

[1973]



U. S. S. RICHARD E. KRAUS (DD-849)
FPO, NEW YORK 09501

DD849/RNE:ln
5750
19 SEP 1974

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(Unclassified upon removal of Enclosure (1))

From: Commanding Officer, USS RICHARD E. KRAUS (DD 849)
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D.C. 20390

Subj: OPNAV Report 5750-1; Command History 1973

Ref: (a) OPNAVINST 5750.12B

Encl: (1) OPNAV Report 5750-1 for (DD 849) 1973

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

P. C. Peterson
P. C. PETERSON

Copy to:
USS RICHARD E. KRAUS P.A.O.

CLASSIFIED BY: USS RICHARD E. KRAUS (DD 849)
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129 174

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USS RICHARD B. HRAUS (DD-949)

COMMAND HISTORY 1973

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USS RICHARD E. KRAUS (DD-849)

COMMAND HISTORY 1973

I. Command Organization

A. Commanding Officers and dates of command.

USS RICHARD E. KRAUS (DD-849) was commanded by Commander Charles Edward HEILAND, U.S. Navy, [REDACTED]/1110, until 19 October 1973 at which time he was relieved in due course by Commander Peter Clauson PETERSON, U.S. Navy, [REDACTED]/1110.

B. Missions and functions of the ship.

Primary and secondary mission areas of the ship remained unchanged in 1973. Primary areas are mobility, command & control, anti-air warfare, anti-submarine warfare, and surface warfare. Secondary areas are special warfare, Fleet Support Operations, and non-combat operations. These areas are discussed further in OPNAVINST C3501.2B. The function of the ship was altered in 1973 by its designation as one of four Atlantic Fleet "surveillance asset" ships as discussed in Parts II and IV of this report. This function is in the mission area of special warfare.

C. Composition of the Command.

The ship's administrative organization is based on OPNAV 10/P77, DD-710 Class Ship Manning Document, and is as follows:

Commanding Officer

Executive Officer

Engineering Department

Machinery Division (M)

Boiler Division (B)

Repair and Damage Control Division (R)

Operations Department

Administrative and Navigation Division (OX)

Communications Division (OC)

Electric Maintenance Division (OE)

Indoctrination Division (I)

COMBAT INFORMATION DIVISION (OI)

Supply Department

Commissary Division (CS, SD)

Storekeeping Division (SK)

Ship's Service Division (SH)

Signals Intelligence Direct Support Element (as required).

Indoctrination Division was instituted as directed by Chief of Naval Operations. Its purpose is to provide familiarization in shipboard organization and procedures and to conduct administrative processing of all newly assigned personnel reporting aboard for duty. In addition, career counseling is a function performed by I Division personnel. Executive Officer, Department Head, and Division Officer assignments are listed in Part V of this report. A Signals Intelligence Direct Support Element is embarked as required when the ship performs its functions as a surveillance unit. It normally consists of one officer, one chief petty officer, and an average of sixteen other enlisted personnel. The detachment assumes status as an additional division under the ship's operations officer.

D. Homeport and Chain of Command.

The ship is homeported at U.S. Naval Base, Charleston, South Carolina, assigned to Destroyer Squadron Six, Cruiser-Destroyer Force U.S. Atlantic Fleet, and U.S. Second Fleet.

II. Summary of Operations

A. CHRONOLOGY

USS RICHARD E. KRAUS (DD-849)

CHRONOLOGICAL SUMMARY OF OPERATIONS 1 JANUARY 1973 THROUGH 31 DECEMBER 1973

- 1 JANUARY. Under operational control of U.S. Pacific Fleet enroute from Naval Gunfire Support Operations in vicinity of South Viet Nam central highlands ("Point Gwen") to ANZUK Naval Base, Singapore for upkeep and crew rest.
- 2 JANUARY. Moored at Singapore.
- 8 JANUARY. RADM J. S. KERN, Commander Cruiser-Destroyer Force, U.S. Seventh Fleet, toured the ship and addressed the crew concerning future operations.
- 10 JANUARY. Underway from Singapore enroute to Naval Gunfire duties ("Operation Linebacker") in vicinity of Hon Me Island, North Viet Nam. Crossed the equator at 105°06.0' East Longitude. No ceremony held due to ship's operations.
- 12 JANUARY. Replenished fuel from USS TOLOVONA (AO-64).
- 13 JANUARY. Conducted high speed night firing missions on North Viet Nam coastal targets in company with USS COCHRANE (DDG-21) and USS TURNER JOY (DD-951).
- 14 JANUARY. Replenished fuel from USNS TALUGA (T-AO-62), ammunition from USS FLINT (AE-32), and provisions from USS NIAGRA FALLS (AFS-3). Conducted high speed night firing missions on North Viet Nam coastal targets in company with USS COCHRANE (DDG-21) and USS TURNER JOY (DD-951). Recorded receipt of 126 rounds of hostile fire from medium caliber guns ashore.
- 15 JANUARY. All shelling of North Viet Nam (above the 17th parallel) ceased by order of the President.
- 16 JANUARY. Departed vicinity of Hon Me Island enroute to Naval Gunfire Support assignment in vicinity of Demilitarized Zone, South Viet Nam ("Point Allison"). Arrived at destination and commenced Naval Gunfire in support of 147th Brigade of Viet Nam Marine Corps.
- 17 JANUARY. Conducted Gunfire Support. Replenished fuel from USS PONCHATOULA (AO-148) and ammunition from USS MT. KATMAI (AE-16).
- 20 JANUARY. Conducted Gunfire Support. Replenished fuel from USS PASSUMPSIC (AO-107) and ammunition from USS MT. KATMAI (AE-16).
- 21 JANUARY. Conducted Gunfire Support. Replenished ammunition from USS FLINT (AE-32).
- 22 JANUARY. Conducted Gunfire Support. Replenished ammunition from USS MT. HOOD (AE-29) and provisions from USS WHITE PLAINS (AFS-4).

- 23 JANUARY. Conducted Gunfire Support. Replenished fuel from USS CACAPON (AO-52) and ammunition from USS VESUVIUS (AE-15).
- 24 JANUARY. Conducted Gunfire Support. Replenished fuel from USS PASSUMPSIC (AO-107) and ammunition from USS MT. KATMAI (AE-16). Captain C. D. LILLY, USN, Commander Destroyer Squadron 35, toured the ship and met with the ship's Human Relations Council as part of the Fleet-wide human relations improvement program. Received one round of hostile fire from medium caliber guns ashore.
- 25 JANUARY. Conducted Gunfire Support. Replenished ammunition from USS MT. HOOD (AE-29).
- 26 JANUARY. Conducted gunfire support. Replenished fuel from USS PASSUMPSIC (AO-107) and ammunition from USS VESUVIUS (AE-15).
- 27 JANUARY. Conducted gunfire support. Replenished ammunition from USS VESUVIUS (AE-15).
- 28 JANUARY. At 0800 local time an internationally supervised cease fire took effect throughout Vietnam. KRAUS' guns came to rest after firing 5677 projectiles during January 1973, and firing 10,077 rounds in combat since her arrival in 7th Fleet in December, 1972. Replenished ammunition from USS MT. HOOD (AE-29). Remained in vicinity of coast at "Point Allison".
- 30 January. Departed "Point Allison" enroute to Subic Bay, Republic of the Philippines, for upkeep and crew rest. Replenished fuel from USS PONCHATOUA (AO-148) and provisions from USS SAN JOSE (AFS-7).
- 31 JANUARY. Observed belated "Crossing the Line" ceremony as required by custom with respect to Equator crossing of 10 January 73.
- 1 FEBRUARY. Moored U. S. Naval Base, Subic Bay.
- 3 FEBRUARY. Underway from Subic Bay, enroute to Kaohsiung, Taiwan, for ship maintenance and crew rest.
- 4 FEBRUARY. Moored alongside USS BRYCE CANYON (AD-36) at Kaohsiung.
- 13 FEBRUARY. Underway from Kaohsiung enroute to Taiwan Straits and Bashi Channel for anti-submarine warfare operations (designated "Mahjong I") with the Republic of China Navy. Commenced Mahjong I.
- 17 FEBRUARY. Fired exercise anti-submarine rocket (ASROC) and exercise tube torpedo at USS TRIGGER (SS-564). Both shots afterwards judged as effective hits by the torpedo maintenance facility. Moored alongside USS BRYCE CANYON (AD-36) at Kaohsiung.
- 21 FEBRUARY. Underway from Kaohsiung, enroute to Tonkin Gulf for training exercise.
- 23 FEBRUARY. Replenished fuel from USS MARIAS (AO-57).

24 FEBRUARY. Observed firepower and aircraft flight formation demonstration by air squadrons embarked in USS ORISKANY (CVA-34) in company with approximately 40 surface combatants of the U.S. 7th Fleet. Departed Gulf of Tonkin enroute to Hong Kong to assume duties as station ship.

26 FEBRUARY. Moored Hong Kong.

3 MARCH. Underway from Hong Kong enroute to Keelung, Taiwan, for fuel.

4 MARCH. Moored Keelung for fuel. Underway for Yokosuka, Japan, to conduct administrative procedures for departure from U.S. 7th Fleet.

7 MARCH. Moored Yokosuka. Rapid Blooming Overhead Chaff countermeasures system and two .50 caliber machine guns removed from the ship as required prior to departure of combat zone.

10 MARCH. Underway from Yokosuka, enroute to Midway Island for fuel.

14 MARCH. Crossed the International Date Line.

15 MARCH. Moored Midway Island. Underway for Pearl Harbor, Hawaii, for fuel stop in company with USS BLANDE (DD-943), USS PAUL (DD-1090), and USS BORDEN (DD-831). Changed operational command from U.S. Pacific Fleet to U.S. Atlantic Fleet.

27 MARCH. Replenished fuel from USS ASHWABULA (AO-51).

1 APRIL. Moored Balboa, Canal Zone, Panama.

3 APRIL. Underway for Charleston, South Carolina. Transited Panama Canal.

5 APRIL. Moored Naval Base, Charleston. Commenced 30-day post-deployment stand-down.

5 MAY. Commenced routine inport maintenance, training, and inspections.

8 JUNE. CAPT. J. H. BELL, Commander Destroyer Squadron Six embarked.

13 JUNE. Commenced three-day inspection by the Board of Inspection and Survey.

25 JUNE. Commodore BELL debarked.

15 JULY. USS RICHARD B. KENNEDY designated with USS BORDEN (DD-831), USS SARGENT (DD-837), and USS BERKELING (DD-867) as units of a "surveillance assets" pool outfitted to receive an Operational Intelligence Collection System (OICS) Van and to embark a Signals Intelligence Direct Support Element (Sig Int DSE).

25 JULY. Underway from Charleston enroute to Naval Base, Norfolk, Virginia, to receive OICS Van and Sig Int DSE.

29 JULY. Moored at Naval Base, Norfolk. Received OICS Van and Sig Int DSE.

- 1 AUGUST. Underway from Norfolk enroute to local operating areas to test and evaluate surveillance capabilities.
- 3 AUGUST. Departed Norfolk operating areas enroute Charleston.
- 4 AUGUST. Moored Charleston.
- 7 AUGUST. Underway from Charleston enroute to the Caribbean Sea for surveillance operations.
- 9 AUGUST. Moored at Naval Station, Key West, Florida for fuel. Underway to relieve USS THOMAS L. GARY (DER-326) as surveillance ship.
- 10 AUGUST. Relieved USS THOMAS L. GARY (DER-326) on station. Assumed surveillance of Soviet and Cuban Ships including at various times a KRESTA II class guided missile cruiser (CLGM-289) a KANIN class destroyer (DDG-559), an ECHO II class submarine, an auxiliary Fleet oiler and several patrol and auxiliary crafts.
- 15 AUGUST. Surveillance duties assumed by P-3C aircraft from Patrol Squadron 24. Moored Key West for fuel.
- 16 AUGUST. Underway from Key West. Relieved P-3C aircraft of surveillance duties.
- 20 AUGUST. Replenished fuel from USS CANISTEO (AO-99). Surveillance duties assumed by USS CANISTEO (AO-99).
- 22 AUGUST. Moored Guantanamo Bay enroute to surveillance operations.
- 24 AUGUST. Underway from Guantanamo Bay enroute to surveillance operations.
- 25 AUGUST. Relieved USS CANISTEO (AO-99) of surveillance duties. Replenished fuel from USS CANISTEO (AO-99).
- 31 AUGUST. Relieved of surveillance duties by P-3C aircraft from Patrol Squadron 24. Moored Guantanamo Bay for repairs and to stand ready for surveillance duties.
- 6 SEPTEMBER. Terminated surveillance operations at order of Commander Second Fleet. Underway enroute to Charleston.
- 9 SEPTEMBER. Moored at Naval Base, Charleston, for maintenance. Debarked Sig Int DSE and transferred OICS van to USS BORDELON (DD-881).
- 2 OCTOBER. Commenced 5 month restricted availability for ship repairs and alterations, conversion of fuel system from Navy Standard Fuel Oil (NSFO) to Navy Distillate (ND), and installation of experimental "JERED" sewage disposal system.
- 17 OCTOBER. Ship's personnel inspection and awards ceremony attended by all hands. Award recipients listed in Part III.D. of this report.

19 OCTOBER. CDR Peter C. PETERSON, USN, relieved CDR Charles E. HEILAND as Commanding Officer, USS RICHARD E. KRAUS (DD-849).

31 DECEMBER. Inport Charleston. Personnel from Consolidated Services Inc., Chemical Applications, Inc., various fleet support commands, and ship's force continue the scheduled work of repairs, alterations, and maintenance.

II. B. NARRATIVE

USS RICHARD E. KRAUS (DD-849)

NARRATIVE OF OPERATIONS 1 JANUARY 1973 TO 31 DECEMBER 1973.

At the beginning of the new year 1973, the USS RICHARD E. KRAUS (DD-849) was steaming southward through the South China Sea to Singapore, detached from her Viet Nam Central Highlands gunfire support duties and enroute to a period of necessary maintenance. The crew was recovering from nineteen continuous days of "port-and-starboard" Condition II watch routine and one or two "all hands" replenishment evolutions each day. Her five-inch guns had fired 4400 rounds of high explosive, white phosphorus, and night illumination shells at targets up to eight miles inland in support of units of the Army of the Republic of Viet Nam. The crew took pride in the Vietnamese Gallantry Crosses recently presented by Brigadier General NHUT, Commander, Second A.R.V.N. Division, to certain crew members for the ship's role in inflicting heavy losses to enemy North Viet Nam Army Troops on the nights of 16 and 17 December 1972. Perhaps a greater tribute to the ship's teamwork and preparation had been the numerous specific requests from air and ground spotters to work with RICHARD E. KRAUS in their "call for fire" missions. The crew also recalled a notable first in the 26 DECEMBER night landing of a HU-1E Army helicopter on the ship's flight deck to receive a medical evacuee with acute appendicitis. When the helicopter winch and litter basket would not operate properly, the determined pilot sat the helo's full weight down on the ship's flight deck, despite the theory that clearance and weight restrictions would not allow it. Boiler Technician Third Class [REDACTED] was then dispatched to Danang Air Base where he received full medical services within hours.

It was in this environment that the RICHARD E. KRAUS and her crew began the new year. The ship was far from her Charleston, South Carolina, homeport. Normally a unit of the U.S. Atlantic Fleet, she was on temporary duty with the Seventh Fleet, helping to fill an urgent need for gunships in the heavy North Viet Nam offensive in South East Asia. Because of her 27 years of age and her short notice of sailing for distant waters, she was much in need of repairs. There had been 26 days to get ready and although the ingenuity and hard work of the engineers had put the RICHARD E. KRAUS through all her commitments thus far with flying colors, by 1 January 1973, a fuel oil service pump, main feed booster pump, the Underwater Speed Log, an auxilliary circulating pump controller, feed water salinity indicators, one AN/URT-23 Radio Transmitter Set, the air search radar, some electronic countermeasures equipment, and a radar repeater were all out of commission. Also serious was the inability to cross-connect the main steam supply due to ruptured flanges in the high-pressure steam piping.

Arriving in Singapore on 2 January, the ship was able to secure her engineering plant and, with the help of the Sembawang Shipyard, the Navy Liason Personnel, and the Navy Supply System, many of the casualties were corrected by hardworking ship's force engineers. Time, too, was found to enjoy the sociable company of Australian, New Zealand, and United Kingdom naval personnel, the ship's hosts at the A.N.Z.U.K. Naval Base. While in Singapore, Rear Admiral J. S. KERN, Commander, Cruiser-Destroyer Force, U.S. Seventh Fleet, came aboard for a day, toured the ship, and briefed the officers and crew on the now-confirmed rumors of the ship's next assignment, "Operation Linebacker", high speed night attacks against coastal targets in the heavily defended Hanoi-Huiphong area of North Vietnam.

The ship's preparations completed, she sailed from Singapore on 10 January enroute to a staging area near Hon Me Island, North Viet Nam. There was time for a 40 mile detour southward to cross that nautical milestone, the Equator. Pressing commitments prevented a ceremonious Shellback Day, but the occasion was noted for future reference.

Arriving on station, the ship refueled and reported for duty with USS COCHRANE (DDG-21) and USS TURNER JOY (DD-951) on 13 January. The first night of well-planned and precisely executed firing runs did not meet the expectations of most, as our units received but light counterbattery activity. On the night of 14 January, however, 126 rounds of recorded counterbattery fire from guns of 5" and larger ashore prompted the engineers to coax 336 RPM from their shafts for the required 31.5 knot postfiring leg of the attack plan. Four gun salvos from the ship's guns were fired at a rate of every four seconds to place up to 80 rounds on some of the designated targets. General Quarters all night was followed by replenishments of projectiles, powder cartridges, and Navy Standard Fuel Oil during daylight hours. After two nights of intense action, Linebacker runs were halted for RICHARD E. KRAUS as all bombing and shelling above Latitude 17 North was ceased by the order of the President. On 16 January the ship steered southward to her new assignment as gunfire support ship offshore just below the well-known Demilitarized Zone, code name "Point Allison". There the 147th Brigade of the Republic of Viet Nam Marine Corps was mounting a coordinated offensive to drive hostile troops northward.

Some 20 U.S. ships supported this offensive drive, delivering their shells on target as directed by U.S. air and ground spotters. RICHARD E. KRAUS assumed her role within hours after arrival when, during one of her first missions, she fired 520 rounds in eight hours and twenty minutes - an average of one round every 58 seconds for the period. This set the tempo for forthcoming days of maintaining high rates of fire day and night, resulting in credit for destruction of surface-to-air missile sites, active artillery sites, troop positions, and storage areas. Bombing activity was heavy further inland, and the explosion of the payload from a B-52 bomber would light the sky with fire and shake the ship even at ranges in excess of 20 miles. Replenishments were necessary daily for fuel and ammunition, and a system evolved whereby the ships returning from replenishments would assume the duties and the station of the ship next in line for oil and bullets. Counterbattery activity was sporadic, but on occasions effective, as when USS PREBLE (DLG-15) assumed station for the RICHARD E. KRAUS and shortly thereafter received an air burst from ashore which heavily damaged her mast and antennas, rendering her radar inoperative. On other occasions splashes from three to four rounds would walk toward the RICHARD E. KRAUS as she maneuvered to avoid being hit. An average of three to four hundred rounds per day were fired by the RICHARD E. KRAUS at Point Allison. The Gunner's Mates worked round the clock to maintain the 5"/38 Twin Mounts, and as their reward it is noted that only a very few ships could match their record of never once having a firing mission delayed or missed for any reason throughout the deployment. On 24 January, the RICHARD E. KRAUS was relieved of firing duties briefly to receive on board Captain C. D. LILLY, USN, Commander Destroyer Squadron 35, who toured the ship and met with the ship's Human Relations Council as part of the fleet-wide human relations improvement program. Upon return to firing station the ship promptly received one round of shore fire as a welcome. In the midst of the heavy firing activity, it was hard to realize that the threshold of U.S. withdrawal from Southeast Asia was so near, yet on 28 January, at 0800 local time, all gunships lay silent offshore, commencing the observation of an internationally supervised cease-fire, the conditions of which included a return of all U.S. Prisoners of War. This was a long awaited day with a beautiful sunrise for the RICHARD E. KRAUS.

Two days later, the ship was detached from its "stand-by" status at "Point Allison", and set a course for Subic Bay, Republic of the Philippines. Enroute, the delayed "Shellback" ceremonies were held.

Arriving 1 February, the two day stop in Subic Bay allowed fueling for the ship and relaxation for the crew. When the ship departed Subic Bay on 3 February, it was in the midst of preparations for its next assignment, a joint anti-submarine warfare exercise with destroyers of the Republic of China Navy. The Operations Specialists, who a few days earlier were plotting and "setting up" on coastal targets, refreshed their memories on ASW tactics, while the Anti-Submarine Division, fresh from gun crew and plotting room assignments, tested their equipment thoroughly. After a 4 February arrival in Kaohsiung, Taiwan, all hands learned that the joint exercise would be designated "Mahjong I". They also learned that Kaohsiung offered everything a gunline-weary sailor could want. For nine days the KRAUS crew enjoyed themselves to the fullest, and found the Nationalist Chinese to be among the most strongly pro-American of our allies. On 13 February the ship set sail with other U.S. and R.O.C. ships to the Taiwan Straits and Bashi Channel for what proved to be a thoroughly worthwhile exercise. LT [REDACTED], USN, RICHARD E. KRAUS Engineering Officer, observed and participated in the exercise aboard the RCS ANYANG (DD-18), while LT(JG) CHANG of the Republic of China Navy was aboard the RICHARD E. KRAUS, participating in watches and ASW tactics. The exercise units were USS PARSONS (DDG-33), USS O'CALLAHAN (DE-1051), USS R. E. KRAUS (DD-849), USS TRIGGER (SS-564), RCS ANYANG (DD-18), RCS SHING YANG (DD-9), and RCS KUEI YANG (DD-8). Convoy protection tactics, barrier penetration exercises, and dual ship attacks were practiced by all units for five days. The culmination of the operation was the live firing of ASW exercise weapons. RICHARD E. KRAUS fired one anti-submarine rocket (ASROC) and one tube-launched torpedo, both of which were recovered and evaluated by recorded data as "direct hits" on the submarine TRIGGER.

After the completion of the exercise, all units returned to port and RICHARD E. KRAUS enjoyed five more days of her favorite Western Pacific liberty port, Kaohsiung. Two ship's parties were held at the Kennedy Hotel to allow all ship's personnel to attend. Almost without exception, the party was attended by every crewmember. RICHARD E. KRAUS men and their guests enjoyed a buffet feast and the music of a live dance band.

On 21 February, the ship left Kaohsiung for training exercises in Tonkin Gulf and for 3 days conducted division maneuvering tactics, replenishments, and observed an aircraft flight formation and firepower demonstration staged by USS ORISKANY (CVA-34). Approximately forty surface combatants observed the ORISKANY show while steaming in formation in the Tonkin Gulf. The RICHARD E. KRAUS then departed for Hong Kong to assume duties there as Station Ship.

Arriving on 26 February, the crew enjoyed liberty for five days, touring the unique island and enjoying its nightclubs and beaches. The 3 March departure from Hong Kong was the beginning of the long trip home to the Atlantic Fleet. The ship was released from duty approximately one month ahead of schedule as a result of the currently effective cease fire in South East Asia and pressing commitments in the Atlantic Fleet.

From Hong Kong the first port was Keelung, Taiwan, a brief stop for fuel on 4 March. Continuing to Yokosuka, Japan, the ship spent three days in administrative procedures for checkout from the combat zone. Special equipment, including a chaff countermeasures system, was removed and turned in. Getting underway on 10 March and crossing the International Date Line on 14 March gave the crew real feelings of "heading home" after three and one half months of combat and deployed operations. A brief stop at Midway Island for fuel and it was on to Pearl Harbor, Hawaii. In Pearl Harbor again, the two days of liberty gave all the opportunity to see Diamond Head and the famous beaches and hotels.

Leaving on 20 March in company with the USS BLANDY (DD-943), USS PAUL (DE-1080), and USS BORDELON (DD-881), the ship took station in the small formation headed for the Panama Canal. The USS ASHTABULA (AO-51) extended the short legs of the destroyers, making rendezvous off the coast of Western Mexico and fueling them, thereby saving an additional port stop. The night of 1 April was spent in port at Rodman, Canal Zone, and at first light, the RICHARD E. KRAUS commenced a scenic and relaxing transit of the Panama Canal. Upon completion of moving through the locks, she was in her home waters again and was once more under operational control of U.S. Atlantic Fleet. She and her sister ship BORDELON arrived home in Charleston, South Carolina, on 5 April having been absent five months.

A 30-day post-deployment stand-down commenced immediately and every man in the crew was afforded an opportunity for two weeks leave. This period passed all too quickly, and, beginning 5 May, RICHARD E. KRAUS was subjected to a brisk routine of inport maintenance, training, and inspections. On 8 June Captain J. H. BELL, Commander Destroyer Squadron SIX and his staff were embarked. They remained aboard while the ship underwent a thorough testing by the Board of Inspection and Survey. The INSURV Board was the first convened on the KRAUS in seven years. They found many discrepancies of material condition which belied the ship's 27 years and its recent exhausting operations, but ultimately found the ship fit for further service. Their inspection lasted from 13 through 15 June. On 25 June Commodore BELL and his staff departed.

On 25 July, after three months inport routine, RICHARD E. KRAUS left for Norfolk to outfit for new duties in the realm of visual and electronic surveillance. With the decommissioning of the last of the Key West homeported active Radar Picket Escort Ships, a new concept of surveillance operations was being initiated. It consisted of a mobile van filled with sophisticated electronic equipment and operator positions. Called the OICS Van (for Operational Intelligence Collection System Van), this "box" of 20X9X8 feet dimensions is secured on the ships former dash deck and connected to ships power and communications systems. It is staffed by a Signals Intelligence Direct Support Element composed of one officer, one chief petty officer, and 16 other enlisted personnel. Three other ships were designated to have the capability to receive and use the van. They were the USS BORDELON (DD-881), USS SANSFIELD (DD-837), and USS STEINBLING (DD-867). Intentions were to have two of the four ships available at any time to receive and use the van as operational necessity dictated. RICHARD E. KRAUS was first to test the concept.

On 30 July, all preparations were completed and the KRAUS departed Norfolk for operational tests and evaluation. Continuing to Charleston where she stopped

for two days, the ship was now ready to use her new system. Her first assignment commenced immediately in the Caribbean, for which area she departed on 7 August to conduct surveillance of Soviet and Cuban warships.

Relieving the USS THOMAS J. GARY (DER-326), she conducted surveillance of ships which at various times included a Soviet Kresta II class guided missile cruiser (CLGM-289), a Soviet Kanin class destroyer (DDG-559), a Soviet Echo II class submarine, a Soviet auxiliary fleet oiler (KURSK), several Cuban patrol craft, and a Soviet fleet tug. The presence of the Soviet forces in the Caribbean waters was apparently for a training mission with goodwill visits to her Cuban friends, and an opportunity to "show their flag" in waters distant from their home. On 10 August, when RICHARD E. KRAUS relieved THOMAS J. GARY, she commenced a routine she would continue intermittently for 21 days. The duties consisted of "shadowing" the KRESTA II cruiser at a range of from 3 to 5 thousand yards, listening and watching. The ship's force Operations Specialists were required to record much data and submit many reports on the activities of the foreign cruiser and her associates. The Signals Intelligence detachment had similar duties, although they reported to different seniors than did ship's force operations specialists. The surveillance duties took RICHARD E. KRAUS throughout the Gulf of Mexico, waters north and south of Cuba, and eastern Caribbean waters. On occasions she would patrol at 4 knots the waters adjacent to the harbors of Havana and Cienfuegos waiting for the Soviets to leave port, while at other times she would steam at 25 knots to conform to the movements of the cruiser. On 15 August, P-3 patrol aircraft from Patrol Squadron 24 relieved RICHARD E. KRAUS for one day to allow the ship to take on fuel at Naval Station, Key West, Florida. On 20 August the USS CANISTEO (AO-99) refueled RICHARD E. KRAUS and relieved her on station for five days, while RICHARD E. KRAUS went into port at Naval Base, Guantanamo Bay, Cuba for repairs to her boilers and evaporators. With these exceptions, RICHARD E. KRAUS continued surveillance duties until 31 August, when the Soviet units were well into the Atlantic Ocean on their return transit home. This surveillance duty had been remarkable for the number of messages and reports which it required. The ship received appreciative messages from her operational commander, Commander Destroyer Squadron FOURTEEN, for accurate and timely reports. After staying from 31 August through 6 September in Guantanamo Bay effecting repairs and remaining on stand-by for further surveillance duties, RICHARD E. KRAUS departed for homeport, arriving there on 9 September. The OICS van was transferred to BORDELON and the Signals Intelligence Direct Support Element was detached upon arrival.

RICHARD E. KRAUS's next assignment was a much needed restricted availability for alterations and repairs. Scheduled to last for five months, the work was to be accomplished by personnel from ship's force, civilian contractors (Consolidated Services, Inc. and Chemical Applications, Inc.), Charleston USN Fleet Material Assistance Group, USS YELLOWSTONE (AD-27), and Naval Ordnance Systems Support Office, Atlantic. The work included conversion of the ship's fuel system from Navy Standard Fuel Oil (NSFO) to Naval Distillate (ND) Fuel; installation of a JERED Corporation sewage disposal system; repair of #1 and #4 Boilers' ruptured tubes; repair of air casings to all four boilers; overhauls of #1 ship's service generator and forward main switchboard; overhaul of both evaporator sets; installation of gun fire control system Radar Signal Processing Equipment (RSPE); replacement of worn 5" gun barrel in Mount 51; and overhaul of electronics countermeasures equipment. On 21 September RICHARD E. KRAUS spent a day at Naval Weapons Station Charleston off-loading all ammunition and weapons, in preparation for her long maintenance period.

After the maintenance and alteration program was in full swing, all hands made preparations for some time - honored ceremonies. The first was the recognition of numerous crew members for their roles in the previous South East Asia deployment. On 17 October an "all hands" personnel inspection was held, and the Captain presented Navy Commendation Medals, Navy Achievement Medals and Seventh Fleet Letters of Commendation to crewmembers whose performances had been most outstanding.

On 19 October, the Change of Command Ceremony was held aboard the ship with Commander Peter C. PETERSON, JR., USN, relieving Commander Charles E. HELLAND, USN, as Commanding Officer of the USS RICHARD E. KRAUS (DD-849). The official party included Captain M. A. SMITH, USN, Commander Destroyer Squadron Four, who delivered the opening remarks, a tribute to Commander HELLAND and a challenge to Commander PETERSON. The ceremony took place at Pier Q at the Charleston Naval Station.

The complex and extensive alterations and repairs continued, and under the expert engineering knowledge and management of Commander PETERSON showed steady progress. As the year of 1973 closed the work was well on its way to completion and RICHARD E. KRAUS was planning toward future operating schedules which included Caribbean type training (Operation Springboard 1-74) and NATO Fleet Exercises (Exercise Safe Pass).

In the year 1973, RICHARD E. KRAUS had, despite her growing signs of age, proved once again the value of her class ship. The destroyermen who were her crew had made her perform effectively throughout every assignment she had received - Naval Gunfire Support, Anti-Submarine Warfare, and Electronic and Visual Surveillance.

III. SPECIAL TOPICS

A. Operational Statistics

1. Combat ammunition expenditures, 13 January 1973 through 28 January 1973, were 5677 five-inch projectiles including high explosive, white phosphorus, and illumination rounds. No other main battery firings were made.
2. Underway replenishments completed totalled 21 alongside replenishments and 5 vertical (helicopter) replenishments. The ship received fuel, ammunition, and provisions during these evolutions.
3. One MK 44 ASROC exercise torpedo and one MK 44 exercise torpedo were fired on 17 February 1973 during Exercise "Mahjong II". No other ASW weapons were fired.
4. The ship steamed 21,850 miles in 1973 burning 1,234,000 gallons of Navy Special Fuel Oil.

B. Summary of significant changes in weapons and propulsion systems. During 1973 installation of the following systems aboard ship were undertaken:

1. Naval Distillate Fuel Conversion.
2. Radar Signal Processing Equipment (RSPE).
3. Rapid Blooming Overhead Chaff (RBOC) System.

C. Midshipmen Training

During July 1973, three Midshipmen 1/C and sixteen Midshipmen 3/C were embarked for training.

D. Citations, Awards, and Commendations

Personnel serving aboard USS RICHARD E. KRAUS (DD-849) on 13, 14 and 27 January 1973 were authorized to wear the Combat Action Ribbon. This authorization and recommendation thereof is contained in subsequent pages.

Personal awards for action during January 1973 are included.

III. E. Technical Reports of Gunnery Problems