4

17-18 ENR Subic

19-22 Subic

23-25 ENR line

26 S(9-7) Market Time Area

27 S(6-4) " " "

28 S(3-1) " " "

30 TG 77.0, 77.1

31 ENR Kaohsiung

NOVEMBER

1-2 ENR Kaohsiung

NOVEMBER (CON'T)

3-4 Kaohsiung

5-6 ENR Hong Kong (5) UNREP CHINATS

7-11 Hong Kong

12-13 ENR Subic

14-18 Subic

19-21 ENR line

22 S(9-7) Market Time Area

23 S(6-4) " " "

24 S(3-1) " " "

25 Consol AO-145

26-27 ENR Subic

28-29 Subic

30 ENR line

DECEMBER

1-3 ENR line

4 S(9-7) Market Time Area

5 S(6-4) " " "

6 S(3-1) " " "

7 S1

8 TG 77.0

9 TG 70.4, 70.8.8, Consol to AO-145

10-17 ENR Sasebo

18-28 Sasebo

29-31 ENR Subic