

U. S. S. HASSAYAMPA (AO-145)
CARE OF FLEET POST OFFICE
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28 FEB 1970

From: Commanding Officer, USS HASSAYAMPA (AO 145)
To: Director of Naval History, Washington Navy Yard,
Washington, D.C. 20390

Subj: Command Histories; submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) USS HASSAYAMPA (AO 145) Command History for 1969

1. In accordance with reference (a), Enclosure (1) is submitted herewith.

Jack E. Waits
JACK E. WAITS

Copy to:
COMSERVPAC
COMSERVRON FIVE
COMSEVENTHFLT
CINCPACFLT
CHINFO

I CHRONOLOGY

- JAN 1 Deployed to Seventh Fleet, underway in the Tonkin Gulf, with CTG 73.5 (COMSERVRON NINE) embarked
- 3 Arrived in Subic Bay, Republic of the Philippines
- 5 Departed Subic Bay, enroute to Hong Kong, British Crown Colony
- 14 Arrived in Hong Kong
- 20 Departed Hong Kong, enroute to Subic Bay
- 21 Arrived in Subic Bay
- 23 Departed Subic Bay, enroute to Tonkin Gulf
- FEB 4 Arrived in Subic Bay
- 13 Departed Subic Bay, enroute to Tonkin Gulf
- 24 Arrived in Subic Bay, COMSERVRON NINE hauled down his flag
- 25 Departed Subic Bay, enroute to Sasebo, Japan
- MAR 3 Arrived in Sasebo
- 9 Departed Sasebo, enroute to Subic Bay
- 13 Rear Admiral R. J. LONG, USN, COMSERVGRU THREE made an official visit (Hi-line from USS SACRAMENTO (AOE-1))
- 20 Arrived in Subic Bay
- 24 Departed Subic Bay, enroute to Tonkin Gulf
- APR 5 Arrived in Subic Bay
- 7 Departed Subic Bay, enroute to Tonkin Gulf
- 16 Departed Tonkin Gulf, enroute to Sasebo
- 20 Arrived in Sasebo
- 22 Departed Sasebo, enroute to Korea Strait
- 28 Arrived in Sasebo
- 29 Departed Sasebo, enroute to Yellow Sea

MAY 1 Arrived in Sasebo

17 Rear Admiral R. J. LONG, USN, COMSERVGEU THREE made an unofficial visit

19 Departed Sasebo, enroute to Hokodate, Japan

22 Arrived in Hokodate, Japan

23 Departed Hokodate, enroute to Pearl Harbor, Hawaii

25 Changed operational control to COMFIRSTFLT

31 Arrived in Pearl Harbor

JUN 2 COMSERVRON FIVE broke his flag on board

3 Captain J. E. WAITS relieved Captain J. S. LAKE of command

JUL 18 Departed Pearl Harbor, enroute to TF 130 (Apollo 11 recovery group) operational area

25 Arrived in Pearl Harbor

SEP 21 FLITRAGRP arrived on board; departed Pearl Harbor to undergo ORI

24 Arrived in Pearl Harbor

NOV 13 COMSERVRON FIVE hauled down his flag

17 CINCPACFLT made an unofficial visit; departed Pearl Harbor, enroute to West Pacific

23 Operated with TF 130 (Apollo 12 Recovery Group)

24 Arrived Pago Pago, American Samoa

26 Departed Pago Pago, enroute to Subic Bay

DEC 2 Changed Operational control to COMSEVENTHFLT

10 Arrived in Subic Bay

18 Rear Admiral BERGNER, USN, COMSERVGRU THREE made an unofficial visit

II NARRATIVE 1969

USS HASSAYAMPA (AO 145) is the third of a class of six large Fleet Oilers commissioned by the Navy. HASSAYAMPA was built by the New York Ship building Corporation at Camden, New Jersey; the keel was laid 13 July 1953; she was launched on 12 September 1954; and commissioned at the Philadelphia Naval Shipyard on 19 April 1955.

Captain Julian S. LAKE, USN had command of the HASSAYAMPA until 3 June 1969, at which time he was relieved by Captain Jack E. WAITS, USN. HASSAYAMPA is attached to Service Squadron FIVE of the First Fleet, and is home ported in Pearl Harbor, Hawaii. As a fleet oiler, she provides vital at-sea logistics support for the major task groups of the Pacific Fleet.

At the beginning of 1969 HASSAYAMPA was deployed to the Western Pacific, under the operational command of Service Squadron NINE of the Seventh Fleet. While supporting the U.S. Naval Forces in the Tonkin Gulf during January and February, her home of operations was Subic Bay, Republic of the Philippines. An "R & R" visit was made to Hong Kong, British Crown Colony from 5 - 14 January. HASSAYAMPA sailed north in early March for a ten day up-keep period in Sasebo, Japan, returning to Subic Bay on 20 March. The following month the HASSAYAMPA was ordered to the Yellow Sea to provide support for the units assembling there during the 1969 Korean Crisis. Having completed a ten month deployment to the West Pacific, she sailed for Pearl Harbor in late May.

From June through October HASSAYAMPA served as the major oiler for the Mid-Pacific. On 18 July she participated in the recovery mission for Apollo 11, operating under the tactical command of Task Force 130. In preparation for her 1970 deployment, the HASSAYAMPA underwent ORI from 21 - 24 September.

On 17 November she departed Pearl Harbor for the West Pacific. Enroute, she again had the opportunity to provide support for Task Force 130 during the Apollo 12 recovery operations. HASSAYAMPA arrived in Pago Pago, American Samoa for a two day visit on 24 November. On 4 December 1969, while in transit from Pago Pago to Sasebo, Japan. HASSAYAMPA experienced a boiler sidewall tube failure. (see Appendix A). At this time she proceeded to Subic Bay, her "second home" where corrective action was accomplished during a restricted availability from 10 December 1969 until 10 January 1970.

During 1969 HASSAYAMPA serviced three hundred seventy ships with 1,080,926 barrels NSFO, 19,594,404 gallons JP-5, and 435,478 gallons Aviation gasoline. She also delivered 110,000 pounds of mail to U.S. servicemen afloat.

III. DOCUMENTARY ANNEXES

A. Boiler Casualty

At about 1230, 4 December 1969 while in transit from Pago Pago, American Samoa to Sasebo, Japan HASSAYAMPA experienced a boiler sidewall tube failure. Sidewall tube SW-34 had a thin lipped rupture 4 1/2 inch wide by 7 inch long in the roof section approximately 10 feet from the steam drum. As a result of this tube rupture surrounding tubes were damaged and misaligned. Forty side wall tubes were sagged, SW-1 thru SW-40, and required replacement. Seven rearwall tubes, RW-1, 2, 4, 5, 8, 12 and 13, were bowed and required replacement. All brickwork damaged as a result of ruptured tube and in way of tube replacement was replaced.

During the restricted availability required to correct the above casualty a complete boiler inspection was accomplished to ensure reliable boiler operation for remaining period of deployment. As a result of this inspection additional material problems were discovered as follows:

a. Number one boiler

1. Circumferential cracked in the areas of the welds of the front and rear head and shell of water drum.

2. Porosity in longitudinal welds of tube sheet and wrapper sheet of water drum.

3. Circumferential cracks in bottom blow nozzle.

4. Circumferential waterside cracks in all floor tubes located 2 and 1/4 inches from the end of the tube. These cracks existed only in the bottom 60 degree portion of each tube, but were in some tubes deep and nearly in a continuous line.

5. Screen tube R-11 contained a longitudinal crack.

6. All superheater support tubes seal welds were cracked.

7. Generating tubes P-27 and M-27 had longitudinal cracks.

b. Number two boiler

1. Same as paragraph A.1

2. Same as paragraph A.2

3. Same as paragraph A.3

4. Similar to paragraph A.4 except 2 of 24 tubes were in satisfactory condition.

5. Screen tubes RB-20, 21, 31 were longitudinally cracked.

6. Similar to paragraph A.6 except 2 of 4 tubes were in satisfactory condition.

Corrective action was accomplished in all the above items during the restrictive availability from 10 December 1969 until 10 January 1970.