



USS TRIPOLI (LPH-10)  
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From: Commanding Officer, USS TRIPOLI (LPH-10)  
To: Director of Naval History (OP-09B9) ←  
Washington Navy Yard, Washington, D.C. 20390

Subj: Command History for Calendar Year 1971

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS TRIPOLI (LPH-10) Command History 1971

1. Enclosure (1) is hereby submitted in accordance with reference (a).

  
J.M. GAMMON

Copy to:  
CINCPACFLT  
COMPHIBPAC  
COMPHIBRON FIVE

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COMMAND HISTORY

USS TRIPOLI (LPH-10)

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  1. Captain Paul J. HARTLEY, Jr.
  2. Captain James M. GAMMON

Enclosure (1)  
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I. CHRONOLOGY OF HIGHLIGHTS

1 - 29 January	Inport San Diego
30 - 31 January	Enroute Hunter's Point Naval Shipyard, San Francisco, Calif.
1 February - 1 June	HPNSY, San Francisco, Calif.
2 - 3 June	Enroute San Diego
3 - 7 June	Inport San Diego
7 June	Enroute Naval Ammunition Depot, Seal Beach, Calif.
7 - 8 June	Inport Seal Beach
9 - 10 June	Enroute San Diego
10 - 15 June	Inport San Diego
15 - 16 June	Local Operations, SOCAL Opareas
16 - 21 June	Inport San Diego
21 June - 14 July	Refresher Training
16 July	COMPHIBRON FIVE broke his flag on board
15 - 26 July	Inport San Diego
26 - 29 July	Amphibious Refresher Training
29 July - 2 August	Inport San Diego
2 - 3 August	PACNARTRAMID - 71
3 - 4 August	SAR MISSION (Missing T-28)
3 - 6 August	RESMAULEX 3-71
6 - 24 August	Inport San Diego
24 - 25 August	Local Ops SOCAL Oparea
26 August - 24 September	Inport San Diego
10 September	CAPT J.M. GAMMON, USN relieved CAPT P.J. HARTLEY, Jr., USN as Commanding Officer
24 September	Underway for one day dependent's cruise

1 October	Underway for WESTPAC
1 - 8 October	Enroute Pearl Harbor, Hawaii and participating in CONVEX 3-71
9 - 18 October	Enroute Buckner Bay, Okinawa
20 - 28 October	Enroute Subic Bay, R.P.
28 October - 6 November	Inport Subic Bay
6 - 8 November	Enroute Keelung, Taiwan
8 - 11 November	Inport Keelung
11 - 20 November	Enroute Subic Bay
20 - 26 November	Inport Subic Bay
26 - 30 November	Enroute Sasebo, Japan
30 November - 4 December	Inport Sasebo, Japan
4 - 8 December	CONVEX 4-71
9 - 15 December	Enroute Indian Ocean for contingency ops
15 - 31 December	Contingency ops in the Indian Ocean

## II. Basic History

## A. Command Organization and Relations

## 1. Commanding Officers

1 January - 10 September  
 10 September - 31 December

P.J. HARTLEY, Jr., CAPT, USN  
 J.M. GAMMON, CAPT, USN

## 2. Homeport - San Diego, California

Homeyard - Long Beach, California

3. The mission and function of the command is to transport and land troops and their essential helicopter transportable equipment and supplies by means of embarked transport helicopters of the landing force in amphibious assaults.

4. The command at the end of calendar year 1971 consisted of 47 officers and 519 enlisted personnel.

5. In 1971 the following units were embarked during the periods indicated:

<u>UNIT</u>	<u>PERIOD</u>
COMPHIBRON FIVE (CTG 76.4)	26 July - 31 December
Commanding Officer, 31st Marine Amphibious Unit (CTG 79.4)	19 October - 31 December
Second Battalion, Fourth Marines	19 October - 31 December
Medium Helicopter Squadron 165	19 October - 31 December
TACRON 11 Detachment ALFA	1 October - 31 December
Beach Jumper Unit One Team 12, DET ALFA	19 October - 31 December
Underwater Demolition Team, WESTPAC DET ALFA	1 October - 31 December

## 6. Operational Statistics.

a. Number of flight hours for ship's helo: 401.8.

b. Number of flight hours for squadron: 1,124.6.

## 7. Notable records or "firsts".

a. Use of Marine helicopters for surface surveillance.

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- b. Letter of Excellence received from Refresher Training
  - c. Overall grade of "Outstanding" received for Amphibious Refresher Training.
8. Major Intelligence Collected:
- a. Reports on 32 non-communist bloc merchant vessels were made to CNO.
  - b. Reports on 10 communist bloc ship sightings were made to CNO.
  - c. Reports on 2 foreign naval vessel sightings were made to CNO.
9. Developments in tactics, doctrines or command and control systems: None.
10. Casualties to Equipment:
- a. AN/SRC-20 (TACAN) - CASREPT 14 June 1971 due to power amplifier overloading. CASCOR 10 August 1971.
  - b. AS-2231/SRA-60 (UHF Antennas) - CASREPT 14 June 1971. Sensitive to frequency of ships screw, antennas were modified. CASCOR 30 September.
  - c. AN/SRC-21 (VHF Tranciever) - CASREPT 20 July 1971 due to lack of parts. CASCOR 2 August.
  - d. AN/URT-23 (HF Transmitter) - CASREPT 20 July 1971 due to lack of parts. CASCOR 12 August.
  - e. AN/URT-24 (HF Transmitter) - CASREPT 20 July 1971 due to lack of parts. CASCOR 27 July.
  - f. AN/SPS-40 (Air Search Radar) - CASREPT 21 July 1971 due to lack of parts. CASCOR 23 July.
  - g. AN/SRA-33 (UHF Antenna Coupler) - CASREPT 30 July 1971 due to lack of parts. CASCOR 31 August.
  - h. AN/VRT-24 (HF Transmitter) - CASREPT 4 August 1971 due to lack of parts. CASCOR 23 August.
  - i. AN/SPS 40 (Air Search Radar) - CASREPT 20 August 1971 due to lack of parts. CASCOR 15 September.
  - j. AN/URT-24 (HF Transmitter) - Same problem as item h. CASCOR same date.
  - k. AN/SRA-33 (UHF Ant. Coup.) CASREPT 8 September 1971 due to lack of parts. CASCOR 30 September.

l. AN/SRC-20 (UHF Transciever) - CASREPT #6 on 18 September and #9 on 20 September both due to lack of parts (modules). CASCOR on 8 October.

m. PP-3495A/UG (Teletype Power Supplies) - Overloading condition caused by the monitoring circuitry in the AN/SSQ-65. CASCOR on 4 December.

n. TSEC/KY-8 (Voice Coder) - CASREPT 25 October 1971 due to lack of parts. CASCOR 24 November.

o. AN/URA-38 (Ant. Coup.) - CASREPT 5 October 1971 due to lack of spares. CASCOR 20 October.

p. AN/WLA-3 (ECM Amplifier) - CASREPT 30 September 1971 due to lack of spares. CASCOR 26 November. CASREPTS submitted in 1971 - carried into 1972 - mainly due to Indian Ocean Ops.

(1) AN/SPS-40 (Air Search Radar) - CASREPT 14 December 1971.

(2) AN/SLA-10 (ECM Blanking System) - CASREPT 4 December 1971.

(3) AN/URT-23 (HF Transmitter) - CASREPT 4 October 1971.

(4) AN/UPX-11 (IFF System) - CASREPT 22 December 1971 due to wiring problems, no parts required.

#### B. Operations and Activities.

1 January through 18 January found TRIPOLI in port in San Diego, making final preparations for forthcoming yard period, during which the SFOMS (Ship Force Overhaul Maintenance System) would be put into full effect. At 0900 19 January TRIPOLI departed San Diego for Seal Beach near Long Beach in order to offload ammunition. Enroute a speed run and an economy run were completed. Upon arrival at Seal Beach, fog held TRIPOLI outside all day and the ship returned to North Island Naval Air Station at 2230 on the 20th, having been unable to complete the ammunition offload. At 2230 on the 22nd TRIPOLI returned to 32rd Street Naval Station. TRIPOLI remained moored pier side, until 0900 26 January, when we proceeded to the naval ammunition pier at San Diego and successfully offloaded ammunition. At 1630, offloading was completed and the ship returned to the Naval Station. At 0900 30 January TRIPOLI departed San Diego for her four month overhaul and arrived at Hunter's Point Naval Shipyard, San Francisco, at 1400, 31 January.

TRIPOLI spent the entire month of February in Hunter's Point Naval Shipyard. On 12 February the ship moved into drydock after spending the first few days of the month in preliminary yard work. The months of March and April were also spent in Hunter's Point Naval Shipyard during which time the following major work was completed: (1) Consolidation of most HF transmitters into a large, centrally located air-conditioned compartment; (2) Installation of two AN/VCC-2 systems and ten AN/VRQ-46 transceivers; (3) Installation of the AN/SPN-35A CCA radar system, which

'slightly altered TRIPOLI's profile by adding the distinctive radome aft of the island; (4) Installation of two ECM rooms (06 level and 02 level aft). Each of these rooms, which house the ships active ECM gear, have a 15 foot horizontal antenna extending from it.

On 4 May TRIPOLI began to ready itself for sea again as dock trials were held the morning of the 4th and a fast cruise the afternoon of the 4th and the morning of the 5th. On the 13th, TRIPOLI got underway at 0600 for sea trials in the local operating area and returned to Hunter's Point Naval Shipyard at 1900 that night. At 1830 on the 20th TRIPOLI got underway once more for further sea trials and electronic trials, the latter being later cancelled. After encountering high winds and extremely heavy seas, TRIPOLI returned to port at 0830 on the morning of the 21st. At 1900 on the 24th, TRIPOLI got underway from Hunter's Point for completion of her electronic trials in the local operating area. Electronic trials were completed successfully and TRIPOLI returned to Hunter's Point Naval Shipyard at 0130, 26 May.

At 0900 2 June, TRIPOLI got underway for San Diego, having completed a successful four month overhaul period and arrived at Naval Station, San Diego, at 1600 3 June. TRIPOLI remained pierside until 0900 7 June, when we left San Diego for Seal Beach. After exercising at General Quarters and conducting a practice battle problem enroute, TRIPOLI arrived at Seal Beach at 1730. Ammunition and L-Form were loaded aboard on 8 June and the morning of 9 June, and at 1600 on the 9th, TRIPOLI left Seal Beach. During the return to San Diego, the ship once more exercised at General Quarters and conducted a practice Battle Problem, and arrived in San Diego at 1600 10 June. Following a GSE Pre-Deployment assist visit and an ordnance visit on the 14th, TRIPOLI got underway at 0800 on the 15th for local ops and helo quals, and on the 16th held General Quarters and Practice Battle Problem drills. The ship returned to Naval Station at 1900 on 16 June. Refresher Training began for TRIPOLI at 0500 21 June, when the ship left the pier and completed mooring to buoys 25 and 26, San Diego channel, at 0730. The ship remained moored until 0700 24 June, when we got underway for the local operating area and the first observed Practice Battle Problem including First Aid drills and Battle Messing. On the 25th, TRIPOLI conducted an Unrep drill with USS DECATUR (DDG 31) and exercised at General Quarters before returning to India Pier, North Island Naval Air Station, at 1700 on the 25th.

At 0730 28 June TRIPOLI got underway for another week of refresher training in the local operating area. Gun shoots were held on the 28th and 29th of June, and 2300 on the 29th TRIPOLI anchored at Anchorage 171 Coronado Roads. TRIPOLI got underway at 0730, 30 June for further refresher training exercises, including radar jamming, simulated EMCON conditions, and a practice battle problem. A practice Unrep was conducted with USS SCHNECTADY on 1 July, along with refresher training exercises, and TRIPOLI returned to Pier 5 at 1600 on 2 July. TRIPOLI spent the 3rd, 4th and 5th of July inport, but was underway at 0800 6 July for the third week of refresher training. The mid-term battle problem was held on 7 July and after conducting further Refresher Training evolutions, TRIPOLI returned to Buoys 25 and 26, San Diego harbor channel, at 1600 on the 9th. At 0800 12 July, TRIPOLI got underway for her final week of refresher training. The



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final battle problem was conducted on 14 July and RefTra was considered to be concluded following its successful completion. COMPHIBRON FIVE came aboard on the 15th following the ship's return to Pier 5, Naval Station, and broke his flag aboard TRIPOLI on 16 July. TRIPOLI remained in port, San Diego, from 15 July until 26 July, during which time the Annual Supply Inspection (20 July) and the Force Medical and Dental Inspections (21 July) were held, and at 0800 26 July the ship got underway for the local operating area and Amphibious Refresher Training, returning to Naval Station, San Diego on 29 July.

At 1300 on 2 August TRIPOLI embarked 350 NROTC midshipmen for a 2 day exercise and on 3 August several hundred reserve Marines were loaded aboard at NAS North Island for RESMAULEX. At 2100 TRIPOLI became involved in a SAR incident with CPR-5 becoming on scene commander at 2150 in the search for a missing Navy jet trainer. The remainder of the week was spent in exercises after the SAR was terminated at 1200 on 4 August, and TRIPOLI returned to Naval Station, San Diego at 1500 6 August, having completed Amphibious Refresher Training. TRIPOLI remained in port, San Diego, until 0745 24 August, at which time we got underway for the local operating area. Various drills and exercises were conducted on 24 and 25 August, including a Practice Battle Problem, an EWEX, man overboard drills, and a measured mile run, and the ship moored at Pier 6, Naval Station, at 0950 26 August.

The following month saw TRIPOLI in port, with maximum leave being granted prior to deployment for WESTPAC. On 10 September, Captain James M. GAMMON relieved Captain Paul J. HARTLEY, Jr. as Commanding Officer of USS TRIPOLI and on 24 September the ship got underway for the last time prior to deployment for a 1 day dependent's cruise, returning to San Diego at 1600 on the 24th.

USS TRIPOLI with Captain R.G. ROGERSON, COMPHIBRON FIVE, embarked departed San Diego on 1 October 1971, with the USS ANCHORAGE, USS DULUTH, USS TUSCALOOSA, USS DENVER, USS MOBILE and USS SCHNECTADY. The sortie was well publicized in the newspapers since certain left wing groups were attempting to deter the USS CONSTELLATION (CVA-65) from departing San Diego at the same time. However, the sortie was uneventful and all ships departed on schedule.

PHIBRON 5, with two destroyers and the USS CONSTELLATION transited to Pearl Harbor during CONVEX 3-71 in which the amphibious ships acted as merchants, assuming the tactics and signals normally employed in convoy formations. Captain J.E. GOULD, USN (Ret) was Convoy Commodore. Seas were rough leaving port but settled down after the first few days to provide a smooth transit with clear skies. The Squadron arrived in Pearl Harbor 8 October.

After a day of briefings by CINCPACFLT activities, which were limited in value, the Squadron departed and transited to White Beach, Okinawa. One bogey was reported as a possible Bear aircraft at 165°E longitude. Later it was identified as a P-3 aircraft provided for our ASW protection. It provided a good drill for air tracking and OPREP 3 reporting. The Squadron arrived in Okinawa on 18 October and TRIPOLI began the loading of BLT 2/4, HMM 165 and the 31st MAU Staff. TRIPOLI swapped with and relieved NEW ORLEANS,

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information on WESTPAC ARG Ops. In addition five enlisted personnel exchanged assignments between the two ships. CG III MAF Lt Gen Robertson visited the TRIPOLI as the BLT/HMM were loaded. TRIPOLI was visited by COMPHIBPAC Vice Adm JOHNSON on 19 October and he spoke to all ships officers in the wardroom. In the record time of two days, the loading was completed and the ships TRIPOLI, DULUTH, ANCHORAGE and TUSCALOOSA departed as ARG ALFA or TG 76.4. On leaving Okinawa 20 October ARG ALFA conducted an AA exercise with VC-5 S-2 aircraft. TRIPOLI was OTC and the shoot was highly successful.

In order to avoid a typhoon, the transit to Subic was changed to pass through the San Bernadino Straits. The storm passed north through the SCS. After the Straits, the ARG headed toward S. Vietnam where a VERTREP was conducted with the USS NIAGARA FALLS on 25 October and UNREP with the USS NAVASOTA on 26 October. During several rolls of the ship while conducting flight operations 27 October, a UH-1E slid off the side into the water. Five crewmen were rescued with no injuries, well done to helos/lifeboat personnel.

The transit was continued to Subic where ZAM 6-71 was conducted on 28 October 1971 to test our procedures and communications. This was the first amphibious exercise with embarked Marines and no major problems developed. Some communications problems became apparent with the VHF/UHF equipment and several BEFI's were noted. After completion of the ZAMEX, the ARG entered Subic Bay for Upkeep and Rehab. The UIM-4 range was utilized prior to entering port and proved the UIQ-6 was not aligned properly. As TRIPOLI moored, many yard workers boarded TRIPOLI to accomplish the vast number of work requests submitted by an advance party from Okinawa. HMM-165 flew ashore to NAS, Cubi Point for the inport period as TRIPOLI approached Alava Pier Berths 7-8. Suffering through the heat ashore and limited air conditioning on TRIPOLI, the liberty was welcomed by all hands. TRIPOLI's Air Department tied DULUTH Flag Football team 6-6. Flights to Manila and Baguio by HMM-165/TRIPOLI helos were conducted every other day for crew R & R. HMM-165 returned aboard 5 November at Alava Pier.

On 6 November 1971, ARG ALFA departed Subic Bay for liberty ports in Taiwan, TRIPOLI to Keelung, the others to Khosiung. The harbor of Keelung was very narrow and congested. TRIPOLI had to be rotated about for mooring at the outermost Buoy #8. TRIPOLI was assigned the TAIWAN patrol under CTF 72 during the visit to Keelung. CTG 76.4 was ordered to be CTG 72.1 relieving TRIPOLI of that assignment. Most of the ships personnel went to Taipei for liberty rather than Keelung since it is only a seaport for Taipei and limited in facilities. CO, TRIPOLI made an official call on RADM Lin, the local Naval Commander, the first day in port. Because of the threat of Typhoon Irma, it was necessary for the ship to get underway at 1700 on 11 November vice 0800 on 12 November. Proceeding out of the harbor at night with rain and low visibility conditions, the ship encountered rough seas and had a required SOA of 20 kts.

A silent transit was scheduled from departure Keelung to a position off the coast of S. Vietnam. TRIPOLI acted independently enroute conducting flight operations when possible. Near Subic Bay on 14 November, TRIPOLI discovered the EMPIRE PACIFIC DIW in some sort of difficulty. It was determined that the ship had been adrift for three days with a boiler

casualty and had no food or water onboard. After many difficulties in communicating with the ship, food and water for 48 hours was lowered by HMM-165 helo flown by Lt Col Moreau. The SAR Coordination Center Clark AFB was notified and TRIPOLI departed for scheduled operations.

BLT 2/4 was flown off 14 November to NAS, Cubi Pt. to conduct training exercises at the MAU camps. The admin fly off was accomplished under silent EMCON conditions. TRIPOLI then proceeded unaccompanied toward Vietnam. On 15 November the ship encountered winds of 35-45 kts which continued until 16 November. The winds prevented flight operations by HMM 165 during this period.

On 17 November, Greenbug, TRIPOLI's helo flew into NAF, Cam Ranh Bay to pick up Brig Gen Bernstein, Surgeon General for MACV and a party of Armed Forces doctors for a visit to TRIPOLI's medical spaces. Medical briefing and a MEDEVAC drill were the highlights of the visit.

High seas and winds delayed a VERTREP from the USS SAN JOSE on 17 November until the morning of 18 November. After a highly successful VERTREP under less than ideal conditions, TRIPOLI proceeded to Subic Bay. The UNREP with USS GUADALUPE was cancelled due to speed limitations and inability to meet the GUADALUPE's PIM. At about 182300H November, part of the forward port catwalk and several antennas were damaged by high seas and several life rafts were lost.

The high winds and heavy seas did not settle down until TRIPOLI approached Grande Island in Subic Bay. The ship arrived at the Alava Pier #5-6 on time. CPR 5 observed CWO2 C.E. Carroll for JO Seamanship competition as OOD. HMM 165 flew as many helos ashore to NAS Cubi Pt as possible.

On 21 November Lt Gen Robertson visited TRIPOLI at pier side for briefings by 31st MAU Staff. Capt Gammon/Capt Rogerson attended. The catwalk and antennas were repaired during the inport period at Subic. BLT 2/4 and HMM-165 helos returned on board 24 November. Thanksgiving was celebrated 25 November with the traditional dinner.

On 26 November ARG ALFA with USS SCHENECTADY replacing the sick TUSCALOOSA, departed under Silent EMCON for Sasebo, Japan. The ships passed through the San Bernadino Straits and encountered rough weather with high NE winds which interfered with flight operations. The force was separated when ANCHORAGE had engineering problems and left near northern Luzon and TRIPOLI had to go into the wind to conduct Air Ops. Inclement weather was encountered the evening before approaching Okinawa resulting in the cancelling of CPR-5's visit to CTF-76 aboard the ELDORADO. A Medevac case off Okinawa forced a stop of EMCON and HMM-165 flew off the case in heavy rains and poor visibility. The force never rejoined until all ships arrived in Sasebo 30 November. As TRIPOLI approached Japan the weather became cool and all hands switched into blues and warmer clothing.

All four ships were assigned India Basin in Sasebo. TRIPOLI's space was rather small between one gigantic tanker and the wall. The ship had some anxious moments mooring when it was obvious the Japanese pilot could speak little English, had no radio to communicate with the tugs and thought

we had two screws.

It was cold in Sasebo, but the liberty was good and most of the ship's company bought a great deal of items from the local Navy Exchange. The second day in port, a CH-53 while on a test flight made a precautionary landing in a harvested rice field about five miles from the ship creating a lot of interest from the Japanese press. The helo flew off the same day (1 December) but an OPREP-3 by TRIPOLI was necessary to avoid adverse publicity. A Pre-Sail Conference was held on 3 December by COMDESRON-15 the OTC for CONVEX 4-71.

The Convoy got underway at 0800 4 December forming outside the harbor under the protection of the three DD's, several P-3 aircraft and the visual searching of three HMM-165 helos. Captain Boyum was embarked with his staff as Convoy Commodore. The weather from Sasebo to Okinawa was clear with gentle winds and EMCON was happily sidelined. After getting underway, it was discovered that someone had broken into the HMM-165 armory and stole twenty-one 38 cal pistols and three 45 cal revolvers. The MAU Staff sent out an OPREP-3 report and a thorough search of the ship was conducted by all hands. Found in three separate bags in various places aboard the ship, all weapons were recovered by the next morning.

This convoy exercise was considerably more professional than CONVEX 3-71 due to the experience gained by ARG ALFA personnel. The group arrived at White Beach Buckner Bay, Okinawa at 1500 6 December on schedule. After one night of liberty, the ships got underway at 0800 7 December and proceeded toward Subic Bay conducting CONVEX 4-71.

On 8 December at about 1500 the ship rolled 28° in a sudden unexpected movement and two Marines of BLT 2/4 E Co. were washed over the starboard side. There was a following sea and rolls had been slight. A wave entered the Hangar Bay through the elevator door as the ship rolled and the receding wave swept four Marines toward the side. Two men grabbed life lines and two were swept overboard. One man was recovered within four minutes by TRIPOLI's Greenbug, CDR A.C. Ferguson piloting. An intensive search of the area was conducted by HMM-165 and TRIPOLI helos and the destroyers ANDERSON (DD-786), PARSONS (DDG-33) and BAUSSELL (DD-845). The search was called off at sunset, however, the young Marine Lance Corporal James M. Bowles, USMC, [REDACTED] must have disappeared immediately as he was never seen again.

The convoy returned on track for Subic Bay. During the middle of the night, CTF 76 ordered the group to reverse course, return to the MOB position and commence search at daylight. The search was continued as directed. At mid-morning the group was ordered by CTF 76/COMSEVENTHFLT to cease the search and set course toward Subic at best speed to prepare for a Indian-Pak contingency. The two countries had been fighting for several days and many US nationals were unable to depart Dacca, East Pakistan. Preparations were commenced for deployment to a holding point east of Singapore to await further instruction.

Almost simultaneously TRIPOLI developed boiler problems as One Bravo ruptured a tube. Plans were made to go to Subic for repairs or do it on TRIPOLI at sea. With the help of a DULUTH boiler expert and TRIPOLI's Engineers the boiler was repaired and we proceeded on toward Singapore.

Near Subic on 11 December 28 personnel were airlifted to Cubi Point. These personnel were being transferred or released from active duty in the near future. The same day, 11 December, Amphibious Ready Group ALFA and Destroyer Squadron FIFTEEN had a VERTREP with USS WHITE PLAINS off Subic which included mail, personnel, stores, provisions and spare parts for our expected Ind-Pak Deployment.

As the Force (CTG 76.4) proceeded, instructions were promulgated by COMSEVENTHFLT to form TF 74 (Contingency Force) under RADM COOPER, COMCARDIV FIVE. The USS ENTERPRISE (CVAN-65), four DD's and the USS WICHITA left Yankee Station to join us at the rendezvous point near Singapore.

Near 10°N on 12 December the DULUTH, ANCHORAGE and SCHENECTADY were detached and instructed to hold at that position. All ships of CTF 74 reached rendezvous position on 13 December and exchanged information. CH-53 Helos were flown to USS ENTERPRISE for a pick up of equipment in Singapore but were ordered to remain on board.

News and messages on 13 December indicated that all the refugees that were to be rescued in Dacca were airlifted out and the purpose of our deployment seemed to be eliminated. While holding the area east of Singapore, the TRIPOLI and DESRON FIFTEEN UNREP'd with USS WICHITA.

All hands were expecting the Force to return to Subic on 14 December. Early that morning after commencing routine flight operations, the Force was suddenly ordered through the straits of Malacca probably for a show of force in the Bay of Bengal. Three CH-53 Helos flew into Singapore to retrieve mail, parts and the awaiting surgical team. They returned as the TRIPOLI passed Singapore at 20 kts gaining interest from several patrol boats.

Following the ENTERPRISE and her escort destroyers, the KING, DECATUR, MCKEAN and ORLECK (TG 74.1), the TRIPOLI with her escorts, PARSONS, ANDERSON and BAUSELL (TG 74.3) transited the Malacca Straits during 14/15 December. Somewhere in between the two groups was USS WICHITA (TG 74.2) our portable gas station.

At 10°N/90°E (Point ALFA) the TF 74 formed into an AAW disposition and held in the area overnight on 15 December. Most everyone figured this was the end of the journey but the Force proceeded on toward 4°N/77°E (Point CHARLIE) getting further and further from Subic Bay and the Hong Kong visit. A Top Secret OORDER and many Secret Instructions were issued enroute to cover the contingency operations. Just prior to arriving at Point CHARLIE at dawn on 18 December a CH-46 of HMM-165 on a surface surveillance flight spotted T-58 MSF-330, a Russian Minesweeper, at 45 miles. The squadron had commenced, on 17 December, visual relative sector searches using two helos out to 50 miles from the Force to detect surface vessels approaching the Force.

The India-Pak War ended two weeks after it commenced with TF 74 steaming around in circles near Point CHARLIE. All ships UNREP'd with USS WICHITA on 16 December. Intelligence had indicated that Russian CLGM/DDG ships would be approaching our area in the next few days so our surveillance flights continued covering the area twice daily.

On the evening of 20 December about 2120E a CH-46 (BUNO 154796) from HMM-165 took off for CCA approaches and crashed within a few minutes in the

immediate vicinity of the ship. Contact by radio was obtained by the Tower but after being transferred to HDC the helo disappeared on radar and was not contacted by radio again. SAR procedures were initiated immediately at 2130E. TRIPOLI returned to the launch position (02°-16'.2N, 80°-40'.3E) and passed aircraft debris along the starboard side when reaching the position. The motor whaleboat was launched and the four helmets of the four missing crewmen were found plus various parts of the aircraft. The search was continued all night by the BAUSELL and TRIPOLI plus the helos in the morning. The four lost crewmen were: (1) Pilot, First Lieutenant Louis M. CERROTTA, USMC, [REDACTED]; (2) Co-Pilot, First Lieutenant Steven A. DEAN, USMC, [REDACTED]; (3) Crew Chief, Corporal Merle R. SCNAKENBURG, USMC, [REDACTED]; and (4) First Mechanic, Corporal Keith R. MILLER, USMC, [REDACTED].

On 22 December around 0600E as the helos departed on their dawn patrol, the Russian CLGM 835 and DDG 407 arrived in the area of the TF 74 and joined us as we UNREP'd with USS WICHITA. USS CALIENTE consoled with WICHITA and headed back to Subic Bay with our mail, transfers and excess cargo. During the early evening a Russian oiler joined the other three Russian ships for their UNREP (The CLGM 835, DDG 407 and MSF 330).

The Hong Kong visit was officially cancelled on 22 December and the wives who planned to go were informed of the delay by COMPHIBPAC around 19/20 December.

TF 74 milled around the Indian Ocean below Ceylon as a SECDEF spokesman reported. A few messages from the American Ambassador to Ceylon and COMSEVENTHFLT discussed the possibility of a TF visit to Colombo. This never came about since it conflicted with our UNREPS.

On Christmas Eve a Talent Show was held on the hangar deck followed by the singing of carols. A joint service was held at 2330 by both Protestant/Catholic Chaplains. Christmas morning at 0700, the mail arrived from the USS WHITE PLAINS and all hands consumed three weeks of mail and Christmas packages. Later in the day, TRIPOLI had a VERTREP/UNREP with WHITE PLAINS using the stream gear for the first time. The retrograde on board was returned by TRIPOLI helo.

The Force was joined by other Russian ships, a CLG and DLG and we went East for 1 1/2 days. Several of the Russian ships left. On 27 December about 0835 a CH-46D while on a surface surveillance mission disappeared on radar and radio contact was lost while on his most distant leg (45 miles). A SAR was immediately organized using CH-46's, CH-53's, UH-1's, Greenbug, a P-3, 3 DD's and TRIPOLI. The P-3 found the crash site (03°-21' ON, 87°-04'.5E) by sighting green dye markers. Two Marine pilots and one crewman were killed and the helo parts were spread over a large area. The crewman's body was sighted and recovered by Greenbug. The lost crewmen were: (1) Pilot, First Lieutenant Allen G. SCURLOCK, USMC, [REDACTED]; (2) Co-Pilot, First Lieutenant Robert H. ALDRICH, USMC, [REDACTED]; and (3) Crew Chief, Lance Corporal Gregory C. DAVIS, USMC, [REDACTED], whose body was recovered.

All the CH-46's were grounded including Greenbug since the possibility existed that the helo came apart in the air. The CH-53's continued the surface surveillance mission with the UH-1 carrying out the logistic helo mission for Greenbug.

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Plans were made on 28 December to cross the Equator on 31 December and initiate all the Pollywogs aboard in the way of King Neptune. Though prepared on the 31st of December, CTF 74 cancelled the festivities and TF 74 headed east. New Years Eve and Day were spent about 3°N/90°E.

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## C. Specific Topics

## 1. Air Operations

a. Total landings - 2,874. The first landing of the year was made on 19 January, the last on 31 December.

## b. Records:

- (1) 26,000 landing was made on 13 July 1971
- (2) 27,000 landing was made on 21 October 1971
- (3) 28,000 landing was made on 28 November 1971

c. All 1000th landings were celebrated with cake, ice cream, and appropriate gifts for participants on the flight deck.

## 2. Surface Operations

## a. The following types and amounts of ammunition were expended:

3"/50 Caliber	-	868
50 Caliber Machine Gun	-	1000
Small Arms	-	1000

## b. Underway Replenishments

<u>DATE</u>	<u>REPLENISHMENT SHIP</u>	<u>TYPE REPLENISHMENT</u>
1 JUL 71	USS SCHENECTADY	CONREP - TRAINING
12 JUL 71	USS A.J. ISBELL	CONREP - TRAINING
14 JUL 71	USS NAVASOTA	CONREP - TRAINING
14 JUL 71	USS MOBILE	CONREP - TRAINING
25 OCT 71	USS NIAGARA FALLS	VERTREP
26 OCT 71	USS KANSAS CITY	CONREP
18 NOV 71	USS SAN JOSE	VERTREP
10 DEC 71	USS WHITE PLAINS	VERTREP
13 DEC 71	USS WICHITA	CONREP
16 DEC 71	USS WICHITA	VERTREP/CONREP
22 DEC 71	USS WICHITA	CONREP
25 DEC 71	USS WHITE PLAINS	VERTREP/CONREP
30 DEC 71	USS WICHITA	CONREP

## 3. Engineering Department.

a. During 1971 the Engineering Department delivered turns for 29,325.5 nautical miles enabling TRIPOLI to meet her commitments on time. The TRIPOLI spent 124 days underway and 241 day inport during 1971. The TRIPOLI spent 119 of her inport days at her home port of San Diego, California.

b. TRIPOLI refueled 13 times during 1971 receiving 2,437,111 gallons of (NSFO) Navy Special Fuel Oil. Six of those refuelings were underway replenishments, the TRIPOLI received in the process 956,088 gallons of NSFO.



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c. From 31 January 1971 to 27 May 1971 TRIPOLI went through its regular overhaul period at Hunter's Point Naval Shipyard at San Francisco. During this period most of all the major pumps in the engine room and fire room were rebuilt or overhauled. The fuel oil transfer system was partially rebuilt. The furnace refractories in the boilers were replaced. A large segment of two inch and one inch tubes were renewed in both 1-A and 1-B boilers. Bottom blow piping in both boilers were renewed. Electrically, three 400 Cycle M.G. sets and all the Hess stations were removed from the ship, rebuilt, and replaced.

d. The TRIPOLI experienced relatively few engineering casualties during 1971. The most significant casualties were the tiny pin hole leaks substained in #2 ships service turbo generator during October, the rupture of a 2" rear wall tube in #1-B boiler on December 8, and the loss of the main feed booster pump due to a lube oil casualty following our departure from the yards.

#### 4. Aircraft Intermediate Maintenance Department (AIMD)

a. On 15 August 1971, the USS TRIPOLI officially established an Aircraft Intermediate Maintenance Department (AIMD) and abolished the V-6 Division concurrently with the transplation of its personnel, material assets and aircraft maintenance functions. The commencement of an AIMD aboard, with authorized working facilities, permanently prescribed Navy billets which are augmented to when Marine Aviation Squadrons are embarked, has provided optimum aircraft maintenance support afloat, assisted in organizational continuity and clarified maintenance responsibilities.

b. The AIMD furnished Intermediate Level Maintenance Support for three type aircraft. This included full range and depth for the indigenous airframes, avionics and power plants less CER (T-58-10 only) housed. In conjunction, distinct support capabilities also exists in the AIMD's calibration lab and in its responsive component test, check and repair program, which allows for partial capability in the manufacturing of aeronautical material.

c. The AIMD additionally provides intermediate level maintenance up-keep for all aircraft ground support equipment, the ship's installed aeronautical communications equipment, and maintains custody of the ship's organic aircraft. In conclusion, the USS TRIPOLI's AIMD productivity has allowed the ship to become more self supporting when deployed and less dependent on outside supply sources.

#### 5. Supply Department

a. The Supply Department's year was broken in four distinct segments: Pre-overhaul planning (January), Overhaul (February through May), Pre-deployment planning (June through September), and WestPac deployment (October through December). The Supply Department was responsible for material management during TRIPOLI's overhaul and was undoubtedly one of the major contributing factors in successfully completing the overhaul on time. The Supply Department also conducted a comprehensive review of its equipment related repair parts inventory (COSAL) during the pre-overhaul and overhaul period. This review was conducted with the assistance of the Pacific Fleet Supply Operations Assistance Program (SOAP) Team. The following financial and statistical data pertaining to the supply overhaul provide some insight into the magnitude of the work accomplished.

Financial and Statistical Summary - General Stores

	<u>Value</u>	<u>Line Items</u>
Original Onboard Inventory	\$782,710.77	26,463
Excess to New Load List	<u>586,009.02</u>	<u>17,852</u>
New Usable Inventory Onboard	\$196,701.75	8,611
Required for New Load List	<u>296,741.28</u>	<u>7,874</u>
New Onboard Inventory	<u>\$466,443.03</u>	<u>16,485</u>

b. The normal pre-deployment preparations included creating and on-loading a tailored Aviation Repair Parts Inventory (AVCAL) to support TRIPOLI's CH-46 helicopter as well as the helicopters belonging to the Marine Helicopter Squadron supported during WestPac deployment. The current AVCAL contains 9,413 items valued at \$1,200,563.43. Pre-deployment preparations for all categories of stores were hampered by reoccurring computer related problems that delayed processing of requisitions and made it virtually impossible to utilize historical data in determining high and low limits for high usage items. In spite of the foregoing problems, TRIPOLI deployed with 89% of its AVCAL on board and has not experienced, to date, any major supply related problems with shipboard repairables or consumables.

c. Contrary to TRIPOLI's last deployment, underway replenishments have been regularly scheduled and accomplished. Virtually all provisions (other than LOGREQ items) have been received from Mobile Logistic Support Force Ships (MLSF). MLSF ships have also provided acceptable support for general stores. TRIPOLI, in turn, has provided limited aviation support to MLSF ships from its AVCAL. The latter portion of December 1971 and most of January 1972 were spent operating in the Indian Ocean without any logistics support other than the MLSF. This unscheduled operation provided an opportunity to test TRIPOLI's ability to sustain operations without scheduled logistics support. No major problems were encountered during the forty day period.

d. The following statistics provide a summary of supply operations for calendar year 1971:

(1) General Stores

	<u>Line Items</u>	<u>Demands</u>	<u>Value</u>
COSAL	1001	1213	\$ 77,605.95
AVCAL	76	84	566.71
CONSUMABLE	1150	2178	86,852.67
OTHER	<u>1495</u>	<u>1573</u>	<u>132,348.79</u>
TOTAL	3722	5048	\$297,374.12

(2) Aviation

AVCAL	1491	2000	\$472,979.45
CONSUMABLE	506	684	289,289.64
OTHER	<u>1432</u>	<u>1435</u>	<u>220,748.38</u>
TOTAL	3429	4119	\$983,017.47

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(3) <u>Food Service</u>	<u>Amount</u>
Value Stores Consumed	\$ 563,546
Number of Rations Fed	36,833
(4) <u>Sales</u>	
Value of Sales	\$ 174,732
Recreation Fund Contribution	\$ 7,302
Pounds of Laundry Processed	120,000
(5) <u>Disbursing</u>	
Gross Disbursements	\$2,075,078
(6) <u>Wardroom</u>	
Value of Stores Consumed	\$ 43,300
Average Number People Fed Per Month	92
(7) <u>Automatic Data Processing</u>	
Military Personnel Cost (EST)	\$ 63,192
O & MN Costs (EST)	21,068

6. Communications Department

a. TRIPOLI's Communications Department, as the Communications Department of the embarked Amphibious Task Group Commander, maintained the message traffic guard for the following units during periods specified:

## (1) January 1971

Commander Amphibious Squadron NINE (1 January - 28 January 1971)

## (2) February - May 1971

TRIPOLI undergoing four month ROH USNSY Hunter's Point, no on board communications guard maintained other than local message reproduction and distribution. Reduced guard maintained by local communications center at Hunter's Point.

## (3) June 1971

No embarked commanders during the month of June due to TRIPOLI's post overhaul and refresher training period.

## (4) July - September 1971 Commander Amphibious Squadron FIVE. (26 July - 31 December)

(5) October - December 1971

Commander Amphibious Ready Group ALFA/CTG 76.4  
 (19 OCT - 31 DEC)  
 Commanding Officer, 31st Marine Amphibious Unit/CTG 79.4  
 (19 OCT - 31 DEC)  
 Second Battalion, Fourth Marines  
 (19 OCT - 31 DEC)  
 Medium Helicopter Squadron 165  
 (19 OCT - 31 DEC)  
 TACRON Eleven Det ALFA  
 (1 OCT - 31 DEC)  
 Beach Jumpers Unit ONE Team Twelve Det ALFA  
 (19 OCT - 31 DEC)  
 Underwater Demolition Team WESTPAC Det ALFA  
 (1 OCT - 31 DEC)

b. During TRIPOLI's ROH several communications shipalts were accomplished including separation of HF, VHF and UHF transmitter equipment spaces into module spaces with increased air conditioning support. A major reconfiguration of the superstructure HF antenna system was accomplished extending TRIPOLI's long haul communications capability. UHF secure voice capability was greatly expanded through the addition of a total of 22 secure voice remotes. The entire message processing area and ancillary areas were completely redesigned providing working spaces laid out in accordance with traffic flow diagrams and human engineering principles. Specific problems encountered since the termination of the yard period have centered around the on line check out of all the new communications systems. New procedures had to be implemented and personnel retrained.

## c. Traffic Volume

<u>Month</u>	<u>Send Traffic</u>	<u>Receive Traffic</u>
JAN	522	2659
FEB	229	1586
MAR	186	1486
APR	239	1741
MAY	289	2057
JUN	457	2186
JUL	389	2451
AUG	483	2513
SEP	306	2223
OCT	2050	3392
NOV	1159	4565
DEC	3636	6604

d. Ship to shore termination varied between the following stations in 1971:

NAVCOMMSTA PHIL  
NAVCOMMSTA GUAM  
NAVCOMMSTA ADAK  
NAVCOMMSTA JAPAN  
NAVCOMMSTA H.E. HOLT  
NAVCOMMSTA HONOLULU  
NAVCOMMSTA SAN FRANCISCO  
NAVCOMMSTA SAN DIEGO

7. Personnel

a. Personnel situation and manning: On 1 January 1971 there were 528 enlisted personnel and 52 officer personnel on board TRIPOLI for duty. This number decreased to approximately 485 enlisted personnel by 1 February 1971 and fluctuated 5 to 10 men either side of this figure since that date ending with 480 on board. The number of officer personnel dropped to 48 in the early spring and has remained around that figure throughout the year, ending with 47 on board. Enlisted allowance throughout the year was 511, complement 519. Officer allowance of 44, complement 47.

b. Reenlistment rate:

(1) During 1971 ten of seventy-three eligible first term personnel reenlisted for a percentage of 13.7.

(2) Career reenlistments far overshadowed the first termers with twelve of twelve eligibles reenlisting for a percentage of 100.

c. Legal: There were 111 Captain's Masts processed in which Article 15 punishment was imposed. There were 5 Summary Courts-Martial and 2 Special Courts-Martial held. Four (4) one-officer informal investigations were conducted.

d. Education: During the past year, 272 Navy-wide examinations were administered, resulting in a total of 136 personnel being advanced in rating.

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8. Medical Department

During the month of January 1971 TRIPOLI performed local operations in the San Diego area. On 30 January we departed for an extended yard overhaul at Hunter's Point Naval Shipyard, San Francisco, California. During the overhaul period from 1 February to 1 June 1971 no significant medical problems occurred.

Commencing 22 June 1971 TRIPOLI underwent extensive inspection by representatives of Fleet Training Group at the end of which a grade of outstanding was received in the Casualty Control phase of the Battle Problem.

Immediately following the FLETRAGRU inspection, an Amphibious Readiness and COMPHIBPAC Medical inspection was conducted with respective grades of outstanding and good were received.

1 October 1971 found TRIPOLI enroute to WESTPAC for a six month deployment. During this deployment two significant occurrences involved TRIPOLI's Medical Department. The first being a visit by Brigadier General R. BERSTEIN, Command Surgeon, Military Assistance Command, Vietnam and his staff on 17 November 1971 for the purpose of observing the operational readiness of an LPH medical department for emergency support capability during the phase down period of Vietnam involvement.

The second major point of interest was the deployment of TRIPOLI into the Indian Ocean in Mid-December at the onset of the India-Pakistan conflict. During this period TRIPOLI's Medical Department was augmented by Navy Surgical Team 20. This team remained on board for the remainder of the year providing TRIPOLI with extensive surgical and medical capability.

Statistics indicate the Medical Department treated in excess of 4,700 patient visits by Staff and Crew members during the year 1971.

9. Dental Department

a. On 20 July 1971, COMPHIBPAC Force Dental Officer, Captain R. COHEN, DC, USN, conducted the administrative inspection of the Dental Department, USS TRIPOLI (LPH-10) awarding a grade of Satisfactory.

b. On 17 November 1971, Brigadier General R. BERSTEIN, MC, USA, Surgeon General, U.S. Army, inspected the Dental Department to assess its potential for mass casualty evacuations.

## c. Dental Department treatment statistics:

Permanent fillings placed	1,465
Teeth extracted	93
Radiographs	1,347
Topical flouride application	218
Dent-Vacs	1
Patient Visits	1,980

10. Community Relations

a. The beginning of the year found USS TRIPOLI in San Diego busily preparing for her upcoming yard period. Following the ship's arrival at Hunter's Point Naval Shipyard, San Francisco, in early February, TRIPOLI Public Affairs Office went into full swing and hosted the following groups from the San Francisco area:

(1) 6 February 1971-Hosted 5 Boy Scouts and 2 adults from South San Francisco for a tour and lunch.

(2) 2 March 1971-Hosted 30 First and Second graders and five adults from Roosevelt School, Daley City, California, for a tour and lunch.

(3) 17 March 1971-Hosted MMC Flack, Stockton Recruiter, and 35 juniors and seniors from Edison High School, Daley City, California, for a tour and lunch.

(4) 24 April 1971-Hosted twenty blind students from greater San Francisco area.

(5) 1 May 1971-TRIPOLI held open house for 250 yard workers and their families from Hunter's Point Naval Shipyard.

(6) 3 May 1971-Hosted 40 6th and 7th graders from Ukiah, California.

(7) 7 May 1971-Hosted twenty mentally retarded children and adults age 14-22 from the Recreation Center for the Handicapped, San Francisco.

(8) 8 May 1971-Hosted 79 mentally retarded children, aged 6-13, from the Recreation Center for the Handicapped, San Francisco.

(9) Hosted 30 grade school children from Hoover Grade School, San Francisco.

(10) 14 May 1971-Hosted 60 Canadian Indian children, aged 10-14, from Ross River, Yukon Territory.

(11) 22 May 1971-Hosted 22 Cub Scouts and several adults from Oakland, California.

(12) In addition to these visits, TRIPOLI was honored to be selected as host ship for the Royal Yacht H.M.Y. BRITANNIA on her port visit to San Francisco. From 13-17 April the officers and men of the two ships exchanged visits and engaged in numerous social events, perhaps the highlight being a picnic held for the respective crews at U.S. Naval Station, Treasure Island, on the 16th of April.

(13) On 16 August TRIPOLI had the pleasure of serving as Host ship for USS OKINAWA (LPH-3) following that ship's successful participation in the Apollo 15 operation.