



U.S.S. ROGERS (DD-876)  
FPO SAN FRANCISCO 966

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DD876/MER:eg  
5000  
Ser 013

7 MAR 1968

[REDACTED] (Unclassified upon removal of enclosures)

From: Commanding Officer, USS ROGERS' (DD 876)  
To: Chief of Naval Operations (OP-09B9)

Subj: Ship's History; submission of

Ref: (a) OPNAVINST 5750.12

Encl: (1) History of USS ROGERS (DD 876) for 1967 (w/seven enclosures)

1. In accordance with reference (a), ROGERS' ship's history for 1967 is hereby submitted.

  
G. L. HART

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CINCPACFLT

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HISTORY OF USS ROGERS (DD 876)

CHRONOLOGY FOR 1967

10 January - 1 May	Regular overhaul in Long Beach Naval Shipyard
1 May - 15 May	ISE period for shakedown and refresher training (REFTRA) preparation
15 May - 30 June	REFTRA
30 June - 7 July	Import San Diego (Homeport)
7 July - 16 July	Fleet exercise
16 July - 29 August	Import San Diego, preparation for WESTPAC deployment
24, 25 July	NWAI
29 August - 20 September	Transit to WESTPAC
20 September - 1 October	Upkeep in Sasebo
1 - 2 October	Transit to Yankee Station
3 October - 15 October	Plane guarding for USS ORISKANY on Yankee Station
15, 16 October	Transit to Subic
17 October	Import Subic - Change of command
18, 19 October	Transit to Sea Dragon
20 October - 1 November	Sea Dragon operations with Snoopy
20 October	First firing mission on Sea Dragon
24 October	First successful Snoopy spotting mission
1, 2 November	Transit to Subic
3 November - 6 November	At sea evading Typhoon "Emma"
6 November - 12 November	Upkeep in Subic
13 November - 15 November	Transit to NSAR
16 November - 17 November	On station NSAR
17 December - 23 December	Transit to Kobe

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23 December - 28 December	Import Kobe, Japan
28 December - 1 January	Transit to Subic
1 January - 5 January	Upkeep in Subic
5 January - 6 January	Transit to Hong Kong
7 January - 12 January	Import Hong Kong
12 January - 13 January	Transit to Yankee Station
14 January - 4 February	Plane Guarding for USS KITTY HAWK on Yankee Station
4 February - 6 February	Transit to Subic
6 February - 11 February	Import Subic
12 February - 13 February	Transit to Yankee Station
14 February - 20 February	Plane Guard for USS CORAL SEA on Yankee Station
20 February - 21 February	Transit to Subic
22 February	Upkeep in Subic
23 February - 26 February	Transit to Sasebo
26 February - 1 March	Upkeep in Sasebo

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During the overhaul period at Long Beach Naval Shipyard, ROGERS' sonar system was upgraded from AN/SQS-23B to AN/SQS-23F. In addition, the Test Reliability and Maintenance (TRAM) equipment was installed. TRAM includes performance monitoring equipment (PME). This is a multi-channel video and audio tape recorder enabling the ship to record, on tape, all sub-surface contacts for further evaluation and training. The multi-channel tape recorder is also used to check out the sonar system utilizing test tapes.

Another addition, as a result of the TRAM modification, was an AN/S... test set. This test set is used to rapidly trouble-shoot most sections of the sonar system.

Holding routine maintenance while continuing to operate the equipment is a very desirable quality in any system. This goal has been partially attained with the TRAM modification permitting the sonar high voltage power supplies to be divided into two groups. The sonar system can be operated normally using one section of the power supplies while maintenance is being performed on the other section.

During the shipyard period Mount 51 was replaced with a new mount from NOP Louisville, Kentucky. The first CASKEPT of major equipment, during RELTRA, was on Mount 51, enclosure (1). The receiver regulator in the train unit caused severe oscillation in gun train order. Investigation revealed sludge in the hydraulic oil of the train system. The train unit, receiver regulator, and associated hydraulic lines were removed by Long Beach Naval Shipyard personnel and delivered to Long Beach Naval Shipyard. After a thorough cleaning and inspection, the train unit, receiver regulator and hydraulic lines were reinstalled and checked out by Long Beach Naval Shipyard personnel.

No further problems have been encountered with the train system in Mount 51.

Refresher training was a very busy period for ROGERS personnel. The Engineering and Operations Departments successfully completed all of their required exercises and drills. The Weapons Department successfully completed all gunfire support exercises, surface gunnery exercises, seamanship, and ABW exercises, enclosure (2). Approximately fifty per cent of the anti-aircraft gunnery exercises were not completed due to weather conditions and lack of target service.

During the second week of July, ROGERS participated in the fleet exercise, DYNAMIC ACTION, conducted to evaluate current fleet capabilities, enclosure (3). One phase of the fleet exercise of particular interest to ROGERS was the evaluation of ship-laid smoke screens. This evaluation took place off San Clemente when ROGERS was called upon to screen USS GOLDSBOROUGH which had a simulated engineering casualty from shore batteries. ROGERS responded by lighting off smoke pots MK 3 MOD 0 and steaming between USS GOLDSBOROUGH and the beach taking the shore batteries under fire. Observers on

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the beach evaluated the smoke screen laid by ROGERS as very effective. A DE hulk (ex-DE 700) was used as the target for the weapons firing phase of DYNAMIC ACTION. The hulk was first hit by a terrier missile, then by a submarine-launched torpedo. The USS CHICAGO and USS LYNDIE MC CORMICK fired at the hulk with 5"/38 and 5"/54 guns. Finally ROGERS sank the DE hulk with her 5"/38 guns. A special test exercise was conducted by ROGERS evaluating the MK 37 gunfire control system's capability of tracking low altitude, high-speed air targets. ROGERS successfully tracked the Mach.9 target. Average acquisition range was 15 miles, enclosure (4). ROGERS and USS GOLDSBOROUGH also conducted a towing exercise.

ROGERS received a grade of satisfactory for the NVAI conducted 24 and 25 July. No major discrepancies and very few minor discrepancies were noted.

During the last few weeks before deploying, ROGERS was fitted out with a Snoopy System. Snoopy is a TV system consisting of an airborne, remotely controlled TV camera on a DASH drone, and a shipboard TV receiver with three remote TV monitors and a video tape recorder.

During transit to WESTPAC, ROGERS lost one Snoopy-equipped DASH drone while flying a training and Snoopy system evaluation mission. This drone was replaced in Pearl Harbor.

The transit to WESTPAC included a three-day stop in Pearl Harbor, a fueling stop in Midway and one day in Yokosuka. ROGERS had a ten-day TAV in Sasebo before going to station in the Tonkin Gulf.

ROGERS' first assignment in WESTPAC was plane guarding for USS ORISKANY on Yankee Station. This required almost constant high-speed maneuvering and precise shiphandling.

Change of command was held while in Subic. Commander G. L. Hart relieved Commander C. D. Clark, 17 October 1967.

ROGERS fired at its first target on Sea Dragon, 20 October 1967. Snoopy was flown at every opportunity; however, haze and rain caused the system to be ineffective many times. The first successful Snoopy spotting mission occurred 24 October 1967, enclosure (5). ROGERS conducted two reconnaissance and one Snoopy spotting mission on CHOKE POINT SCARLETT, 30 October 1967. Snoopy spotting resulted in four direct hits on the ferry landing and two possible secondaries in the vicinity of the ferry landing, enclosure (6). Task Unit 77.1.2, composed of USS ROGERS and USS DAMATO, received a "Well Done" from Commander Task Group 77.1 for the detection, interdiction and almost complete destruction of 16 waterborne logistics craft, 31 October 1967, enclosure (7). ROGERS departed the Sea Dragon operating area 1 November 1967 having fired approximately 1775 rounds of 5"/38 ammunition at various targets in North Vietnam. Before departing the Sea Dragon operating area, ROGERS transferred her Snoopy-equipped DASH drone to USS BLUE.

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Upon arrival Subic, ROGERS was ordered to sea to evade Typhoon "Emma." After evading "Emma" for four days, ROGERS proceeded back into Subic for a seven-day upkeep period.

ROGERS' next assignment was gunship on Northern Search and Rescue station (NSAR) with USS COONTZ. The gunship's mission is to protect the TACAN-equipped missile ship from surface-to-surface missiles and PT boats and to provide back-up communications and air control. Another important mission of the gunship is to provide helo inflight refueling. ROGERS refueled approximately fifteen helos while on NSAR.

While in Kobe, Japan, ROGERS sponsored an orphan childrens' Christmas party. The party was held aboard ship with thirty-eight orphans attending. The children enjoyed lunch on the mess decks, a tour of the ship, a series of cartoon movies and a serenade of Christmas carols by ROGERS' choral group. The highlight of the party was when Santa Claus presented a gift to each child, donated by ROGERS' crew.

ROGERS' Santa Claus and five other members of the crew attended another orphan childrens' Christmas party at the American Consul General residence. Santa Claus presented approximately sixty-two gifts to the children, again donated by ROGERS' crew.

Following a five day upkeep period in subic, ROGERS visited Hong Kong. During the five days in Hong Kong, members of the crew bought various items, including many pieces of electronic (stereo) equipment and tailored clothing.

ROGERS next at sea assignment was plane guarding for the USS KITTY HAWK on Yankee Station. This was followed by five days upkeep in Subic, then back to Yankee Station to plane guard for the USS CORAL SEA.

Having been extended in WESTPAC, ROGERS returned to Subic and then proceeded to Sasebo for upkeep in preparation for her next at sea assignment.

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