

USS HENDERSON (DD-785)
APO SAN FRANCISCO 96601

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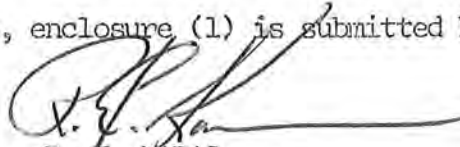
From: Commanding Officer, USS HENDERSON (DD-785)
To: - Chief of Naval Operations (OP-09B9)
- Commander in Chief, U.S. Pacific Fleet

Subj: USS HENDERSON Command History for 1972 (OPNAV Report 5750-1);
submission of

Ref: (a) OPNAVINST 5750.12B of 20 May 1971

Encl: (1) USS HENDERSON Command History for 1972 (OPNAV Report 5750-1)

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



R. E. KARAS

Copy to:
COMCRUDESAC
COMDESRON THIRTEEN

COMMAND HISTORY
USS HENDERSON (DD-785)
FOR THE YEAR 1972

- I COMMAND ORGANIZATION
- II SUMMARY OF OPERATIONS
- III SPECIAL TOPICS

PART I -- COMBINED ORGANIZATION

1. The Commanding Officer for the year 1972 was Commander Robert E. KARAS, USN, [REDACTED]/1110.
2. A roster of the officers and enlisted crew members as of 31 December 1972 is attached to this part.

PART II - SUMMARY OF OPERATIONS

Basic Narrative

USS HENDERSON spent the first 10½ months of 1972 in the Eastern Pacific. While there she accomplished a major overhaul period, refresher training, and preparation for overseas movement. With all these preparations out of the way, HENDERSON deployed on 16 November making scheduled stops in Hawaii, Midway, Guam and Subic Bay. For the entire year, CDR Robert E. KARAS, USN, [REDACTED] /1110 was in command of HENDERSON.

Yard Period

In January and February, HENDERSON's men worked to prepare for the scheduled ROH. The time was spent mostly in port; at sea times were of short duration, conducted with yard engineers aboard to observe the various material deficiencies not discovered during the previous years' Insurv Inspection. Also accomplished during this time was an off-load of all ammunition, a requirement for entering the yards; the crew worked very hard at accomplishing what it could to enable HENDERSON to leave the yards on time. Finally, on March 4th, the ship entered the yards, and tied up to USS TURNER JOY (DD-951). At this time much equipment was removed from the ship to go into various shops for work. Ten days later, HENDERSON entered the floating drydock AFDL-48 at Pier 6. Here major work was accomplished on the ship's hull, new screws were installed, and the sonar dome was refurbished. In the meantime, Mount 52 was replaced with Mount 52 from USS O'BRIEN (DD-725). Work progressed rapidly in all phases of the ship's overhaul, with the June 25th deadline always present in everyone's mind. Reports of the North Vietnamese Spring Offensive, followed by President NIXON's announcement of a blockade served to frustrate many men on board, who wished that HENDERSON, too, could go with the operationally ready ships who made early deployments to help in the increased naval activity off Vietnam. Finally, on 11 May, the ship left drydock and again moored alongside USS TURNER JOY.

A new phase of yard work began. This was the calibration and reintegration of many complex components of HENDERSON's electronic and engineering equipment which had been overhauled in the shops of the yard. On 15 June, successful engineering sea trials were held; with this milestone out of the way, HENDERSON began extensive electronics sea trials which were to continue until 25 June, the day the ship left the yards. In meeting this deadline, HENDERSON was one of the few ships that have completed an ROH on time. Twenty-three NROTC midshipmen were received on board, to remain until 3 August.

PRE-REFTRA Period

Upon leaving the yards, HENDERSON began a series of evolutions designed to prepare herself for Refresher Training. The first of these was Sonar Accuracy Calibration at the SACS Pier. The ship rearmed on 3 July, taking on a training allowance of 5" ammunition. From 5 July, to 7 July the ship performed a burial at sea for a retired Army Sergeant, and held a Weapons' System Accuracy Test at San Clemente. The guns were also shot for the first time since January; new RPM tables were determined for the new screws. The ship returned to port until 17 July. This period was spent in preserving and painting the ship, to restore it to an acceptable appearance.

PRE-REFTRA PERIOD CONT'D

During this next underway period, shooting was again accomplished, and the crew got its first look at San Diego when the ship ran the degaussing range at San Diego. With the ship's material status approaching ready, the crew received its first taste of what REFTRA would be like on a practice battle problem. The next week at sea was very busy; the ship conducted ASW exercises with USS TRIGGER (SS-564), USS HARDER (SS-568), USS BLACKFIN (SS-322) and USS DE HAVEN (DD-727). Final preparations for REFTRA were accomplished on 5 August - 13 August in port in San Diego. Following this, HENDERSON was called upon to act as ASW School Ship, and to plane guard for USS TICONDEROGA (CVS-14). The next week was spent in port in San Diego, undergoing the various readiness inspections given by FLETRAGROUP, and undergoing ECM van exercises. Finally, on the 21st of August, the underway portion of REFTRA began.

Refresher Training

The first day at sea consisted mainly of the initial battle problem. Although the exercise was not graded, had it been graded, a grade of unsatisfactory would have been recommended. HENDERSON still had several rough edges to round off and many inexperienced men to train. However, this had to be delayed until the following week, for during this exercise #3 main spring bearing was wiped. HENDERSON returned to port where the crew worked around the clock with the yard personnel to replace it. With the time allotted to HENDERSON cut to five weeks, the ship got underway the following Monday to resume training. All hands worked at a feverish rate to perform the necessary exercises, which included numerous sea details, nightly engineering drills, gunshoots, ASW exercises, and unregs. Almost every special evolution capable of being performed was under the critical eye of a FLETRAGROUP observer. A typical day would contain many hours of General Quarters, long sea details, and night steaming. Weekends were spent moored to a buoy, except Labor Day Weekend and one weekend spent in Long Beach. Refueling and necessary rearming took place at La Playa on Friday afternoons.

The mid-term battle problems would have been graded as UNSAT, similar to the initial battle problem. But progress was indicated, as more men became more familiar with their responsibilities. Communications were smoothed out, and the experience began to show also in improved scores on drills run from General Quarters. During the practice battle problem on 28 September, another spring bearing was wiped. This was repaired by the ship's force and the final battle problem was run on time, with a final grade of satisfactory assigned. Tired yet proud, the HENDERSON and her crew returned to Long Beach to begin preparations for deployment.

Pre-Deployment Preparations

Aside from the usual frenetic activities of pre-deployment, there were two big items which had to be accomplished. This was the replacement of the bad spring bearing and the installation of the new Sea Chaparral Missile System. The first required extensive investigation to see why the problem reoccurred; the second was assisted by NMMSES, who had cognizance over the new system. The rest of the ship had tender and yard assistance on many jobs which needed to be accomplished prior to deploying. On Navy Day, HENDERSON hosted a group of Junior High School students with a ship tour.

PRE-DEPLOYMENT PREPARATIONS (CONT'D)

With most of the work out of the way, the ship went out on 2 November for three days, which were marked by three important events. The first of these occurred while doing plane guard duty for USS CONSTELLATION (CVA-64). A fire broke out in the After Fire Room, injuring four men, none seriously, by burns and smoke inhalation. These men were removed by helicopter for treatment on CONSTELLATION. Later, two were flown to Balboa Hospital in San Diego.

The next day at San Clemente, the Chaparral Missile System was tested out against a pilotless drone aircraft. The new system functioned perfectly; the drone was destroyed with the first shot. This successful test marked the entrance of HENDERSON into the Missile Navy. That night the ship rearmed at Seal Beach.

The next morning was dependent's cruise. The crew and their 250 dependents enjoyed a leisurely 3 hour trip out near San Pedro. A good time was had by all involved, as the guests learned first-hand what their host did all day.

The next few days were spent in last minute preparations for WESTPAC. RADM READ, USN, Commander Cruiser Destroyer Flotilla THREE visited the ship three times during this period, once during a zone inspection, then to discuss human relations and minority affairs with selected crew members and to talk about drug exemption. He visited once more just before deployment to wish CDR KARAS good luck. On 15 November, HENDERSON underwent Sally Ship to determine the center of buoyancy, and the following morning she sailed for Hawaii and the Western Pacific.

WESTPAC

The first stop for HENDERSON on her latest deployment was Pearl Harbor, Hawaii, over Thanksgiving. During this period, the officers attended various briefings to prepare for the situation in Vietnam. The ship next proceeded to Midway and into Guam for refueling. The ship arrived in Subic Bay on 9 December, to square away a few items prior to reporting to the gunline.

The first day on the gunline was 15 December, when HENDERSON again lent her efforts to the war in Vietnam. The ship fired several missions, including the destruction of a SAM site on 21 December. This mission, including several secondary explosions and an estimated 200 KIA was a highlight of the line period. On 21 December, the ship was detached and ordered to plane guard for USS ENTERPRISE (CVA(N)-65). The ship returned to the gunline on Christmas Eve, where she exchanged fire with a counterbattery site by Point Allison, for which the ship earned the Combat Action Ribbon. After the Christmas ceasefire, HENDERSON remained on the line until 30 December. During this period she continued shore bombardment, and also demonstrated spotting procedures for some South Vietnamese observers. At the conclusion of the year's NGFS activities, the following message was received from Commodore LILLY, the gunline Commander:

"A well done to your fine NGFS team and gunners for an outstanding job. The reliability of HENDERSON'S guns has made her a most valuable asset. The timely and accurate gunfire support which you supplied is indicative of a well trained and efficient crew. I wish you continued good luck on your next assignment".

On 31 December, HENDERSON began mutual support ship activities with USS SARATOGA (CVA-60). That evening, just before midnight, an SH-3D Helicopter from SARATOGA was flying a routine lifeguard mission, when the pilot saw a strobe light fall into the water. When the helo flew over to investigate, the pilot lost control and crashed. HENDERSON saw this, and quickly moved in to rescue. The motor whaleboat was quickly manned and moved to the helo rescuing the 4 crewmen.

CHRONOLOGY

1 - 10 JAN	Inport Long Beach
11 - 13 JAN	Underway for equipment tests
14 - 17 JAN	Inport Long Beach
18 JAN	Underway to Seal Beach to off-load ammunition
19 - 31 JAN	Inport Long Beach
1 - 29 FEB	Inport Long Beach
1 - 3 MAR	Inport Long Beach
4 MAR	Underway to Long Beach Shipyard
5 - 13 MAR	Inport Long Beach Naval Shipyard
14 MAR	Enter Drydock AFDL 48, Long Beach Naval Shipyard
15 - 31 MAR	Inport Long Beach Naval Shipyard
1 - 30 APR	Inport Long Beach Naval Shipyard
1 - 10 MAY	Inport Long Beach Naval Shipyard
11 MAY	Leave Drydock AFDL 48, moored at Long Beach Naval Shipyard
12 - 31 MAY	Inport Long Beach Naval Shipyard
1 - 14 JUN	Inport Long Beach Naval Shipyard
15 JUN	Underway for Engineering Sea Trials
16-19 JUN	Inport Long Beach Naval Shipyard
20 JUN	Underway for Electronics Sea Trials
21 JUN	Underway for Electronics Calibration Tests
22 - 25 JUN	Inport Long Beach Naval Shipyard
26 - 28 JUN	Inport Long Beach at Sonar Accuracy Calibration Tests
29 - 30 JUN	Inport Long Beach
1 - 2 JUL	Inport Long Beach
3 JUL	At Seal Beach for Ammunition on-load
4 JUL	Inport Long Beach
5 - 7 JUL	Underway to bury dead, shoot guns, and for Weapons Systems Accuracy Tests at San Clemente
8 - 16 JUL	Inport Long Beach
17- 21 JUL	Underway for degaussing
22 - 25 JUL	Inport Long Beach
26-27 JUL	Underway for practice battle problem
28 - 30 JUL	Inport Long Beach
31 JUL	Underway for AAWEX, ECM exercises, ASW
1 - 4 AUG	Underway for AAWEX ECM exercises, ASW
5 - 13 AUG	Inport San Diego
14 - 15 AUG	Underway with TICONDEROGA for plane guarding
16 - 20 AUG	Inport San Diego
21 AUG	Underway for simulated battle problem
22 - 27 AUG	Inport San Diego
28 - 31 AUG	Underway for refresher training
1 - 4 SEP	Inport San Diego
5 - 8 SEP	Underway for refresher training
9 - 10 SEP	Inport San Diego
11 - 15 SEP	Underway for refresher training
16 - 17 SEP	Inport Long Beach
18 - 22 SEP	Underway for refresher training
23 - 24 SEP	Inport San Diego
25 - 27 SEP	Underway for refresher training
28 SEP	Inport San Diego
29 SEP	Underway for final battle problem
30 SEP	Inport Long Beach

CHRONOLOGY (CONT'D)

1 - 31 OCT	Inport Long Beach
1 NOV	Inport Long Beach
2 - 4 NOV	Underway for Chaparral Firing and dependent's cruise
5 - 15 NOV	Inport Long Beach
16 - 21 NOV	Underway for Hawaii
22 - 23 NOV	Inport Hawaii
24 - 26 NOV	Underway for Midway
27 NOV	Inport Midway
28 - 30 NOV	Underway for Guam
1 - 4 DEC	Underway for Guam
5 DEC	Inport Guam
6 - 8 DEC	Underway for Subic Bay
9 - 12 DEC	Inport Subic Bay
13 DEC	Underway for Vietnam
14 DEC	Inport DaNang
15 - 31 DEC	Underway Vietnam/Gulf of Tonkin

PART III - SPECIAL TOPICS

Operational Statistics

1. Days underway - 88
2. Gallons fuel consumed - 1,439,047 gallons
3. Underway replenishments - 16
4. Communications traffic - Incoming - 6,973 ----- Outgoing - 1,566
5. Total hours ping time - 27
6. Ammunition expenditures:
 - a. 5"/38 training - 1594
combat - 1236
 - b. Tube launched torpedos - 6
 - c. ASROC launched torpedos - 3
7. Supply expenditures:
 - a. OPTAR - \$116,100.00
 - b. Payroll - \$450,124.00
 - c. Commissary - ~~\$1,017,048.00~~
 - d. Project 20 - \$50,000.00
 - e. Habitability - \$20,000.00
8. Medals awarded:
 - a. Navy Achievement Medal to STG2 C. SCHULTZ
9. Disciplinary record:
 - a. CO's NJP (total 106)
 1. Articles - 78 ---- 1 113 ---- 2
 - 36 ---- 62 116 ---- 1
 - 87 ---- 13 117 ---- 1
 - 91 ---- 2 121 ---- 3
 - 92 ---- 22 128 ---- 1
 - 95 ---- 2 133 ---- 1
 - 107 ---- 2 134 ---- 17
 - 112 ---- 1

SPECIAL TOPICS (CONT'D)

b. Special Court-Martials (total 8)

- 1. Articles ~ 86
 87
 92
 134

c. Desertions - 4

10. Advancements for 1972

- a. To Senior Chief Petty Officer - 2
- b. To Chief Petty Officer - 1
- c. To First Class Petty Officer - 2
- d. To Second Class Petty Officer - 17
- e. To Third Class Petty Officer - 27
- f. To Lieutenant (junior grade) - 1

11. Personnel status as of 31 December 1972:

	<u>Allowed</u>	<u>Onboard</u>
MCPO	0	1
SCPO	1	2
CPO	11	10
PO1	24	19
PO2	40	36
PO3	68	58
Non-rated	123	114
Total	267	240

Exercises Completed

During refresher training the following exercises were completed satisfactory at various frequencies:

Anti-Submarine Warfare

Z-5-U
Z-6-U
Z-7-U
Z-16-U
Z-17-U
W-2-U
FTG-1-U
FTG-2-U

Communications

Z-7-C
Z-9-C
Z-11-C
Z-13-C
FTG-3-C
FTG-4-C
FTG-6-C
FTG-7/15-C

SPECIAL TOPICS (CONT'D)

Exercises Completed (cont'd)

Anti-Submarine Warfare

FTG-5-U
FTG-6-U
FTG-7-U
FTG-8-U

Combat Information

Z-2-CC
Z-4-CC
Z-10-CC
Z-14-CC
Z-15-CC

Electronics

Z-2-CM
Z-10-CM
Z-12-CM
FTG-4-CM
FTG-1-ET
FTG-2-ET
FTG-3-ET
FTG-4-ET
FTG-4A-ET
FTG-5-ET
FTG-6-ET
FTG-7-ET
FTG-8-ET

ESM

Z-4-GM
Z-6-GM
Z-7-GM

Navigation

Z-1-N
Z-5-N
Z-7-N
FTG-1-N

Communications

FTG-8-C
FTG-9-C
FTG-14-C
FTG-32-C
FTG-225-C
FTG-330-C
FTG-422-C
FTG-450-C
FTG-510-C
FTG-520-C
FTG-600-C

Gunnery

FTG-1-AA
Z-6-AA
Z-10-AA
Z-17-AA
Z-23-G
Z-24-G
Z-25-G
Z-27-G
Z-30/31-G
Z-40-G
Z-42-G
Z-43-G
Z-44-G
Z-46-G
Z-48-G

Seamanship

Z-5-S
Z-6-S
Z-11-S
Z-14-S
Z-20-S
Z-21-S
Z-26-S
Z-28-S
Z-29-S

SPECIAL TOPICS (CONT'D)

Exercises Completed (cont'd)

Engineering

Z-1-E
Z-2-E
Z-3-E
Z-4-E
Z-5-E
Z-6-E
Z-10-E
Z-11-E
Z-12-E
Z-20-E
Z-21-E
Z-22-E
Z-23-E
Z-24-E
Z-25-E
Z-26-E
Z-27-E
Z-28-E
Z-29-E
Z-30-E
Z-31-E
Z-80-E
Z-81-E
Z-82-E
Z-83-E
Z-90-E
Z-91-E
Z-92-E

Damage Control

Z-1-D
Z-4-D
Z-6-D
Z-10-D
Z-11-D
Z-12-D
Z-20-D
Z-24-D
Z-25-D
Z-27-D
Z-29-D
Z-31-D
Z-32-D
Z-52-D
Z-54-D
FTG-27-D
FTG-Z-6-V

Midshipman Training

In mid-June, shortly prior to leaving the yards, 23 NROTC Midshipman were received on board for summer cruise. These included two first class and twenty-one third class. These men were rotated on two week intervals between the Engineering, Weapons and Operations Departments.

Notable events of their embararkation were that several Midn 3/c were caught with marijuana. Reports were made to their units. Then 3 were assaulted outside the EM club one night, and one was injured seriously. The men who were responsible were eventually court-martialed.

The midshipman were on board for several phases of HENDERSON'S pre-reftra preparations. They witnessed two ASROC firings and several surface shoots. Their greatest value to the ship, however, was that they enabled the regular crew to devote themselves to training even at basic levels as the ship prepared for refresher training.

SPECIAL TOPICS (CONT'D)

Drugs and Race

Two of the Navy's biggest problems in the year 1972 were drug abuse and race relations. In the area of drugs, HENDERSON found herself afflicted with users of all drugs from marijuana to heroin. Due to the hard work put in by LCDR KOPP and LCDR SMITH, a great percentage of users were identified and dealt with in an appropriate manner prior to deployment.

In the race relations area, HENDERSON was quite proud of her record. Led by LTJG STEELMAN, a program of race relations and human awareness was set up in March. Although various minorities regarded this as a command instrument at first, the seminars gradually became a welcome part of weeks' routine. Although it will always be a problem as long as the Navy continues to recruit from civilian sources, it can be said quite fairly that men on board HENDERSON have been on better terms with their brothers than on the outside on many other ships in the Navy.

Dependents Cruise

HENDERSON's pre-deployment dependents cruise was an excellent success thanks to the efforts of LTJG MACNAMARA and LCDR SMITH. The day of November 4th looked threatening, scattered showers were in the area. At 9 o'clock, nevertheless, the families gathered in the Flotilla Club to hear various lectures by the Commanding Officer, a JAG representative, a Chaplin, and a Navy Relief representative. Then they went on board to enjoy the cruise.

The ship set sail and headed along the coast by San Pedro. At this course the rain was avoided, and the wonderful meal set up on the Torpedo Deck by the Supply Department was commenced.

The dependents were shown just about all the different work spaces on board. A compartment was put on display so that the families could view the different aspects of everyday living on board ship.

After a good time had been had by all, the ship returned to Long Beach in the mid-afternoon.

Installation of Sea Chaparral and Redeye

During the availability at Long Beach right after Refresher Training, NEMSES installed on board the new Sea Chaparral Missile System on the helo deck. This system is adapted from an Army launcher. One of the jobs prior to completing the installation was painting haze gray over the olive drab on the launcher. In a concerted effort lasting 10 days the launcher itself was mounted, and the system components were installed in Combat, the Pilothouse, and the Sea Chaparral Locker. At the same time the Hostile Alert Radar (HAR) was installed in front of the signal shack. This provided HENDERSON with her only means of detecting the new Soviet J-Band Missile guidance radar at long range. The third addition was the Redeye Missile, a hand launched heat seeking short range anti-air missile.

After installation of the new system, the first test firing of the Chaparral System was performed in early November. The target drone was destroyed with the first shot.

SPECIAL TOPICS (CONT'D)

Letter from Commander, Long Beach Naval Shipyard

As a result of the highly successful yard period, CAPT Richard C. FAY, the Commander of the Long Beach Naval Ship Yard wrote a letter of commendation.

"The already difficult task of seeing a ship through its regular overhaul was complicated by the growth in the repair work package which went from an initial forecast of 13,000 man days to a final work package of approximately 25,000 man days. The accomplishment of this work was made possible as a result of the cooperation and the spirit of teamwork demonstrated by you, your officers and men."

The real significance of this achievement is that inspite of work doubling the amount of work accomplished, the ship still was able to complete the period of overhaul on schedule. The effort put out by the crew in checking and testing gear, and in explaining the more illusive casualties was instrumental in the meeting of the late June completion date.

Reserve Training

HENDERSON provided training for Naval Reservists in two different programs. The first one was a pilot program in which a local reserve unit come on board one weekend per month to assist the ship in watch standing. They stood quarterdeck watches, helped out on P/S and attended lectures while on board for the weekend.

The other Reserve Training was conducted during the pre-refresher training period. HENDERSON embarked three officers and upwards of ten enlisted men. The officers, in particular, were very helpful in preparing for refresher training, especially in administrative work. They also stood deck watches at critical times when one of the many special projects which came up during that rushed period in early August.