

1969

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10 February 1970 .

CONFIDENTIAL (Unclassified upon removal of Enclosure (1))

OPNAV REPORT 5750-1

From: Commanding Officer, USS IWO JIMA (LPH-2)

To: Chief of Naval Operations (OP-05D2)

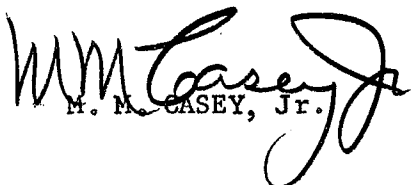
Subj: Command History

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Historical Report, 1 Jan 1969 - 31 Dec 1969

(2) Documentary annexes for Events contained in enclosure (1)

1. In accordance with reference (a), enclosures (1) and (2) are hereby submitted.


M. M. CASEY, Jr.

Copy to:

Director of Naval History (OP-09B9) (w/o encl (2))

CINCPACFLT (w/o encl (2))

COMPHIBPAC (w/o encl (2))

COMPHIBRON THREE (w/o encl (2))

GROUP 4
DOWNGRADED AT 3-YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

DECLASSIFIED

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USS IWO JIMA (LPH-2)
c/o Fleet Post Office
San Francisco, California

HISTORICAL OFFICER

R. B. OTIS
LT USN

GROUP -4
DOWNGRADED AT 3-YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS

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HISTORICAL REPORT
USS IWO JIMA (LPH-2)

1 JAN 1969 - 31 DEC 1969

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USS IWO JIMA (LPH-2)
c/o Fleet Post Office
San Francisco, California

COMMAND HISTORY

1 JAN 1969 - 31 DEC 1969

1969 Chronology of Highlights

1 January - 20 January

During this period, IWO JIMA was completing her second regular overhaul in the Long Beach Naval Shipyard. She then conducted sea trials and then returned to her home port of San Diego, California.

10 February - 14 March

IWO JIMA underwent Refresher Training under the operational control of Fleet Training Group, San Diego. She then underwent Amphibious Refresher Training in the Camp Pendleton area.

1 May - 29 May

IWO JIMA departed San Diego and proceeded to Subic Bay, Republic of the Philippines via Pearl Harbor, Hawaii, Okinawa and Danang to start her fifth WESTPAC deployment.

7 June - 20 July

During this period, IWO JIMA was steaming off the coast of South Vietnam in direct support of combat operations ashore. She participated in operations BOLD PURSUIT and MIGHTY PLAY.

8 August - 20 September

This was IWO JIMA's second line period. She was again steaming off the coast of South Vietnam in direct support of combat operations ashore. She participated in operation DEFIANT STAND/VICTORY DRAGON.

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5 October - 27 October

IWO JIMA participated in the KEYSTONE CARDINAL troop redeployment. She unloaded Marines at Danang and then proceeded with them via Okinawa to San Diego, California.

27 October - 31 December

IWO JIMA spent this period in a restricted availability and leave status at the Naval Station, San Diego.

17 December

IWO JIMA was notified of her selection as OUR NAVY MAGAZINE's Tenth Annual "Ship of the Year".

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BASIC NARRATIVE

The first day of the new year of 1969 found IWO JIMA moored to Pier 2, Long Beach Naval Shipyard nearing completion of her regular overhaul. On January 6th, with two tugs made up to hold her steady, she conducted dock trials by testing the main engines, screw and rudder. Having successfully completed dock trials, the next week was utilized to complete the final jobs, and early on the morning of 13 January, IWO got underway and spent the day conducting sea trials off the coast. Many yard personnel were aboard to check the operation of new and overhauled equipment. Again on January 20th she went to sea for a day in order to conduct radiation frequency interference tests and to determine antenna radiation patterns. Two days later, having officially completed her yard overhaul, IWO JIMA steamed out of Long Beach Harbor and dropped anchor off Seal Beach to load fuel and ammunition.

January 23rd marked the beginning of an eight day at-sea period during which IWO's crew again found their sea legs and began a rigorous training program. A few of the training evolutions IWO underwent during this period were: four underway replenishments both day and night, a precision anchorage, gunnery and damage control exercises and flight operations both with the ship's helicopter and carrier qualifications for Marine pilots from HMHT-302.

On the last day of January, IWO returned to San Diego and moored at the Naval Station's Pier 6, bringing to an end an absence from home port of over four months.

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On the 3rd of February she shifted berths to North Island in preparation for change of command. The next day during an impressive flight deck ceremony, command of IWO JIMA was turned over to CAPT M. M. CASEY, Jr., USN from the previous commanding officer, CAPT John T. SHEPHERD, USN. VADM J. V. SMITH, USN, Commander Amphibious Force, U. S. Pacific Fleet was guest speaker at this event and CAPT J. B. RANDOLPH, USN, Commander Amphibious Squadron THREE was in attendance.

On 5 February, IWO JIMA returned to Long Beach in order to clear up some persistent problems with the Tactical Air Navigation (TACAN) system. She returned to North Island the afternoon of Saturday the 8th.

February 10th marked the beginning of a strenuous month-long period of Refresher Training. The purpose of Refresher Training and the mission of the officers and men from the Fleet Training Group (FTG) who conduct it, is to retrain crews in the basic skills inherent to the safe and efficient operating of a Navy ship. IWO JIMA spent the week of 10 February in port at North Island while FTG observers checked to insure that the crew was properly organized and that the ship's material readiness was adequate. Each Monday of the weeks of February 17th and 24th and March 3rd found IWO JIMA steaming out of San Diego Bay conducting rigorous training. Each week was culminated by a "Battle Problem" to monitor the progress of that week's training. The grades for this training period were assigned from the results of the final "Battle Problem" conducted on 7 March under the watchful eyes of the FTG observers and COMPHIBRON THREE. Under the stiff grading criteria of FTG, IWO's crew achieved a final overall grade of Good.

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During the week of 10 March, IWO operated in the vicinity of Camp Pendleton while undergoing a week of Amphibious Refresher Training. During this week, 400 troops from A and D Companies 1st Battalion, 128th Marines were helo lifted aboard to spend the week. The final Battle Problem for this week of training consisted of staging a practice airborne amphibious assault using the embarked troops and aircraft. Again IWO JIMA's crew demonstrated their skill and enthusiasm and were rated Excellent by COMPHIBRON THREE and COMPHIBAPAC for proficiency in amphibious operations.

IWO returned to the Naval Station on March 14th with her officers and men proud of the accomplishments of the last five weeks and secure in the knowledge that she was ready materially and possessed a highly trained crew ready to respond to any mission she might be called upon to perform. She spent the remainder of March in port in an upkeep status.

On the 1st day of April IWO hosted several hundred wives and children of crew members on an exciting Dependent's Day Cruise in the local operating areas. Special events featured an air demonstration, firing of the ship's 3-inch guns and an underway replenishment. On the 14th of April IWO JIMA again became the flagship of Amphibious Squadron THREE when the Squadron Commander and his staff moved aboard.

Four days later on the 18th, an awards ceremony was held on the flight deck during which IWO JIMA along with eight other ships and units composing Amphibious Ready Group ALPHA (Task Group 76.4) was awarded the Meritorious Unit Commendation for service from 15 November 1967 to 22 May 1968 during operations against Viet Cong insurgent

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and North Vietnamese regular force troops in the Republic of Vietnam. The award was presented to CAPT J. B. RANDOLPH, USN, Commander Amphibious Squadron THREE by RADM E. M. ROSENBERG, USN, Commander Amphibious Group THREE. A cake cutting ceremony was held in the wardroom immediately following the presentation.

IWO JIMA spent until the 28th of April at the Naval Station making final preparations for her forthcoming Western Pacific deployment. On the 28th, she spent several hours at sea conducting TACAN tests and then moored at North Island where she on-loaded 15 aircraft of various types to ferry overseas.

On May 1st with bands playing and dependents lining the pier waving goodbye, IWO JIMA put to sea for her fifth WESTPAC cruise. She departed San Diego and headed west for Pearl Harbor with other ships of Amphibious Squadron THREE: USS CLEVELAND (LPD-7), USS WASHBURN (LKA-108) and USS COLONIAL (LSD-18). On this first leg of her deployment, she participated in a convoy exercise (CONVEX 2-69) designed to train reserve officers on merchant ship convoy procedures and evolutions.

She arrived at Pearl Harbor on May 9th for crew liberty. Briefings given by Commander in Chief, Pacific Fleet (CINCPACFLT) on the current situation in Southeast Asia were given to key ship's personnel.

She departed Hawaii on the 11th bound for Okinawa with the USS CLEVELAND (LPD-7) steaming in company. On May 18th she changed operational control and reported to Commander Seventh Fleet for duty.

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Upon mooring in Buckner Bay, Okinawa late on the 22nd, her crew turned to and worked steadily throughout the night and all the next day loading L-Form and other supplies needed to support the Marine contingent soon to come aboard. By virtue of a magnificent effort by her crew, this job was completed in less than 24 hours and late the afternoon of the 23rd, she left Okinawa bound for Danang.

IWO anchored in Danang Harbor on the 27th and later went alongside a pier to offload some ferry aircraft. With this necessary job complete, she then took leave of Vietnam and now headed east to the Philippines.

On May 29th, IWO JIMA steamed into Subic Bay and tied up to Alava Pier just forward of her sister ship, USS OKINAWA (LPH-3) whom she was to relieve as flagship for Amphibious Ready Group ALPHA. The turnover procedures began almost immediately upon IWO's arrival and by nightfall, COMPHIBRON THREE had officially relieved COMPHIBRON FIVE as Commander Task Group 76.4 and most elements of Task Group 79.4 (Special Landing Force ALPHA) were now embarked in IWO JIMA.

Preparations for IWO JIMA's first line period continued, and on June 4th she sailed from Subic Bay for Danang where she arrived on the 7th and backloaded HMM-265 and companies C and D of BLT 1/26.

During the backload of HMM-265 while IWO JIMA was steaming just outside Danang Harbor, an H-46 helicopter piloted by 1st Lt K. E. BROOKS, Jr., USMC, experienced engine failure shortly after lifting spot #2 and crashed into the water 300 yards off IWO's port bow. The aircraft sank

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immediately, but due to correct ditching procedures and alert rescue forces, the pilot was picked up in a sling by another H-46 and the remaining three crew members were pulled from the water by the crew of IWO's starboard whale boat with LT William R. MILLER, USNR acting as boat officer. This whale boat had been launched immediately after the crash and the entire rescue effort was complete in less than 8 minutes. The only injury incurred was a sprained ankle suffered by the co-pilot.

IWO spent the remainder of June in the vicinity of Danang and every second or third day she would anchor and spend the day in Danang Harbor while conducting liaison with the Marines ashore and carrying out the logistical support necessary to keep the ship and embarked units operating.

On the 10th of June, HMM-265 conducted carrier qualifications to insure that all the squadron pilots were proficient in LPH flight operations.

To insure that all the ships in Amphibious Ready Group ALPHA, were capable of conducting an amphibious landing, Commander Task Group 76.4 ordered a practice landing conducted on June 24th. This was carried out exactly as an actual assault would be except that all boats and helicopters turned away from the beach and returned to the ships before landing any troops.

The "Chris Noel" USO show given on IWO's flight deck on the 26th provided a few hours of welcome relief for the sailors and marines embarked. The next day however, in the very early morning hours, operation BOLD

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PURSUIT commenced and IWO's crew was again hard at work conducting the first amphibious assault of the cruise. The objective area for operation BOLD PURSUIT was a triangular piece of land known as Barrier Island about 15 miles south of Danang. After landing all her troops without incident, IWO JIMA remained just off shore providing logistical support and medevac facilities throughout the operation.

BOLD PURSUIT continued until July 6th when the operation was terminated and BLT 1/26 was withdrawn and backloaded. These hard working Marines had but a scant four days of rest before another major operation commenced. This operation named MIGHTY PLAY commenced on July 10th just south of Danang. No sooner had IWO again landed BLT 1/26 than she and the other ARG ships had to leave the area and steam south to evade Typhoon TESS which was approaching from the east. After evading TESS the night of the 10th, IWO JIMA turned north again on the 11th and was again on station in support of the Marines that evening.

On July 14th IWO JIMA was honored to host the Commander in Chief, Republic of China Navy; Commander U. S. -Taiwan Defense Command; Commander Seventh Fleet and Commander Task Force Seventy Six. This was the first of several groups of dignitaries to visit IWO during this deployment. They observed the ARG ships steaming in formation, were briefed on the history and concept of present operation, given an air demonstration and observed medevac procedures.

Operation MIGHTY PLAY terminated on July 20th and after off-loading a detachment of HMM-265 helicopters, IWO JIMA headed for Subic Bay after

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completing her first 48-day period on the line. Mooring to Alava Pier in Subic Bay on the 22nd, she began a well deserved upkeep and rest period which continued through the end of July.

On August 6th, having completed many maintenance jobs that had to wait until the ship was in port, with the crew refreshed by the break in operations, IWO JIMA again sailed west from Subic Bay for Danang and her second line period. Arriving in the vicinity of Danang on the 8th, she backloaded elements of HMM-265 and BLT 1/26 and remained in the area awaiting her next operation.

During the week of the 11th, HMM-265 again conducted carrier qualifications to upgrade their proficiency. While IWO was anchored in Danang on the 16th, the crew and embarked troops gave a tumultuous reception to the "Midnight Movers" USO Show, who, for two and one half hours, held the rapt attention of all present in the hangar bay.

The Honorable John H. WARNER, Under Secretary of the Navy paid IWO a visit on August 19th as part of his Asian tour. Accompanying him on board were Commander Seventh Fleet and Commander Task Force Seventy Six. He was briefed on current operations and observed an air demonstration and medevac procedures.

August 26th marked IWO JIMA's eighth anniversary and a brief flight deck ceremony was held in honor of the occasion followed by a cake cutting ceremony in the hangar bay.

On the last day of August, IWO was again honored with important visitors. The Chief of Naval Operations, ADM T. H. MOORER, USN along with the Navy's senior enlisted man, Master Chief Black, Commander

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Seventh Fleet and Commander Task Force Seventy Six visited the ship. After a brief tour of the ship, ADM MOORER addressed the assembled crew and embarked units, and presented several awards before departing.

On the first day of September, IWO, along with the other ships of the ARG steamed south from Danang to stay well clear of Typhoon DORIS whose center struck the coast of Vietnam near the DMZ on September 2nd. IWO was back near Danang late the 2nd and on the 4th, Assistant Secretary of the Navy for manpower and reserve affairs, Mr. J. D. HITTLE came aboard for a brief visit. On the 6th, the Pacific Fleet Medical Officer, RADM F. D. VORIS came aboard to tour IWO's medical spaces.

To culminate IWO JIMA's second line period, September 7th marked the beginning of operation DEFIANT STAND. This was an unique operation in that it involved the first joint US-Korean amphibious assault since the Inchon Landing during the Korean War. The objective area for this operation was again Barrier Island south of Danang. IWO JIMA, having landed BLT 1/26 on the 7th, now embarked nearly 600 Republic of Korea (ROK) Marines on the 9th. After briefings and rehearsals, these ROK Marines were then landed on the 12th in another area of Barrier Island. IWO then lent her support to both the US and ROK Marines until the termination of the operation on September 19th. This joint operation accounted for more than 300 Viet Cong killed and over 100 Viet Cong and North Vietnamese infra-structure POWs and will undoubtedly emerge as one of the most significant amphibious operations of the Vietnam War.

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IWO JIMA anchored in Danang Harbor on the 20th to offload BLT 1/26 and with that task completed, she departed for Hong Kong that evening in company with USS WASHBURN (LKA-108) and USS WASHTANAW COUNTY (LST-1166). This marked the completion of her second seven week line period for the deployment.

IWO arrived in Hong Kong on September 23rd for a well deserved rest and relaxation visit. Maximum liberty was granted during this six-day stay and all hands found Hong Kong liberty a welcome relief from the rigorous demands of the past few weeks.

After a thoroughly enjoyable visit in Hong Kong, IWO JIMA once again put to sea on September 29th. This time she was bound for Okinawa but the sudden emergence of Tropical Storm FLOSSIE directly in her path forced a revision of plans. After two days of storm evasion, IWO changed course for Danang and arrived there on October 5th.

Her purpose in Danang this time was to on-load troops in conjunction with the phase II redeployment of the 3rd Marines, named operation KEYSTONE CARDINAL. All day the 5th, in a driving monsoonal rain, IWO off-loaded L-Form and other marine logistic material. Early on the sixth she moored at Pier 2, and still in the rain, the returning Marines began to come aboard. Groups of Marines continued to arrive throughout the day and finally with the last group aboard at 0100 on the 7th, IWO JIMA cast off and steamed out of Danang for the last time. Conditions for the nearly 1700 Marines aboard were excellent throughout the 22 day trip. The Marines were well organized by LTC K. L. SMITH, USMC, CO of troops. With

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all hands headed for "stateside", 1 to 3 months early, morale was outstanding.

The morning of 10 October IWO arrived in Buckner Bay, Okinawa where remaining elements of HMM-265 and Task Group 79.4 were offloaded. With this quickly accomplished and after taking on fuel and loading perishable supplies, she was again underway that evening.

The crossing from Buckner Bay to San Diego was uneventful except that on the 21st IWO JIMA received a request for medical assistance from the USS BEXAR (LPA-237) who was also bound for San Diego with a load of Marines. The two ships rendezvoused and a Marine Warrant Officer picked up from the BEXAR by JJ-2, IWO's helicopter, was brought aboard for successful emergency surgery.

On the morning of 27 October IWO JIMA steamed into San Diego Bay and moored at Pier 6 at the Naval Station. Her flight deck was overflowing with returning Marines, and as tugs backed her into her berth, hundreds of people, families, friends and well wishers crowded the pier to greet and welcome her and her crew back home. This day marked the conclusion of IWO's fifth WESTPAC deployment in her eight year history, and the fourth under combat conditions.

The remainder of October and the months of November and December, IWO spent in port in San Diego. During this time she was in a restricted availability status and the time was utilized to accomplish much needed repair and maintenance work.

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On December 13th IWO hosted a Christmas Party not only for her own and COMPHIBRON THREE staff dependents, but also for those of COMPHIBRON ONE staff and her sister ship USS NEW ORLEANS (LPH-11) who were both deployed. The party, featuring a stage show of clowns, acrobats, performing chimps, marionettes and of course Santa Claus, was a great success. While it was in progress, pictures and video taped highlights were made and forwarded to USS NEW ORLEANS to arrive in time for Christmas.

To complete a most eventful year, IWO JIMA received word in late December that she had been selected as winner of OUR NAVY's Tenth Annual "Ship Of The Year" award. This is an award given annually by the editors of OUR NAVY from nominations from each Fleet, Force and Type commander. IWO was nominated by VADM W. F. BRINGLE, USN, Commander Seventh Fleet, and in his nominating letter he sums up IWO JIMA's accomplishments: "USS IWO JIMA has displayed remarkable flexibility and fighting spirit. She has earned the respect of all military men who know her reputation for solid success along the littoral of South Vietnam. She has met every commitment and has performed every job in a thoroughly professional manner, there is no ship better qualified for the title 'Ship of the Year' in 1969."

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APPENDICES

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- APPENDIX II - Brief Biography of Current Commanding Officer
- APPENDIX III - Ship's Operational Commanders
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APPENDIX I

CHRONOLOGICAL RECORD OF COMMANDING OFFICERS

26 AUG 61 - 4 OCT 62	-Captain T. D. HARRIS, USN
4 OCT 62 - 23 NOV 63	-Captain L. E. HARMON, USN
23 NOV 63 - 30 NOV 64	-Captain P. M. PAUL, USN
30 NOV 64 - 21 DEC 65	-Captain D. A. SCOTT, USN
21 DEC 65 - 7 JAN 67	-Captain N. W. BOE, USN
7 JAN 67 - 15 DEC 67	-Captain F. X. TIMMES, USN
15 DEC 67 - 4 FEB 69	-Captain J. T. SHEPHERD, USN
4 FEB 69 - 12 FEB 70	-Captain M. M. CASEY, Jr., USN

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APPENDIX II

BIOGRAPHY

CAPTAIN M. M. CASEY, Jr., USN

Captain Martin Michael CASEY, Jr., USN, enlisted in the Naval Reserve in 1939 and entered the Naval Academy from the Naval Reserve in 1940. After graduating with the Class of 1944 in June 1943, he saw action in the Pacific as a Gunnery Officer aboard USS BIRMINGHAM (CL-62). Subsequently, Captain CASEY received his Naval Aviators Wings in 1946 at Pensacola. Following a tour of duty in VF-8 A in the Atlantic Fleet, he reported to the USS BADEN STRAIT (CVE-116) in 1948 as CIC Officer. During this tour, the ASW Hunter-Killer Group concept was revitalized and modernized in the Pacific Fleet.

In 1950 Captain CASEY reported to VF-114, and flew combat missions in Korea. He then reported to the Naval Academy where he was a member of the Executive Department from 1951 to 1953.

Returning to sea duty in June 1953, he became Flag Secretary to Commander Carrier Division FIVE in the Pacific until 1955. At that time he assumed duties as Executive Officer of VF-112 and subsequently took command of the squadron in 1957, serving in that billet until 1959. He then was transferred to the Bureau of Naval Personnel for a tour of shore duty.

In 1961 Captain CASEY again reported to the Pacific Fleet, this time as Commanding Officer of VF-121, the first squadron to fly the F4B Phantom II fighter. This tour was followed by duty as Operations Officer on the USS KITTY HAWK (CVA-63) from 1962 to 1964.

His next duty was as a student at the National War College in Washington, D. C., followed by another command tour, as the Commanding Officer of the USS FREMONT (LPA-44) in the Atlantic Fleet.

Upon completion of this duty in 1966, Captain CASEY reported to the Commander in Chief, U. S. Naval Forces Europe, as Air Operations Officer. He returned from London to take command of USS IWO JIMA (LPH-2).

Captain CASEY is married to the former Betty [REDACTED], daughter of Vice Admiral and Mrs. B. J. RODGERS. Captain and Mrs. CASEY have three children: Mary, Cecilia, and Michael.

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APPENDIX III

OPERATIONAL COMMANDERS

DATE

1 JAN - 10 FEB	COMPHIBPAC
10 FEB - 7 MAR	COMFLETRAGRU SDIEGO
7 MAR - 1 MAY	COMPHIBPAC
1 MAY - 18 MAY	COMFIRSTFLT
18 MAY - 16 OCT	COMSEVENTHFLT
16 OCT - 27 OCT	COMFIRSTFLT
27 OCT - 31 DEC	COMPHIBPAC

TASK GROUP 76.4 COMMANDERS

DATES

COMMANDER

FLAGSHIP

JAN - MAY	COMPHIBRON FIVE	USS OKINAWA (LPH-3)
MAY - OCT	COMPHIBRON THREE	USS IWO JIMA (LPH-2)

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APPENDIX IV

MOVEMENTS AND LOCATIONS

1 JAN Moored to Pier 2, Naval Shipyard, Long Beach, California

13 JAN Underway for Sea Trials, SOCAL OP-AREAS - Moored to Pier 2

15 JAN Shifted to Pier E, NAVSTA Long Beach, California

20 JAN Underway for Radio Frequency Interference Survey and Antenna Radiation Pattern Tests, SOCAL OP-AREAS - Moored to Pier E

22 JAN Shifted to Anchorage 35, Seal Beach, California

23 JAN Underway for local operations in SOCAL OP-AREAS

24 JAN Anchored in Anchorage 148, Coronado Roads

25 JAN Underway for local operations in SOCAL OP-AREAS

31 JAN Moored to Pier 6, NAVSTA San Diego, California

3 FEB Shifted to Pier O-P, NAS North Island, California

5 FEB Underway for Long Beach - Moored to Pier E, NAVSTA Long Beach, California

8 FEB Underway for San Diego - Moored to Pier O-P NAS North Island, California

14 FEB Shifted to Pier J, NAS North Island, California

17 FEB Underway for Refresher Training, SOCAL OP-AREAS

20 FEB Moored to Pier J, NAS North Island, California

24 FEB Underway for Refresher Training, SOCAL OP-AREAS

28 FEB Moored to Pier O-P, NAS North Island, California

3 MAR Underway for Refresher Training, SOCAL OP-AREAS

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7 MAR Moored to Pier J, NAS North Island, California

10 MAR Underway for Amphibious Refresher Training, SOCAL OP-AREAS

14 MAR Moored to Pier 6, NAVSTA San Diego, California

1 APR Underway for Dependents Day Cruise, SOCAL OP-AREAS - Moored to Pier 6

28 APR Underway for TACAN Tests, SOCAL OP-AREAS - Moored to Pier L, NAS North Island, California

1 MAY Underway for Pearl Harbor, Hawaii

9 MAY Moored to Pier K-8, Pearl Harbor, Hawaii

11 MAY Underway for Buckner Bay, Okinawa

22 MAY Moored to Pier B, Buckner Bay, Okinawa

23 MAY Underway for Danang, Republic of Vietnam

27 MAY Anchored in Danang Harbor, Republic of Vietnam - Underway for Subic Bay, Republic of the Philippines

29 MAY Moored to Alava Pier, Subic Bay, Republic of the Philippines

3 JUN Shifted to Leyte Wharf, Cubi Point, Republic of the Philippines

4 JUN Underway for Danang, Republic of Vietnam

7 JUN Operating in vicinity of Danang, Republic of Vietnam in support of operation GALLANT LEADER II

8 JUN Operating in vicinity of Danang, Republic of Vietnam

27 JUN - 6 JUL Operating in vicinity of Danang, Republic of Vietnam in support of operation BOLD PURSUIT

7 JUL - 9 JUL Operating in vicinity of Danang, Republic of Vietnam

10 JUL Operating in vicinity of Danang, Republic of Vietnam in support of operation MIGHTY PLAY - Underway for evasion of Typhoon TESS

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11 JUL - 20 JUL Operating in vicinity of Danang, Republic of Vietnam
in support of operation MIGHTY PLAY

20 JUL Underway for Subic Bay, Republic of the Philippines

22 JUL Moored to Alava Pier, Subic Bay, Republic of the
Philippines

6 AUG Underway for Danang, Republic of Vietnam

8 AUG - 31 AUG Operating in vicinity of Danang, Republic of Vietnam

1 SEP Underway for evasion of Typhoon DORIS

2 SEP - 6 SEP Operating in vicinity of Danang, Republic of Vietnam

7 SEP - 19 SEP Operating in vicinity of Danang, Republic of Vietnam
in support of operation DEFIANT STAND/VICTORY DRAGON

20 SEP Underway for Hong Kong, B.C.C.

23 SEP Moored to Buoy N-1, Hong Kong, B.C.C.

29 SEP Underway for Buckner Bay, Okinawa

30 SEP - 1 OCT Underway for evasion of Tropical Storm FLOSSIE

2 OCT Underway for Danang, Republic of Vietnam

5 OCT Anchored in Danang Harbor, Republic of Vietnam

6 OCT Shifted to Pier 2, Danang, Republic of Vietnam

7 OCT Underway for Buckner Bay, Okinawa

10 OCT Anchored in Buckner Bay, Okinawa - Shifted to New
Navy Pier, Buckner Bay - Underway for San Diego,
California

27 OCT - 31 DEC Moored to Pier 6, NAVSTA San Diego, California

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APPENDIX V

STATISTICS

1. Operations

<u>Summary of activities</u>	<u>JAN</u>	<u>FEB</u>	<u>MAR</u>	<u>APR</u>	<u>MAY</u>	<u>JUN</u>	<u>JUL</u>
Days underway-----	10	11	10	02	25	27	21
Days moored-----	21	17	21	28	06	03	10
Nights in home port-----	01	15	21	28	00	00	00
Nights in other ports-----	20	02	00	00	06	03	10

Summary of activities (Cont)

	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>	<u>NOV</u>	<u>DEC</u>	<u>TOTAL FOR YEAR</u>
Days underway-----	26	24	26	00	00	182
Days moored-----	05	06	05	30	31	183
Nights in home port-----	00	00	05	30	31	131
Nights in other ports-----	05	06	00	00	00	52

2. Air Department

Helicopter Landings-----	Day	4,180
	Night	405
	Total	4,585
Hours flown by ship's helicopter-----		433.8
Gallons Aviation Gasoline expended-----		12,768
Gallons JP-5 expended-----		344,870
Gallons Aviation Oil expended-----		250
Gallons Mogas expended-----		4,850
Number of helicopter accidents or incidents-----		None
Total helicopter accidents since commissioning-----		None
Total landings since commissioning-----		50,375

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3. Engineering Department

Fuel expended (gallons)-----3,699,923
 Engine miles-----18,200
 Total hours cold iron-----3,130
 Fresh water distilled (gallons)-----7,285,910
 Restricted availability (days)-----106
 Total underway steaming hours-----4,314

4. Deck Department

Vertical replenishments-----6
 Underway replenishments (ship stores/fuel transfer)-----29

5. Personnel

		<u>1 JAN 69</u>	<u>31 DEC 69</u>
On board (Ship's Company)	USN Officers	43	47
	USMC Officers	2	2
	USN Enlisted	579	691
	USMC Enlisted	1	1
Disciplinary Cases	NJP -	129	
	SCM -	4	
	SPCM-	2	

6. Medical Department

Patients seen at daily sick call-----8,111
 Admissions to sick list-----353
 X-rays-----2,236
 Prescriptions filled-----12,704
 Laboratory studies-----6,758
 Immunizations-----6,654
 Combat casualty evacuations received-----201

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KIA's received-----5
Died of wounds-----1 (ROK Marine)
Major surgical operations performed-----40
Minor surgical operations performed-----50

7. Dental Department

Restorations - amalgam-----1,429
 resin-----393
Total sittings-----2,539
Tooth removal-----422
Miscellaneous treatment-----5,604

8. Supply Department

Number of meals served in the General Mess-----1,600,000
Total pounds of laundry processed-----203,761
Total U. S. dollars disbursed-----\$3,452,137.64
Total Spare Parts Issued S-1/S-6 Divisions -----5,874
Total documents processed by Data Processing-----1,743,000
Total Sales of Ship's Store Stock-----\$257,174.20

9. Troop Personnel Embarked

<u>11 MAR - 14 MAR</u>	<u>Off</u>	<u>Enl</u>
A and D Companies, 1st Batt. 128th Marines-----	12	389
 <u>14 APR - 31 DEC</u>		
Commander Amphibious Squadron THREE-----	15	41
(Commander Amphibious Ready Group Alpha - CTG 76.4)		

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<u>28 APR - 9 MAY</u>	<u>Off</u>	<u>Enl</u>
Convoy Commodore Convex 2-69 and Staff	7	--
<u>29 MAY - 22 JUL</u>		
Beach Jumper Unit 1 Team 12 (Det F)-----	2	11
<u>29 MAY - 5 OCT</u>		
Surgical Team Alpha-----	5	15
Tactical Air Control Squadron 12 (Det A)-----	6	12
<u>29 MAY - 10 OCT</u>		
Commander Task Group 79.4 (Special Landing Force)-----	9	35
<u>7 JUN - 26 JUN</u>		
Battalion Landing Team 1/26-----	20	703
<u>7 JUN - 20 JUL</u>		
Marine Medium Helicopter Squadron 265-----	49	196
<u>12 JUN - 1 AUG</u>		
Midshipmen-----	6	--
<u>27 JUN - 6 JUL</u>		
Battalion Landing Team 1/26-----	4	120
<u>7 JUL - 9 JUL</u>		
Battalion Landing Team 1/26-----	17	620
<u>10 JUL - 18 JUL</u>		
Battalion Landing Team 1/26-----	3	150
<u>19 JUL - 8 AUG</u>		
Battalion Landing Team 1/26-----	2	67
<u>21 JUL - 8 AUG</u>		
Marine Medium Helicopter Squadron 265-----	27	128

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	<u>Off</u>	<u>Enl</u>
<u>6 AUG - 10 OCT</u>		
Beach Jumper Unit 1 Team 12 (Det F)	1	9
<u>9 AUG - 7 SEP</u>		
Battalion Landing Team 1/26-----	31	757
<u>9 AUG - 10 OCT</u>		
Marine Medium Helicopter Squadron 265-----	50	193
<u>2 SEP - 19 SEP</u>		
Communications Security Team TWO-----	1	8
<u>8 SEP - 18 SEP</u>		
Battalion Landing Team 1/26-----	13	302
<u>9 SEP - 12 SEP</u>		
Republic of Korea Marines-----	58	608
<u>13 SEP - 19 SEP</u>		
Republic of Korea Marines-----	28	64
<u>7 OCT - 27 OCT</u>		
Transient USN-----	12	167
Transient USMC-----	98	1476

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