

U.S.S. HENDERSON (DD-785)

FPO SAN FRANCISCO 96601

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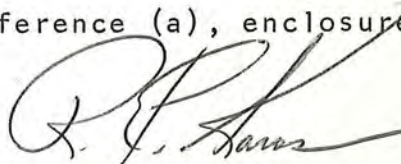
From: Commanding Officer, USS HENDERSON (DD-785)  
To: Director of Naval History (OP-09B9), Washington  
Navy Yard, Washington, D.C., 20390

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

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS HENDERSON's Command History for Calendar  
1971 (OPNAV Report 5750-1)

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



R. E. KARAS

Copy to:  
COMCRUDESAC  
CINCPACFLT  
COMDESRON 29

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## PART I BASIC HISTORY

### A. Command Organization and Relations

1. USS HENDERSON (DD-785) was commanded by Commander R. H. SULLIVAN, USN, [REDACTED] from 1 January 1971 to 22 October 1971. On 22 October 1971, Commander R. E. KARAS, USN, [REDACTED], assumed command.

2. The ship was a unit of Destroyer Squadron NINETEEN under the administrative command of Cruiser-Destroyer Flotilla SEVEN. On 1 August 1971, USS HENDERSON transferred to Destroyer Squadron TWENTY-NINE under the administrative command of Cruiser-Destroyer Flotilla THREE. The ship was homeported in Long Beach, California.

3. The missions and functions of the command were those normally assigned a general purpose destroyer. During 1971, they included various destroyer operations in the Western Pacific and Eastern Pacific.

B. Cronology of Highlights 1971

JANUARY 1971

- 1 Moored at Naval Station Long Beach as a unit of Task Group 15.3 in POM status
- 11 Shifted to NWS Seal Beach for ammunition on-load
- 12-13 ISE in SOCAL OPAREAS
- 14-18 RAV to repair gyro-compass
- 21 Successfully tested gyro-compass in outer harbor
- 26 Underway for extended deployment to the Western Pacific as an element of Task Unit 15.8.4 comprised of this ship and USS TURNER JOY (DD-951). COMDESRON 19 was embarked and acting as CTU 15.8.4

FEBRUARY 1971

- 1 Arrived Pearl Harbor, Hawaii for fuel and briefings
- 3 Underway for Midway Island. USS COCHRANE (DDG-31) joined TG 15.8.4 for the transit to Subic Bay, RPI
- 6 Arrived Midway Island for fuel. Underway for Guam
- 11 Chopped to COMSEVENTHFLT. TU and CTU 15.8.4 became TU and CTU 70.0.2
- 13 Arrived Guam for fuel. Underway for Subic Bay
- 16 Moored Rivera Pier, Subic Bay, RPI. Disbanded TU 70.0.2
- 19 Shifted to Naval Magazine for ammunition on-load. Underway for IV MR, Republic of Vietnam for NGFS duties
- 22 Reported for duty IV MR, RVN. Joined TU 70.8.9

MARCH 1971

- 3 Detached from TU 70.8.9. Enroute YANKEE Station and TG 77.5
- 5 Joined TG 77.5. Assumed CTU 77.5.2 as planeguard for USS KITTYHAWK (CVA-63)

MARCH 1971 CONTINUED

- 7 Detached from TG 77.5. Enroute Subic Bay
- 9 Moored Subic Bay for 5 day RAV with USS DIXIE (AD-14)
- 14 Underway for YANKEE Station. Conducted successful exercise torpedo firing on USS SAILFISH (SS-572)
- 16 Joined TG 77.5. Assumed CTG 77.5.2 as planeguard for USS KITTYHAWK (CVA-63)
- 21 Detached from TG 77.5. Joined TU 77.0.3 as escort ship for USS HALSEY (DLG-25) on SAR/PICKET station
- 23 Detached from TU 77.0.3. Joined TU 77.5. Resumed CTU 77.5.2

APRIL 1971

- 1 Enroute for Subic Bay in company with USS KITTYHAWK (CVA-63)
- 3 Detached from TU 77.5. Anchored at NAVMAG, Subic Bay for ammunition on-load. Shifted to Alava Wharf for fuel. Underway for Tabones Range to act as NGFS School Ship for the 3rd Marine Division
- 4 Moored Alava Wharf
- 6 Underway for Tabones Range for NGFS School Ship duties
- 7 Moored Alava Wharf
- 8 Shifted to NAVMAG for ammunition on-load. Underway for YANKEE Station
- 9 Conducted special surveillance of Paracell Islands
- 10 Joined TU 77.5 as planeguard for USS KITTYHAWK (CVA-63)
- 12 Detached TU 77.5. Enroute for Kaohsiung, Taiwan
- 14 Inport Kaohsiung, Taiwan for R & R
- 19 Underway for II MR, RVN, for NGFS duties
- 21 Arrived II MR, RVN. Joined TU 70.8.9
- 28 Steamed south with USS FLOYD B. PARKS (DD-884) to avoid storm WANDA

MAY 1971

- 1 Returned to II MR, RVN
- 11 Detached from TU 70.8.9. Enroute Subic Bay
- 13 Inport Subic Bay. Commenced TAV
- 17 Conducted successful Squadron Medical, Material, and Inport Damage Control Package Inspection
- 20 Completed successful PMS Inspection. Conducted successful QSSI
- 25 Completed TAV. Underway for Hong Kong, BCC
- 27 Moored Hong Kong, BCC. Assumed duties as SOPA Admin

JUNE 1971

- 13 Conducted tour and party for underprivileged children
- 15 Relieved as SOPA Admin. Underway for SAR/PIRAZ Station
- 17 Joined TU 77.0.2 as escort ship for USS STANDLEY (DLG-32) on SAR/PIRAZ Station
- 24 USS STANDLEY (DLG-32) relieved by USS TRUXTUN (DLG-35) with CTG 70.8 embarked
- 27 Detached from TU 77.0.2, enroute Subic Bay
- 29 Moored NAVMAG Subic Bay for ammunition transfer.
- 30 Underway in company with USS TURNER JOY (DD-951) for Manus Island, Papua, New Guinea. COMDESRON 19 embarked in USS TURNER JOY

JULY 1971

- 4 Crossed equator. Conducted "Crossing-the-Line" initiation ceremonies
- 5 Arrived Manus Island, New Guinea for fuel. Underway for Cairns, Australia. Detached from USS TURNER JOY (DD-951) for transit to Cairns

### JULY 1971 CONTINUED

- 9 Arrived Cairns, Australia for port visit
- 12 Underway for Sydney, Australia
- 14 Arrived Sydney, Australia for port visit
- 16 Joined by USS TURNER JOY (DD-951) with COMDESRON 19 embarked
- 19 Underway for Auckland, New Zealand in company with USS TURNER JOY
- 22 Arrived Auckland, New Zealand for port visit
- 26 Underway for Pago Pago, American Samoa, in company with USS TURNER JOY (DD-951); chopped to COMFIRSTFLT; formed TU 15.9.1 with COMDESRON 19 acting as CTU 15.9.1
- 29 Arrived Pago Pago, American Samoa for fuel. Underway for Pearl Harbor, Hawaii
- 31 TU 15.9.1 joined by USS ROARKE (DE-1053) for transit to CONUS

### AUGUST 1971

- 1 USS HENDERSON transferred from DESRON 19 to DESRON 29
- 4 Arrived Pearl Harbor, Hawaii for fuel, customs, and narcotics inspections. Underway for Long Beach, California
- 10 Arrived Naval Station, Long Beach, California. Disbanded TU 15.9.1; commenced post-deployment leave and upkeep period

### SEPTEMBER 1971

- 13 Underway to conduct burial-at-sea in local area. Moored NAVSTA LBEACH
- 27 Underway for SOCAL OPAREAS to provide planeguard services for USS HANCOCK (CVA-19)
- 29 Changed to planeguard ship for USS CORAL SEA (CVA-43)



OCTOBER 1971

- 4 Moored NWS Seal Beach for ammunition on-load.  
Shifted to NAVSTA LBEACH
- 13 Successfully completed NTPI
- 22 CDR R. E. KARAS, USN relieved CDR R. H. SULLIVAN,  
USN as Commanding Officer of USS HENDERSON
- 26 Underway for SOCAL OPAREA to conduct ASW and gunnery  
exercise
- 29 Moored NAVSTA LBEACH

NOVEMBER 1971

- 2 Commenced 3 day command inspection conducted by  
COMDESRON 29
- 4 Successfully completed command inspection which  
included Administrative, PMS, Medical, RPS, Personnel,  
Messing/Berthing, and Locker Inspection
- 8 Underway for SOCAL OPAREA in company with USS HEPBURN  
(DE-1055) to conduct engineering, gunnery, and ASW  
exercises
- 12 Rendezvoused with USS LONG BEACH (CGN-9). Embarked  
COMDESRON 29. Moored NAVSTA LBEACH

DECEMBER 1971

- 1 Underway for ISE in SOCAL OPAREA
- 3 Moored NAVSTA LBEACH
- 6 Underway for SOCAL OPAREA to conduct engineering and  
gunnery exercises
- 10 Moored NAVSTA LBEACH
- 20 Commenced holiday leave and upkeep period
- 22 Conducted Christmas Party for children of crew members



## C. Summary of Operations - Narrative

### PRE DEPLOYMENT

On 1 January the ship was moored at U.S. Naval Station, Long Beach, California in a holiday leave and upkeep period, preparing for a forthcoming deployment to the Western Pacific. All necessary requisitions and preparations were being made for the expected departure on 26 January. On 11 January the ship shifted to NWS Seal Beach to load ammo, and then on 12 January proceeded to sea for two days of independent steaming. This at sea time was primarily used in updating the readiness condition of the ship, particularly in the gunnery area. Several shoots were scheduled at San Clemente Island, and in available time major at sea PMS checks were conducted. The ship returned to port on 13 January and continued preparations for deployment.

A restricted availability commenced on 14 January to accomplish necessary repairs on the master gyrocompass.

On 21 January the ship got underway in the late morning to steam in the outer harbor to test the gyro. With all tests satisfactory, the ship returned to the Naval Station that afternoon. On 22 January, the ASW team utilized the trainer available on the mole, as the Inport Damage Control Team successfully completed its quarterly drill.

### TRANSIT

On 26 January, after unloading all necessary stores the previous day, the ship got underway for a six month deployment to the Western Pacific. COMDESRON 19 shifted his flag to HENDERSON just prior to the departure, and witnessed the fine farewell given to the ship. A six day transit to Pearl Harbor was highlighted by several training exercises held within the ship, and between HENDERSON and USS TURNER JOY (DD-951) which joined TU 15.8.4 three days out of Long Beach. COMDESRON 19 was CTU 15.8.4.

On 1 February HENDERSON moored at Pearl Harbor for refueling and two days of CINCPACFLT briefings. Most events particular to destroyer operations in the Western Pacific were discussed in varying intensity. For those whose schedules permitted, a half day tour was organized to see the island of Oahu as well.

HENDERSON was underway again on 3 February, enroute to Midway Island. In Pearl Harbor the USS COCHRANE (DDG-31) had joined TU 15.8.4 for the continuation of the transit to Subic Bay, R.P.I. Along the way the task unit continued to train daily in preparation for the diverse West Pac operations that her elements would soon be engaged in. After a brief fuel stop at Midway Island on 6 February TU 15.8.4 continued on to Guam for another fuel stop.

Between Midway and Guam a successful at sea damage control package was conducted with observers provided by USS COCHRANE. On 10 February TU 15.8.4 became TU 70.0.2 with COMDESRON 19 as CTU 70.0.2. Then on 13 February HENDERSON moored in Guam for fuel and stores before continuing on to Subic Bay, RPI.

After passing through the San Bernadino Straits, the task unit arrived in Subic Bay the afternoon of 16 February, and then dissolved. After completing a few voyage repairs, HENDERSON reloaded ammo at NAVMAG Subic on 19 February, before transiting to IV Corp RVN to provide Naval Gunfire Support in the U Minh Forrest.

#### NGFS

HENDERSON spent three days steaming to IV Corps, arriving and reporting for duty early in the morning on 22 February. The crew went to their shore bombardment stations, and soon afterwards the ship was putting rounds on target. Shooting mostly from anchorage due to poor navigation, HENDERSON shot fire missions during the day and harrassment and interdiction rounds at night. Rearming and refueling whenever possible, HENDERSON remained in IV Corps until the morning of 3 March. During this time approximately 1800 rounds were fired with a total gun damage assessment of 3 KIA's, 1 AA sight positively silenced, 30 structures, 5 bunkers destroyed, and three secondary explosions.

#### YANKEE STATION OPERATIONS

HENDERSON departed IV Corps on 3 March and transited to YANKEE Station, Gulf of Tonkin to join the USS KITTY HAWK (CVA-63) and Task Group 77.5. The ship arrived and reported for duty on the morning of 5 March. HENDERSON was then assigned

duties as CTG 77.5.2; screen commander. For the few days prior to entering Subic Bay, HENDERSON performed her plane-guard duties during flying hours, and then stationed the screening units in anti-submarine patrol screens during non-flying hours.

On the morning of 9 March the ship stood into Subic Bay, and moored at Rivera Point for a five day upkeep period. Much needed work was accomplished both above and below decks during this period. A successful boiler inspection was held on #4 boiler on the second day in port, while significant work was done to improve the commissary facilities aboard ship. After wrapping up all major jobs on 13 March, the ship got underway on the morning of 14 March.

HENDERSON proceeded to the local submarine opareas where she rendezvoused with USS SAILFISH (SS-572) to conduct an exercise torpedo shot. After two hours of ping time, HENDERSON conducted a successful torpedo shot on SAILFISH before proceeding onto YANKEE Station to rejoin KITTY HAWK. Arriving on the morning of 16 March, HENDERSON resumed duties as CTU 77.5.2 for KITTY HAWK, providing planeguard services for the carrier.

On 21 March, HENDERSON was detached from TG 77.5 to join TU 77.0.3 and USS HALSEY (DLG-23) on SAR/PICKET Station. HENDERSON demonstrated her versatility as she sped to her new station where she conducted several helicopter in-flight refuelings both day and night, keeping the HALSEY's helos in the air to provide quick search and rescue service when called upon.

HENDERSON returned to the KITTY HAWK on 23 March, having detached from TU 77.0.3 that morning, and again resumed her plane-guard duties as well as duties as screen commander. For the next week the ship carried out her normal daily activities, which included college level PACE course classes in accounting and English as well as various religious meetings. The ship's newspaper, the HENDERSON "SCUTTLEBUTT" published its twentieth issue since the beginning of the cruise, and daily training sessions from 0800-0900 were conducted without exception.

The ship accompanied KITTY HAWK to Subic Bay, arriving at the ammunition pier on the morning of 3 April. After loading up on ammo and then going across the bay to top off on fuel,

HENDERSON stood out of Subic Bay and proceeded to the Tabones NGFS range to act as school ship for the 3rd Marine Division Naval Gunfire Spotters. Firing the rest of the day and part of the night, the ship returned to port late in the afternoon on 4 April to stock up on stores, and get some voyage repairs accomplished. She stayed in port on 5 April, but again went out to Tabones Range on 6 April, returning to Subic Bay early in the morning of 7 April for another day in port. Stopping at the ammunition wharf again on her way out, HENDERSON left Subic Bay on 8 April proceeding to YANKEE Station with USS KITTY HAWK (CVA-63).

Leaving the carrier task group briefly, the ship made a surveillance pass through the Paracel Islands before rejoining the carrier again. HENDERSON provided planeguard services until the morning of 12 April when she detached to proceed independently to Kaohsiung, Taiwan. Arriving on 14 April, the entire crew had a relaxing and extremely enjoyable stay in the Nationalist Chinese port. Several successful divisional and department parties were held, and everyone had an ample opportunity to sightsee as two separate tours were conducted. Thoroughly rested, the ship and crew left Kaohsiung on 19 April to proceed to the second military region RVN to provide Naval Gunfire Support.

#### NAVAL GUNFIRE SUPPORT - II CORPS

HENDERSON arrived at Point Kim, II MR RVN, on the morning of 21 April to provide naval gunfire support where needed. Although the missions were not frequent, the ship was ready when called on. Utilizing the free time to keep up on necessary repairs, HENDERSON also found time to hold swim calls on several occasions--much to the enjoyment of all hands. HENDERSON remained in the II Corps area until 11 May, with two days spent off the gun-line, avoiding tropical storm Wanda. The ship detached from TU 70.8.9 on the evening of 11 May, and began steaming to Subic Bay for a substantial TAV with USS DIXIE (AD-14).

#### IN PORT

HENDERSON arrived in Subic on the 13th of May thoroughly prepared to utilize the time in port. Coupled with the repair work scheduled for ship's force, USS DIXIE and SRF Subic, the

Destroyer Squadron 19 staff arranged several inspections for the ship. A medical inspection was conducted on 17 May concurrent with a material inspection being held below decks. The following day the staff observed a successful in port damage control package. Then on 18-20 May, the entire staff conducted a thorough PMS inspection of all work centers. After three days of inspecting, the PMS inspection results were announced. HENDERSON received an overall grade of 96. On the 20th, a successful QSSI was conducted. The in port period ended on 25 May, but during the twelve days it lasted, a great amount of work was accomplished. Not only were all inspections passed successfully, but many necessary repairs were conducted throughout the ship. Of particular note were the pumps and regulators overhauled, lines replaced, and tightening of the entire engineering plant which was, of necessity, done while in port.

HENDERSON left Subic Bay on the afternoon of 25 May and spent the next two days steaming to Hong Kong, BCC. The ship moored alongside USS TOM GREEN COUNTRY (LST-1159) on the morning of 27 May, and soon afterwards relieved her as SOPA Admin Hong Kong. While performing duties as SOPA Admin, the ship also spent the following two weeks in preserving interior spaces, maintaining necessary equipment, and having the exterior of the ship painted out. The crew still had time to spend many hours sightseeing and shopping throughout Hong Kong, Kowloon, and the New Territories.

The highpoint of the cruise came on 1 June for seven of HENDERSON's crewmembers, though, as the COMCRUDESPEC charter flight arrived with wives and friends for a ten day vacation. HENDERSON's participants in this charter flight joined over 100 others from other CRUDESPEC ships as they basked in the splendor and fascination of Hong Kong. Other members of the crew enjoyed Hong Kong differently. Ship's basketball and baseball teams competed with local teams on a regular basis, while some gave blood or helped host a tour of the ship for over thirty deprived children. Then on 15 June USS ELKHORN (ADG-7) relieved HENDERSON of duties as SOPA Admin Hong Kong, and the ship left the harbor enroute to SAR/PIRAZ station in the Gulf of Tonkin.

#### SAR/PIRAZ

On 17 June, HENDERSON joined USS STANDLEY (DLG-32) and CTU 77.0.2 on SAR/PIRAZ station in the Gulf of Tonkin for



what was to be her last operational assignment in the South China Sea for 1971. She guarded STANDLEY and later USS TRUXTUN (DLGN-35) against a possible surface threat and was prepared to act as missile trap during an ASCM environment and as SAR rescue ship for a downed helo or fixed wing aircraft.

#### IN PORT

On 27 June, HENDERSON detached from TU 77.0.2 and headed for a brief stop-over in Subic to prepare for the long route home. Arriving in Subic on 29 June, the ship moored at the Naval Magazine Wharf and off-loaded its WESTPAC ammo allowance. The ship then transferred to Rivera Pt. pier where pooled electronics equipment was turned in, fuel was taken on, and final preparations for the voyage to Australia, New Zealand, and home were made. On the afternoon of 30 June, USS HENDERSON and USS TURNER JOY, with COMDESRON 19 embarked, once again joined for the transit--this time, southward.

#### PORT VISITS IN THE SOUTHERN HEMISPHERE

The two ships transited back through the San Bernadino Straits then headed through the Pacific for Manus Island in the Admiralty group.

The Fourth of July is usually a day of celebration, but it was a day of trial for HENDERSON's numerous Pollywogs, on this day, the ship crossed the equator, and a long carefully planned initiation took place. By that afternoon, a shipboard of Shellbacks continued on its way.

On the 5th of July, the ships stopped for fuel at Manus Island, New Guinea, then continued their transit. HENDERSON and TURNER JOY split so that each could head for its chosen port.

HENDERSON moored in Cairns, Queensland on 9 July for a short visit. She was the first American destroyer to visit Cairns in many years. Two days of general visiting helped satisfy the curiosity of the townspeople. Being a small agricultural town with a base for Australian coastal patrol



craft, Cairns could offer HENDERSON's men few attractions. However, a tour company provided a large portion of the crew with day-long trips to Atherton and the Tablelands, to Green Island and around Cairns Harbor. In addition, the local citizens treated the men warmly and generously.

On the 12th, HENDERSON departed the small harbor of Cairns for Sydney, Australia. Sailing just inside the Great Barrier Reef, the ship arrived in Sydney on the 14th. On the 15th, USS TURNER JOY also arrived. Geared for R & R personnel, Sydney provided HENDERSON's personnel with night life, tours, and genuine hospitality. The officers and enlisted men were guests at several affairs, sponsored by naval and civic groups. Likewise, HENDERSON, TURNER JOY, and COMDESRON 19 sponsored their own parties and dinners, and the ships were opened for general visiting. Press coverage of the visit was ample.

On the 19th of July, the two ships stood out of Sydney Harbor and began their transit toward Auckland, New Zealand. Along the way, they fought a raging Tasman Sea. HENDERSON experienced several equipment casualties most of which were corrected shortly after they occurred. On 22 July, the ships arrived in Auckland, New Zealand.

Once again, the American sailors experienced warm, open hospitality by most of the people. Parties and tours were again the order of the day, and local families invited men into their homes for a home made meal and friendly conversation. The Auckland Boystown Pipe and Drum Band kicked off its fund-raising drive by performing a well-received concert aboard HENDERSON. Several members of the crew took a skiing weekend in the Southern New Zealand mountains.

#### THE TRANSIT HOME

On 26 July, HENDERSON and TURNER JOY said goodbye to New Zealand and to the U.S. SEVENTH Fleet as they chopped back into the U.S. FIRST Fleet and began their northward voyage home.

The ships stopped in Pago Pago, American Samoa for fuel on 29 July. Then, they continued on toward Pearl Harbor. On 31 July, they were joined by USS ROARK (DE-1053).

On 1 August, HENDERSON was administratively transferred from DESRON 19 to DESRON 29.

The three ships arrived in Pearl Harbor on 4 August. During that day, they took on fuel and stores, and underwent customs and narcotics inspections. Then they headed out for the final leg of their voyage.

The day of reunion for HENDERSON and TURNER JOY (ROARK detached earlier to head for San Diego) was 10 August. To the music of the COMCRUDES PACREP Band and a throng of excited dependents, the ships moored at Pier 15, berth 1, Naval Station, Long Beach.

#### INPORT LEAVE AND UPKEEP

For the next month, 10 August through 10 September, HENDERSON was in a leave and upkeep period, during which damages incurred during the transit were repaired and PMS was performed. It was a relaxed time. A large number of the crew went on leave, while those who stayed worked half-days.

On 13 September, the ship conducted a burial-at-sea ceremony off of Long Beach.

#### LOCAL OPS AND INPORT

On 27 September, HENDERSON transited to the SOCAL OPAREAS to planeguard for USS HANCOCK (CVA-19). On 29 September, HANCOCK was replaced by USS CORAL SEA (CVA-43). After a week of planeguard duties, the ship moored at NWS Seal Beach for an ammunition on-load on 4 October and then returned to NAVSTA Long Beach.

On 13 October, the ship successfully completed an NTPI with a resultant grade of outstanding.

On 22 October, CDR R. H. SULLIVAN's tour as HENDERSON's Commanding Officer ended. He was relieved by CDR R. E. KARAS, USN, and departed for advisory duties with COMNAVFORV.

CDR KARAS began his tour on HENDERSON with a short ISE period from 26-29 October. During this time, the ship held gunnery and ASW exercises.

November 2 marked the beginning of a lengthy command inspection held by COMDESRON 29 and his staff. Days of careful preparations preceded this inspection. Over a period of three days, the inspectors methodically conducted administrative, PMS, medical, RPS, personnel, messing and berthing, and locker inspections. When the dust cleared, HENDERSON had successfully passed her test.

Four days later, the ship again got underway--this time, in company with USS HEPBURN (DE-1055)--for operations in the SOCAL OPAREAS. The two ships conducted engineering, gunnery and ASW exercises. On the 12th, HENDERSON rendezvoused with USS LONG BEACH (CGN-9) and embarked COMDESRON 29. Under the Commodore's watchful eye, the ship returned to NAVSTA LBEACH and moored.

On 1 December, HENDERSON went to sea for two days of ISE in the SOCAL OPAREAS, and she returned on 3 December.

HENDERSON's final underway period for 1971 took place from 6-10 December when she went out for engineering and gunnery exercises.

#### HOLIDAY LEAVE AND UPKEEP

From 10 December to the end of the year, HENDERSON was in a holiday leave and upkeep status. The season was highlighted by a Christmas Party for dependent children of crew members. Santa Claus showed up to give out gifts to the little ones. An imaginatively-decorated ship saluted the holiday and the new year.

PART III SPECIAL TOPICS

A. Employment Data

1. Not underway - 205 days
  - (a) 140 days in port - homeport
  - (b) 4 days in port - not homeport
  - (c) 61 days in port in 7th Fleet
2. Underway - 160 days
  - (a) 65 days 7th Fleet Operational Assignments
  - (b) 40 days transit in 7th Fleet
  - (c) 30 days transit in 1st Fleet
  - (d) 25 days 1st Fleet Operations
  - (e) No Fleet exercises

B. Total Fuel Consumed in 1971: 3,808,490 gallons

C. Total Ammunition Expended:

1. Exercises        930 rounds
2. NGFS            2084 rounds
- TOTAL            3014 rounds

D. UNREPS Conducted in 1971

<u>DATE</u>	<u>AUXILIARY</u>
23 February	USS CHIPOLA (AO-63)
26 February	USS HALEAKALA (AE-25)
28 February	USS MOUNT HATMAI (AE-16)
2 March	USS MANATEE (AO-58)
7 March	USS MISPELLION (AO-105)
17 March	USS MISPELLION (AO-105)
18 March	USS VESUVIUS (AE-15)
20 March	USS MISPELLION (AO-105)
23 March	USS HASSAYAMPA (AO-145)

D. UNREPS Conducted in 1971 - Continued

<u>DATE</u>	<u>AUXILIARY</u>
26 March	USS SACRAMENTO (AOE-1)
29 March	USS SACRAMENTO (AOE-1)
31 March	USS SACRAMENTO (AOE-1)
10 April	USS SACRAMENTO (AOE-1)
20 April	USS HASSAYAMPA (AO-145)
24 April	USS VESUVIUS (AE-15)
27 April	USS HASSAYAMPA (AOE-1)
1 May	USS VESUVIUS (AE-15)
2 May	USS CACAPON (AO-52)
4 May	USS CACAPON (AO-52)
9 May	USS CACAPON (AO-52)
11 June	USS SACRAMENTO (AOE-1)
17 June	USS PASSUMPSIC (AO-107)
22 June	USS SACRAMENTO (AOE-1)
27 June	USS SACRAMENTO (AOE-1)

E. VERTREPS Conducted in 1971

<u>DATE</u>	<u>AUXILIARY</u>
25 March	USS MARS (AFS-1)
25 April	USS SACRAMENTO (AOE-1)
8 May	USS MARS (AFS-1)
	USS SACRAMENTO (AOE-1)