

USS TRIPOLI (LPH-10)  
FLEET POST OFFICE  
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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 1972

Ref: (a) OPNAVINST 5750.12B

Encl: (1) USS TRIPOLI (LPH-10) Command History 1972

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

*W. H. Lockwood*  
W. H. LOCKWOOD

Copy to:  
CINCPACFLT  
COMPHIBPAC  
COMPHIBRON FIVE

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Reg 1058 (5-18)

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COMMAND HISTORY

USS TRIPOLI (LPH-10)

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Classified by OPNAVINST 5750.12B. Subject to GDS of E.O. 11652 automatically downgraded at two year intervals.  
Declassify on 31 DEC 79

Enclosure (1)  
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I. CHRONOLOGY OF HIGHLIGHTS

1 - 10 January	Operations in the Bay of Bengal. Refueled USS BAUSELL (DD 845)
4 January	VERTREP from USS HALEAKALA (AE 25)
5 January	UNREP from USS WICHITA (AOR 1)
7 January	Enroute Strait of Malacca
9 January	UNREP and VERTREP from USS ASHTABULA (AO 51)
14 - 16 January	Inport Subic Bay
17 - 18 January	Enroute Okinawa for BLT turnover
19 - 21 January	Inport Okinawa. BLT 2/4 put ashore. BLT 3/4 loaded aboard.
22 January	Enroute Subic Bay. Boiler casualty. Return to Okinawa.
23 - 25 January	Enroute Subic Bay
26 January - 4 February	Inport Subic Bay. Refitted, repaired, replenished.
5 February	Enroute Singapore
9 February	Crossing the Equator
11 - 14 February	Inport Singapore
15 - 20 February	Enroute Subic Bay and PHIBLEX. PHIBLEX cancelled and TRIPOLI joined ZAM LOADE 3-72.
17 February	UNREP/VERTREP from USS CALIENTE and USS SAN JOSE
21 - 23 February	Inport Subic Bay. Additional 300 troops from other ARG ships embarked for Hong Kong visit.
24 - 26 February	Enroute Hong Kong
27 February - 4 March	Inport Hong Kong
2 March	COMPHIBRON FIVE and C.O. TRIPOLI call on RADM CRAFF, HMRAN, in HMAS MELBOURNE. A tour by 31st MAU for BGEN HICKEY, OBE, MC, Commander 48th Gurka Infantry Bri- gade, Hong Kong. 100 Officers and Men of the Black Watch Battalion and 28th RAF Squadron visited ship.

5 March - 11 March	Enroute Kobe, Japan. Operation Pidgeon Post. Refueled from USS GUADALUPE near Yankee Station.
12 - 17 March	Inport Kobe. 20,000 persons visited TRIPOLI
18 - 24 March	Enroute Subic Bay. Participated in ZAM 4-72
25 - 30 March	Inport Subic Bay
27 March	BLT 3/4 conducted wreath laying ceremony on Corregidor
31 March	UNREP/VERTREP
1 April	Message to proceed 15 miles East of the DMZ
6 April	First GQ. Green Bug to USS DULUTH for emergency MEDEVAC
9 April	UNREP by USS VEGA
10 April	Green Bug flew to DaNang to pick up specialized surgical team.
11 April	Refueled by USS MISPELLION
15 April	Steamed to Yankee Station for briefing in USS KITTY HAWK by CTF 77. Later proceeded to North SAR station.
16 April	Conducted SAR. USS WORDEN is hit by enemy fire. Casualties were flown from WORDEN to TRIPOLI. TRIPOLI conducted air strike support after which ordered to Yankee Station, detached from CTF 77 and returned to CTG 76.4.
17 April	UNREP with USS NAVASOTA and VERTREP with USS WHITE PLAINS
18 April	Vibration in the H.P. Turbine, ship operating on limited speed.
19 April	USS HIGBEE attacked by Migs. TRIPOLI in MEDEVAC posture.
24 April	UNREP from USS ASHTABULA

27 April VERTREP with USS VEGA using TRIPOLI helos. C.O. 31st MAU became C.O. PROV MAG

28 April TRIPOLI Officers visit with ARG CHARLIE in USS OKINAWA

29 April Ordered to conduct FLAME GLORY operations (SAR support of ALFA strikes into NVM). USS OKINAWA replaced TRIPOLI for operation and Surgical Team transferred.

4 May UNREP from USS CALIENTE. Noise in the H.P. Turbine. TRIPOLI dead in the water for 6 hours while shifting to L.P. Turbine. Returned to Subic Bay for repairs.

9 - 27 May Inport Subic Bay

17 May Sea Trial Runs

27 May Enroute the Gulf of Tonkin

30 May COL D.E. NEWTON relieved COL W.C. KELLEY as C.O. 31st MAU

1 June TRIPOLI visited by CG III MAF LTGEN METZGER and CG 9th MAB, GEN MILLER

4 June 9th MAB transferred back to BLUE RIDGE

5 June VERTREP from USS MARS

6 June UNREP from USS GUADALUPE

7 June MEDEVAC from USS GLENNON

9 June Green Bug on SAR to the DMZ. Rescued one USAF pilot and stood by until second pilot rescued by Jolly Green Giants.

10 June Enroute Okinawa for turnover of BLT 3/4 for BLT 1/9

14 June Inport Okinawa. COL R.J. PERRICH, USMC, assumed command of 33rd MAU.

15 June LTCOL C.H.F. EGGER, USMC, assumed command of HMM-165 relieving LTCOL MORREAU, USMC

17 June Enroute Subic Bay

20 June LANDEX in the Subic area

21 June LANDEX in the Subic area. Set sail for the Gulf of Tonkin

23 June Arrive Gulf of Tonkin

24 June VERTREP with USS VEGA

27 June Commenced feint operations between Cua Viet River and DMZ as directed by CTF 76. VERTREP from USS MARS

29 June Flight operations. 700 South Vietnamese Marines of the 258 BDE picked up at Tam My and landed in LANDING ZONE FLAMINGO. TRIPOLI 12 miles off shore. Aircraft re-fueled and another 700 troops picked up at Tam My and landed at LANDING ZONE HAWK. Green Bug picked one survivor from downed OV-10.

1 July UNREP with USS CALIENTE

2 July LTCOL R.A. MONFORT, USMC, relieved LTCOL P.B. FRIEDRICHS, USMC as C.O. BLT 1/9. Guests included RADM GADDIS, USN (CTF 76) and BGEN MILLER, USMC. MEDEVAC TRIPOLI crewman to DaNang. MEDEVAC from USS HAMMOND.

4 July Green Bug MEDEVAC from USS NEWPORT NEWS to TRIPOLI

6 July MEDEVAC from USS PROVIDENCE

7 July UNREP with USS GUADALUPE and VERTREP with USS NIAGARA FALLS

8 July RADM GADDIS relieved by RADM TOOLE as CTF 76

11 July Phase II of LONSAM 72 began. Airlift Vietnamese Marines from Route 553, Quang Tri Province to near city of Quang Tri. One TRIPOLI CH-53 downed.

12 July Rescue operations continued for the crew of the downed CH-53 and they were taken to Tan My, then picked up by helos

14 July RADM TOOLE, COMPHIBFORCE SEVENTH FLT visited TRIPOLI

14 - 18 July Enroute Okinawa to turnover BLT 1/9 with BLT 2/4

20 - 22 July

Enroute Subic Bay for flood relief operations

23 July - 4 August

Flood relief operations on Luzon

4 - 19 August

Enroute CONUS

20 August - 10 October

Inport, San Diego

11 - 17 October

PHIBLEX, Hunter-Ligget Point area

18 October - 31 December

Inport San Diego. Basic Point Defense Surface Missile System installed

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II. Basic History

A. Command Organization and Relations

1. Commanding Officers

1 January - 30 November	J.M. GAMMON, CAPT, USN
1 December - 31 December	W.H. LOCKWOOD, 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 1972 consisted of 44 officers and 602 enlisted personnel.

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

COMPHIBRON FIVE (CTG 76.4) (CTG 76.6)	1 January - 20 July 20 July - 4 October 31 October - 27 December
Commanding Officer, 31st Marine Amphibious Unit (CTG 79.4)	1 January - 5 May
Commanding Officer, 33rd Marine Amphibious Unit (CTG 79.7)	5 May - 4 August
Provisional Marine Air Group Ten	28 April - 23 May
Second Battalion, Fourth Marines	1 January - 18 January 19 June - 4 August
Third Battalion, Fourth Marines	19 January - 23 May 31 May - 14 June
Third Battalion, Fourth Marines Rear	23 May - 31 May
First Battalion, Ninth Marines	14 June - 19 July
Medium Helicopter Squadron 165	1 January - 4 August
TACRON Eleven DET ALFA	1 January - 4 August
TACRON Twelve DET BRAVO	14 July - 4 August



Beach Jumper Unit One Team Twelve DET ALFA	1 January - 26 January 3 February - 28 May.
Beach Jumper Unit One Team Twelve DET BRAVO	18 July - 4 August
Assault Craft Group One	1 January - 4 August
Underwater Demolition Team WESTPAC DET ALFA	1 January - 25 July
Underwater Demolition Team WESTPAC DET BRAVO TWO	25 July - 4 August
Commander Amphibious Squadron One	4 October - 31 October
Commanding Officer, Fifteenth Marine Amphibious Unit	10 October - 28 October
Medium Helicopter Squadron 163	10 October - 28 October
Second Battalion, Seventh Marines	10 October - 28 October

6. Operational Statistics.

a. Number of flight hours for ship's helo: 445.1

7. Major Intelligence Collected:

- a. Reports on 78 Merchant vessels were made to CINCPACFLT.
- b. Report on 1 Soviet fishing vessel was made to CINCPACFLT.
- c. Report on 1 Soviet Naval Ship was made to CINCPACFLT.

8. Developments in tactics, doctrines or command and control systems:

a. Successfully applied in operation the Seaborne Mobile Logistics System.

9. Casualties to Equipment:

a. C-3118A/WLR - CASREPT 3 January 1972 due to lack of parts:  
CASCOR 30 January.

b. AN/URN-20 - CASREPT 3 January 1972 due to lack of parts:  
CASCOR 24 February.

c. AN/WLA-3A - CASREPT 5 February 1972 due to lack of parts:  
CASCOR 20 March.

d. AN/ULQ-6B - CASREPT 5 February 1972 due to lack of parts:  
CASCOR 17 February.

e. CV-1162/WLR-1C - CASREPT 5 February 1972 due to lack of  
parts: CASCOR 20 March.

f. AN/SPN-35A - CASREPT 15 February 1972 due to lack of  
parts: CASCOR 17 June.

g. AN/SPA-34B - CASREPT 1 April 1972 due to lack of parts:  
CASCOR 20 May.

h. AN/SPN-6 - CASREPT 20 April 1972 due to lack of parts  
and technical assistance: CASCOR 25 May.

i. AN/SPS-40 - CASREPT 23 April 1972 due to lack of parts  
and technical assistance: CASCOR 28 May.

j. AN/SRC-20 - CASREPT 18 May 1972 due to lack of parts:  
CASCOR 3 June.

k. C-3118/WLR - CASREPT 18 May 1972 due to lack of technical  
assistance: CASCOR 25 May.

l. AN/URA-38 - CASREPT 23 May 1972 due to lack of parts:  
CASCOR 30 June.

m. T-827/URT-23(V) - CASREPT 3 June 1972 due to lack of parts:  
CASCOR 1 August.

n. AM-3924/URT-23(V) - CASREPT 3 June 1972 due to lack of  
parts: CASCOR 2 July.

o. AN/WRT-2 - CASREPT 3 June 1972 due to lack of parts:  
CASCOR 20 June.

p. PP-3916/URT-23(V) - CASREPT 3 June 1972 due to lack of  
parts: CASCOR 15 July.

q. AM-1565/SRC-21 - CASREPT 7 June 1972 due to lack of parts:  
CASCOR 12 June.

r. AN/SLA-10 - CASREPT 20 June 1972 due to lack of parts and  
technical assistance: CASCOR 1 August.

s. AN/ULQ-6 - CASREPT 22 June 1972 due to lack of parts:  
CASCOR 1 August.

t. AN/URN-20 - CASREPT 11 August 1972 due to lack of parts:  
CASCOR 1 October.

u. AN/SRA-33 - CASREPT 18 September 1972 due to lack of  
parts. CASCOR 6 October.

v. AN/WLA-3A - CASREPT 13 October 1972 due to lack of parts: CASCOR 7 November.

w. AN/ULQ-6B - CASREPT 18 October 1972 due to lack of parts: CASCOR 30 December.

x. C-3118/WLR - CASREPT 1 November 1972 due to lack of parts and technical assistance: CASCOR 7 November.

y. AN/URT-23(V) #4 - CASREPT 3 November due to lack of parts: CASCOR 15 December.

z. AN/URT-23(V) #5 - CASREPT 3 November due to lack of parts: CASCOR 15 December.

CASREPTS submitted in 1972 - carried into 1973:

(1) AN/SMQ-L - CASREPT 15 August 1972 due to outside assistance.

(2) AN/SPN-6 - CASREPT 19 September 1972 due to manufacture of required parts.

(3) CU 1772/SRA-56 - CASREPT 3 November 1972 due to lack of parts.

(4) AN/WLR-1C - CASREPT 1 December 1972 due to lack of parts and outside assistance.

(5) AN/SRC-20 - CASREPT 22 December 1972 due to lack of parts.

#### B. Operations and Activities.

1 January found the TRIPOLI 3°N 90°E in the Bay of Bengal. The following day TRIPOLI refueled the USS BAUSELL (DD 845), supplying 56,000 gallons in 2 1/2 hours. A new record for the deployment. On 4 and 5 January, TRIPOLI VERTREPPED and UNREPPED from the USS HALEAKALA (AE 25) and the USS WICHITA (AOR 1) respectively. Glad tidings came the following day...the TRIPOLI and company were to head east toward the Strait of Malacca. On 9 January the TRIPOLI and her two escorts, the WADDELL and the ANDERSON UNREP/VERTREP from the USS ASHTABULA (AO 51) in 3 1/2 hours... another record for the cruise. After passing the Malacca Strait, TRIPOLI refueled the ANDERSON with 30,000 gallons on 10 January. The ANDERSON then departed for Yankee station, while TRIPOLI proceeded independently to Subic Bay.

TRIPOLI arrived in Subic Bay 0900, 14 January, for a well deserved port visit after 39 days at sea. Docking at berth RP 15-16, she joined the ENTERPRISE, OKLAHOMA CITY, CHICAGO, ELDORADO, WHITE PLAINS, DECATUR, and other ships in joyous liberty. All flyable CH-46 helos from HMM-165 were flown ashore to receive AFC 296 modification. The TRIPOLI's own helo, Greenbug, was assigned Baguio VIP runs on 15 - 16 January for the

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Seventh Fleet Scheduling Conference,

Less than three days later, on the 17th, TRIPOLI was underway with ARG ALFA enroute to Okinawa for the BLT turnover. The weather was favorable and the Bashi Channel winds less than 25 knots for the first time since many could remember. As the ARG approached Okinawa on 19 January, the troops from BLT 2/4 were flown to Camp Hansen between 1130 and 1300, local time, by CH-53's. The TRIPOLI docked at the west side of Bravo Pier, White Beach at 1400. All the BLT vehicles were unloaded. On 20 January, BLT 3/4 was loaded onboard.

TRIPOLI got underway at 0800, 22 January, with the ANCHORAGE and SCHENECTADY, for an AA gunnery shoot enroute to Subic Bay. Four CH-53's and four UH-1E-s flew aboard.

About noon that day, the ship suffered a boiler casualty in 1B boiler. The casualty was compounded by indications of a salt build-up in 1A boiler. TRIPOLI reversed course, returning to Buckner Bay and anchored overnight to effect repairs on 1A boiler. The following day at 0930, the ship got underway again for Subic Bay.

TRIPOLI joined the other ships in the ARG and proceeded at a maximum speed of 14.5 knots, with 1B boiler out of commission. Arriving in the Subic Bay area early 26 January, ARG ALFA conducted ZAMEX 1-72 in the Zambales training area. L & H hours were at 0900, the CH-46 helos were not used for the exercise. The CH-53 and UH-1E helos carried the load although no troops were actually flown in the helos. TRIPOLI went through the ULM-4 range, testing the ULQ-6, and entered the harbor about 1500.

The Subic inport period from 26 January to 4 February was the first good upkeep period for TRIPOLI in several months. One of the largest jobs, of course, was the repair of the 1B boiler. Between MOTU and SRF and NSD, the ship was refitted, repaired, and replenished for the visits ahead to Singapore, Hong Kong, and Kobe.

ARG ALFA departed Subic with the ship's company bidding farewell to Olongapo for a considerable period and wondering what was to transpire enroute to Singapore and the crossing of the equator. Multi-deck flight operations were conducted, enroute to Singapore, with a detachment of CH-46's embarked in DULUTH. Detachment operations were considered a success, and plans made to leave the Det embarked until returning for the Mindoro PHIBLEX.

On 8 February preparations were complete for the crossing of the Equator. Davy Jones arrived early in the evening to preside over the "beauty contest". King Neptune arrived on the 9th and the initiation of 1404 young Shellbacks ensued.

The passage through the Jahore Straits to the Naval Base at Singapore was beautiful to behold. Numerous photographs were taken, both for pleasure and for Naval Oceanic Service to help in updating their sailing directions. Both radar scope photography and panoramics were taken. The

SCHNECTADY detached at Jahore Shoals buoy and anchored just off the Singapore coast. The rest of the ARG docked at the Naval Base and Sawanbang Ship Yard. This was to be a working port visit.

After a good liberty with outstanding rapport established with the Singaporians, the ARG got underway for Subic and the PHIBLEX on 15 February.

A special briefing was held for all aviators and the ship's C.O., along with the Commodore, participated in a ship/squadron safety meeting to discuss related problems.

On 17 February the ARG UNREP/VERTREPPED from USS CALIENTE and USS SAN JOSE, taking 180,000 gallons of NFSO and 7 tons of stores.

The PHIBLEX was cancelled and plans were made to enter port at Subic with ZAMEX 3-72. Enroute the OOD's and JOOD's got valuable training in close maneuvering of a four ship force for one hour each day, with the OTC being rotated to allow each ship to control the evolution.

ZAM LOADEX 3-72 was conducted on 19 February. Experience from previous ZAM's was applied and the operation ran smoothly. An over-the-horizon helo launch was conducted and successfully executed by HMM-165, adding realism to the problem. TRIPOLI, upon completion of the ZAM remained in the ALPHA area and conducted valuable engineering and DC drills the evening of the 19th and on the 20th. This had been the first time during the cruise that time could be devoted solely for this purpose and quite a bit of training was completed.

21 to 24 February gave TRIPOLI an unscheduled port visit to Subic, thanks to the cancellation of the PHIBLEX. The remainder of the ARG operated independently until the 22nd, when they came into port also.

At 1300 on February 24, TRIPOLI departed Subic enroute to Hong Kong. Outside Subic, HMM-165 conducted a helo swap of 105mm ammunition with Cubi Pt. The operation was slow. Many lessons were learned for future operations of this type.

During this inport period, numerous electronics CASREP's were corrected.

An additional 300 troops were embarked while in Subic for the Hong Kong visit. These troops were from other ships in the ARG who had never been to Hong Kong.

A detachment of 2 H-46's remained at Cubi Pt. to support logistic operations in Cubi while TRIPOLI visited Hong Kong.

Transit to Hong Kong was without incident, although, the morning of the 26th saw many early risers when the ship ran into fog. CIC and the bridge watches got a real workout between 0300 and 0600 trying to maneuver amongst merchant traffic in the vicinity of Hong Kong. When the weather cleared, a relatively easy passage was made through Li-Mun straits.

TRIPOLI moored at buoy #1 an easy 5 minute walla-walla ride to Fenwick Pier. Maximum liberty was provided. All hands were given extensive instructions on conduct ashore, especially as a large force of Australian Navy ships were expected after 1 March.

COMPHIBRON FIVE and C.O. TRIPOLI called up RADM CRABB, HMRAN, embarked in HMAS MELBOURNE, on 2 March.

With plans to get underway early on 4 March, a decision was made to refuel from USS GUADALUPE near Yankee Station although TRIPOLI reported 60% fuel onboard and would have to make an 18 knot SOA out of Hong Kong.

The officers and crew of TRIPOLI enjoyed their stay in Hong Kong and based on the messages that followed from USDAO Hong Kong and COMSEVENTHFLT, all hands conduct ashore was exemplary.

Brigadier General HICKEY, OBE, MC, Commander 48th Gurka Infantry Brigade, Hong Kong, and three of his staff were given a tour of the ship, complete with displays of armed Marines, by the 31st MAU.

On 1 March, 100 officers and men of the Black Watch Battalion and 28th RAF Squadron were guests of the ship.

TRIPOLI was underway the morning of 4 March without incident and with all hands embarked. At 0830 on 5 March, EMCON ALPHA was set to be in effect until 11 March. At 1430, TRIPOLI conducted UNREP from USS GUADALUPE, taking 238,000 gallons of NFSO.

Messages from USS SAN JOSE indicated she might be available the next day while enroute Yankee Station from Subic. Rapid liaison indicated a rendezvous would be feasible. On 6 March, 12 short tons of stores were VERTREP'ED from SAN JOSE.

On 7 March TG 76.4 arrived Subic area, conducted Pidgeon Post operations, then departed for Kobe and other Japanese ports.

Pidgeon Post was again conducted at NAF Naha, Okinawa, along with other logistic services for the 31st MAU. While operating off Okinawa, the remainder of the ARG engaged in gunnery exercises. Two CH-53's were embarked for GOLDEN DRAGON operations.

TRIPOLI arrived Kobe, Japan on the 11th. The remainder of the ARG ALPHA forces were at various other Japanese ports of call.

The visit to Kobe, in addition to R and R, was for purposes of cementing Japanese-American relations. Thus, maximum visiting was programmed.

Open ship was conducted for three days, 12, 13, and 14 March, from 1300 to 1600. During this period approximately 20,000 persons visited TRIPOLI. Boy's Town Orphanage, Boy Scouts, U.S. Consulate personnel, VIP's for the Japanese-American OSAKA Society, and other groups were given special tours of the ship. Numerous photographs of shipboard activities,

complete with Japanese titles, were located around the ship to create a "show and tell" atmosphere. Handouts were given to all visitors. The visit was considered a great success. As in Hong Kong, no liberty incidents were recorded in the port of Kobe.

TRIPOLI departed Kobe 17 March enroute to Subic Bay for rendezvous with USS DULUTH. On 18 March, HMM-164, destined for USS OKINAWA, CQ'd their personnel on TRIPOLI. HMM-165 was flown off to Futema 19 March. About 35 landings, total, were made, both day and night. On 20 March HMM-165 was recovered on board. That afternoon, off Okinawa, TRIPOLI conducted Z-1, 3, 5-AA exercises, utilizing the services of a VC-5 tractors from Naha. Upon completion of the firing exercises, the ship departed area W-185 for Subic and ZAM 4-72.

ZAM 4-72 commenced on the 23rd at 0750 with ANCHORAGE, TRIPOLI, and DULUTH participating. ZAM 4-72 was completed at 1300 on the 24th and TRIPOLI commenced upkeep in Subic. BLT 2/4 and HMM-165 debarked. On 27 March, BLT 3/4 conducted a wreath laying ceremony on Corregidor.

TG 76.4 departed Subic 31 March at 0800, proceeding west for rendezvous with ASHTABULA, WHITE PLAINS and TG 76.5 for UNREP/VERTREP. On 1 April at 0800 the force rendezvoused and commenced UNREP operations. During the UNREP, a flash message was received concerning increased activities in MR-1 (ADMIN COMSEVENTHFLT 010242Z APR) which ordered CTF-76 to designate units to proceed to a point 15 miles East of the DMZ. USS HAMNER, also UNREPPING, joined the force as screen. USS ANDERSON joined force as screen enroute, at 012000H.

TG 76.4, USS HAMNER, and USS ANDERSON arrived at a point 20 miles off the DMZ at 020750, rendezvoused with USS WESTCHESTER COUNTY 021115H, and remained in the vicinity operating under CTG 76.4 OPOD 305-72. Concept generally was to plan and upon direction of higher authority conduct surface and air operations to evacuate U.S. personnel from the 3rd ARVN area of the DMZ.

HAMNER and ANDERSON joined with STRAUSS, WADDELL, and BUCHANAN who make up TU 70.8.9, operating in the NGFS area just off the Cua Viet river mouth.

CTU 70.8.9 came under attack from shore batteries, possibly 105mm guns, which were rapidly silenced. Communications from units ashore indicated a major offensive was underway with some posts being abandoned.

Exercise GOLDEN DRAGON was cancelled on 3 April by CINCPACFLT and TG 76.4 was ordered to remain in the current operating area until further notice.

4 and 5 April, continued steaming in the area. Considerable difficulty was experienced in copying Link-14; problem was in wave propagation. NGFS ships were augmented by USS BAUSELL and LOCKWOOD.

On 5 April, Greenbug flew into DaNang with CPR-5 embarked to

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conduct liaison visits. The situation ashore along the Cua Viet River remained serious, with the enemy deploying a very large force against the ARVN 3rd Division. The VNU at Cua Viet was abandoned. The attacks were nearing Quang Tri, which was a sizable gain for the NVN.

Weather cleared on the 6th and numerous air strikes were observed overhead. The LLOYD THOMAS on NGFS just south of the DMZ was taken under attack and was holed 7' above the water line. The NGFS ships were working close and were in the thick of the fighting. The SPS-40 was down and repairs were underway. DULUTH came through with parts on the "self-help program". First GQ on station sounded at 1730 on 6 April when unidentified aircraft were reported by the NFGS ships heading south over Tiger Island. Operated on one boiler output which limited maneuvering. Set Condition III at 1800. Greenbug was launched to DULUTH later in the evening for emergency MEDEVAC. Squadron conducted normal flight operations throughout the day.

Normal steaming operations on the 7th of April with ship's drills being conducted, primarily maneuvering and signaling.

At 0850H on 8 April, BLUE RIDGE joined the formation with CTF-76 embarked. At 0700 on the 9th, ARG BRAVO joined the force with DENVER, MOBILE and TUSCALOOSA, bringing the total number of amphibious ships on station to nine.

The ARG practiced operation as a team, developing various formations and exercising them. Junior officer training was quite in evidence on the Bridge during maneuvering Z-13-CC's. On 9 April, CTG 76.5 was UNREPPEd by USS VEGA, and on the 10th, CTG 76.4 UNREPPEd.

On 10 April TRIPOLI detached and proceeded south to a point 12 miles East of Da Nang. Greenbug flew into Da Nang and picked up a highly specialized surgical team consisting of 16 officers and men, plus 8600 pounds of equipment. Later that evening the ship rejoined the ARG.

On 11 April, all units in the ARG were refueled from the USS MISPELLION and routine operations in the local area continued.

From 12 to 14 April, operations were routine with little action other than the daily news to sustain the officers and men. All hands were anticipating the mail to be delivered by WHITE PLAINS on the 17th. Meanwhile, mail was leaving the ship via Greenbug to Da Nang.

During the morning of 15 April, TRIPOLI was notified that she was to steam North to Yankee Station, joining the forces of CTF 77. Officers of both the Staff and ship met aboard the USS KITTY HAWK for a briefing by RADM COOPER, CTF 77, on activities to take place on the 16th. A scheduled visit by CTF 76, RADM GADDIS was cancelled. TRIPOLI chopped to CTF 77 at 1258H. One H-3A and three SH-3G's were flown aboard. TRIPOLI then proceeded to North SAR station (20-00N, 107-20E), arriving at 0200H.



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The USS WHIPPLE was assigned as escort for TRIPOLI. The USS WORDEN and HIGBEE were on station at NORTH SAR. Plenty of cover was provided TRIPOLI.

At 0220H on 16 April, pilots of the "Big Mother" 65 and the SH-3G's were briefed on the mission. In addition, pilots for Greenbug were placed on 5 minute alert. Marine pilots, also were briefed, to conduct SAR during the daylight that required armored aircraft in excess of the SH-3G's already on station (3). TRIPOLI launched it's SH-3G and one SH-3A at 0320H.

Strikes were conducted over Haiphong, commencing 0320H and lasting until approximately 0415. All CTF 77 assets were employed as well as B-52's and F-4's of the Air Force. The glow of the bombs could be seen from the bridge, as well as a 4th of July effect due to over 60 SAM's being launched.

At approximately 0430H, the USS WORDEN was hit by an unknown source, sustaining substantial damage. HIGBEE took targets under fire and TRIPOLI went to General Quarters.

Casualties were flown from WORDEN to TRIPOLI, except for one KIA. Six were brought aboard and given immediate medical attention by the TRIPOLI Surgical Team. At approximately 0600 Condition III was set.

Also at 0600, TRIPOLI recovered all helos and in addition landed two Big Mother aircraft, BM 62 and 64. The flight deck was locked except for one landing spot as all H-3's were required to remain spread for quick launch if required.

Two additional launches during the day were required in support of ALFA strikes from the CVA's. One at 1100H and another at 1605H. Following completion of the strikes, all but one SH-3G, Big Mother 65, were returned to their parent ships. TRIPOLI was ordered south to await further orders at Yankee Station. At 170215H, TRIPOLI detached CTF 77 to return to CTG 76.4. An extremely exciting day in the life of TRIPOLI was brought to a close.

TRIPOLI rendezvoused with ARG ALFA/BRAVO in the local area 0600 on the 17th of April and at 0630 joined the USS NAVASOTA for UNREP. Upon completion of UNREP, a VERTREP was conducted with USS WHITE PLAINS. Then back to the waiting routine.

On 18 April unusual noises and vibrations were felt in the H.P. turbine. The shaft was immediately stopped. When started again the noises were gone. However, vibrations were noted at 14 knots. Assistance was requested from SRF Subic, who subsequently determined the ship could operate at limited speed...sustained 10 knots, emergency 14 knots.

The evening of 19 April again saw TRIPOLI in MEDEVAC posture. Migs attacked USS HIGBEE, on the gun line, causing damage to her aft gun mount and injuries to three personnel. One Mig was shot down by USS

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TRIPOLI departed the Gulf of Tonkin with USS ANCHORAGE at 060001H enroute to Subic Bay for repairs, arriving Subic 0908000H. USS DULUTH and SCHE-NECTADY proceeded independently.

From 9 May to 27 May, TRIPOLI was in RAV at Subic. Continuous vacuum problems plagued the Engineering Department, causing the extensive delay in departure. Maximum efforts by SRF personnel in addition to engineering plant experts from CONUS eventually resolved the problems, which were leaks due to warpage; improper rebuilding of vital parts, i.e., Laubreth Packing on one occasion; servicing the Air Ejectors. During this period the ship did get underway a few hours on the 17th for trial runs which were unsuccessful.

HMM-165 and the BLT conducted maximum training at Cubi Point and the MAU Camp respectively.

TRIPOLI's engineering plant was repaired, and on 27 May she sailed independently for the Gulf of Tonkin. USS ANCHORAGE, DULUTH and SCHE-NECTADY had proceeded to the Gulf of Tonkin on their normal schedules. At 290200H, TRIPOLI arrived in the ARG area. Flight operations were conducted daily while enroute. Night operations, however, were delayed until the 29th due to lack of a plane guard. USS SCHE-NECTADY was requested to join TRIPOLI as she proceeded toward the ARG area in order to conduct night GQ on the 29th.

On 30 May, COL W.C. KELLEY was relieved as C.O. 31st MAU by COL D.E. NEWTON.

USS DULUTH remained on detached duty with Northern SAR units. TRIPOLI assumed station in the MODLOC for normal operations (logistic support). On 1 June the CG III MAF, LTGEN METZGER, and CG 9th MAB, General MILLER, visited the TRIPOLI.

Marine representatives commenced planning liaison trips to Hue on 30 May. On 1 - 2 June, LTGEN METZGER, accompanied by COL SCHARNBERG and COL HAIGWOOD were briefed on current planning operations going on at Hue/Pho Bai. BGEN MILLER remained aboard TRIPOLI from 1 - 4 June while USS BLUE RIDGE was on special operations in Northern Gulf of Tonkin. On 4 June, 9th MAB transferred back to BLUE RIDGE.

On 5 June, TRIPOLI VERTREPPED from the USS MARS, taking on stores and provisions. HMM-165 supported this operation when one of the MARS' aircraft went down. On 6 June, TRIPOLI UNREPPED from the USS GUALUPE, taking on 239,000 gallons NSFO.

On 7 June, TRIPOLI helicopters, HMM-165, conducted a MEDEVAC from USS GLENNON.

On 9 June conducted normal operations until late afternoon. At approximately 1700H, Green Bug was launched on SAR mission to proceed to the area of the DMZ where an Air Force F-4 FLEET FOX 6 had been shot down. One pilot was on the beach, another located 1000 yards off the Song Ben Hoi River. Green Bug arrived on the scene at approximately

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STERRETT: LCDR MILLER, in Greenbug, took off when the request for assistance was received, as TRIPOLI and HIGBEE closed at maximum speed. The MEDEVAC was without incident. The TRIPOLI returned to the holding area.

On 20 April, the holding area was modified to an area bounded by: 17-00N, 107-45E; 17-16N, 107-56E; 16-56N, 108-26E; 16-40N, 108-15E. This was a result of the publication of CTF-76 OPOD 323B. CTF-76 also moved the formation farther east to avoid the area close to the beach in the event of air attack.

Both the SPN-6 and SPS-40 were CASREPT; assistance had been requested.

On 24 April TRIPOLI UNREPPED from the USS ASHTABULA taking on 146,000 gallons of NSFO. On 27 April a VERTREP was conducted with USS VEGA utilizing the helos of TRIPOLI. This procedure has worked quite well and accelerates completion of the transfers.

C.O. 31st MAU became C.O. PROV MAG.

USS OKINAWA with ARG CHARLIE arrived 28 April at 0800H. However, instead of a turnover, only visits were conducted between the ship's officers and staffs.

On 29 April, TRIPOLI was ordered to conduct FLAME GLORY operations (SAR support of ALFA strikes into NVN). USS OKINAWA replaced TRIPOLI for this operation. The Surgical Team transfer was completed by 291300H and OKINAWA departed the MODLOC. Transfers of aircraft, pub, personnel and etc., were completed upon return to MODLOC by OKINAWA on the 30th.

During the transfers a CH-46 (154026) flown by 1st LT J.S. ODELL of HMM-165, settled in on the stern of the USS ST. LOUIS (LKA 116) while moving gear. The aircraft lost power on one engine. Damage to the aircraft was limited, but the engine had to be changed on ST. LOUIS before return to TRIPOLI. No injuries were sustained.

The ARG's were to UNREP with USS CALIENTE on 1 May but this was cancelled due to a change in her schedule. The number of ships on station in the Gulf of Tonkin was growing each day, causing severe scheduling problems for COMSERVRON THREE.

TRIPOLI continued operations in the MODLOC. On 4 May the ship UNREPPED from CALIENTE, taking on 130,000 gallons of NSFO. As TRIPOLI accelerated to open, loud noises were heard in the H.P. Turbine. The engine was immediately shut down. TRIPOLI was dead in the water for a period of about 6 hours, while shifting to the L.P. Turbine and bypassing the H.P. Turbine. USS BLUE RIDGE stood by.

The next day transfer items not completed with OKINAWA were completed. TRIPOLI transferred two CH-53's and two UH-1E's to OKINAWA, receiving two AH-1J's (COBRAS) in return. The SI team was transferred in addition to various other elements of the embarked organizations.

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1730H and was vectored to a downed pilot in the water. 1st LT Lawrence D. JOHNSON, USAF, was picked up. Green Bug then orbited off the coast awaiting call-in for the second downed pilot, until relieved by the Jolly Green Giants. Pilots were CDR E.O. BUCHANAN, Operations, and LCDR G.R. MILLER, Assistant Air Officer. Crewmen were ADJC J.C. CROCKER, ADR3 W.C. THOMPSON, and AMH2 S.J. FREEMAN. Hospital corpsmen were HMCS T.G. GARDNER and HN J.W. CHESSER.

Normal MODLOC operations continued until 10 June, with USS DULUTH continuing her North SAR operations. At 100800H June, JUNEAU relieved DULUTH, who rejoined ARG ALFA. Also, ARG CHARLIE, consisting of OKINAWA, POINT DEFIANCE, and MANITOWAC, relieved ARG ALFA and TRIPOLI with the ARG departed the Gulf of Tonkin enroute to Okinawa for turnover of BLT 3/4 for BLT 1/9.

From 11 to 14 June, TRIPOLI transited to Okinawa, preparing to off-load BLT 3/4 on arrival. A large portion of BLT 3/4 was flown off to Camp Hanson on 14 June. The remainder were off-loaded on arrival at White Beach at 0800I on the 14th.

On 14 June, COL R.J. PERRICH, USMC, assumed command of the 33rd MAU, then embarked in TRIPOLI. On 15 June, LTCOL C.H.F. EGGER, USMC, assumed command of HMM-165, relieving LTCOL MORREAU. BLT 1/9 commenced loading on 16 June and planning commenced for the ZAMEX in Subic. By 17 June loading was complete and the ARG steamed for Subic recovering the HMM-165 aircraft enroute.

On 19 June while enroute, a surface gunnery exercise was conducted utilizing a column formation and smoke from Green Bug dropped on the port and starboard sides of the formation.

At 0630H on 20 June, the force arrived in the Subic area and the LANDEX commenced. All forces were recovered that same afternoon and another LANDEX conducted on 21 June. Upon completion of the second LANDEX, the ARG set sail for the Gulf of Tonkin. No time was available for liberty in Subic as operational plans for forthcoming Song Than operations were nearing completion in the Gulf of Tonkin. USS MOBILE and USS ANCHORAGE remained in Subic for turnover. MOBILE was to have arrived in the Gulf of Tonkin on 25 June as replacement for ANCHORAGE.

TRIPOLI and SCHENECTADY arrived MODLOC on evening of 23 June. USS DULUTH remained in Subic for repairs to engine throttles. On 24 June, TRIPOLI VERTREPPED with the USS VEGA, taking on 72 tons of stores.

On 25 June, MOBILE joined the ARG and Phase I operations of CTF-76 OPOD 332D commenced. Communications circuits were brought up and plans formed for operations on 27 June. On 26 June, rehearsal of amphibious operations to be conducted on 27th were completed. The order to execute CTF-76 OPOD 323D, was given and the operation was on.

At 0615H, 27 June, ARG ALFA with USS POINT DEFIANCE, SCHENECTADY, MOBILE and BLUE RIDGE arrived at Point Whiskey (17-00N, 107-57E) to com-

mence execution of CTF-76 OPOD 323D, an amphibious feint at the beach between the Cua Viet River and the DMZ.

At 0655, while enroute to Point Alfa, (ARG route point 17-03N, 107-18E), TRIPOLI detached to operate in assigned LPH operations area. TU 76.1.5 was also activated.

TU 76.1.5 (less TRIPOLI), continued toward Point Alfa as TRIPOLI launched helos for the Wave Rendezvous Point (17-00N, 107-23E). Two and one half miles from Point Alfa, TU 76.1.5 came under fire from guns on Tiger Island (Hon Gio). All units returned fire even though at extreme range. Fire terminated at 0745 when TU 76.1.5 evaded to the Southeast.

At 0755, TU 76.1.5 again turned in toward the beach. At 0752H HMM-165 helicopters, (2 UH-1E's, 12 CH-46's, and 3 CH-53's), departed for Point Tango, (16-59-40N, 107-14E), arriving at 0758H, 10,000 yards off Red Beach. The flight then turned in toward the beach and shortly thereafter, executed it's turnaway. TU 76.1.5 ships, (less TRIPOLI), continued towards the beach until 0822, at which time they executed their turnaway.

Gunline ships CTG 70.8.9 supported the operation in addition to carrier aircraft from the USS MIDWAY, 7th ATR FORCE units and two flights of B-52's conducting ARCLIGHT strikes on Red Beach.

The USS PROVIDENCE took Tiger Island under fire shortly after TG 76.1, in BLUE RIDGE, called for assistance, approximately 0740H, suppressing further fire from Hon Gio.

All units departed the area for Point Whiskey and then the ARG holding area. CTF-76 issued a BZ to all units for their outstanding performance during this feint.

The afternoon of June 27th was occupied in VERTREP from the USS MARS. Eighteen tons of stores were put aboard by HMM-165 helos. Planning continued thru the 28th for Phase III of the OPOD. This consisted of transporting a battalion of South Vietnamese Marines from Tam My to points south of the Cua Viet River.

On 29 June, flight operations commenced at 0645H with the landing of 3 CH-53's to USS BLUE RIDGE, SCHENECTADY and MOBILE. One UH-1E went into Tam My. This started Phase III of Operation LAMSON 72.

USS OKINAWA took control of all aircraft for this operation which consisted of 18 CH-46 and 6 CH-53's into landing zones with 2 UH-1E's acting as Command and Control ships. Prior to L-Hour, 0900H, 700 South Vietnamese Marine of the 258th BDE were picked up at Tam My. At L-Hour, these troops were landed in Landing Zone Flamingo (YD458580) at 0918H. Fire was taken by the helos, but no hits were scored. The TRIPOLI operated approximately 12 miles off shore with OKINAWA during this evolution. All assault aircraft returned to their respective ships.

After refueling, they returned to Tam My to pick up another 700

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Vietnamese Marines. These were landed at Landing Zone HAWK (YD451551) at 1103H. Again, though there was small arms fire in the area, no hits were taken. All aircraft returned to their respective ships to standby for insertion of the Reserve Company of troops. Operations were supported by air units from 7th AIR FORCE, gun helos from 4th CAVALRY F TROOP, and air support from the USS ORISKANY. Normal gunfire was by 3 cruisers and 12 destroyers.

On this same day, 29 June, as TRIPOLI's organic helo, Green Bug, was in an approach to the flight deck (after an admin hop to Da Nang), an OV-10 reported his wing was on fire. Landing, the Green Bug pilots established communication with the fixed wing SAR aircraft. The OV-10 had ditched 18 miles in the 330 degree radial. Green Bug, on arrival at the ditching area, picked up one survivor. The rescued pilot reported the other crewman was still in the cockpit when the aircraft sank.

On 30 June, both LPH's stood by in their assigned operating areas pending call-up of the reserves or emergency MEDEVAC. During the day they relieved each other in order to fuel from the USS CALIENTE. TRIPOLI was unable to get fuel from the CALIENTE after coming alongside, as both fore and aft hoses on the oiler were damaged. This was the first aborted UNREP during the cruise. The UNREP was rescheduled for the morning of 1 July.

After taking on 208,000 gallons of NSFO, TRIPOLI conducted turn-over operations with the OKINAWA who then departed the Gulf of Tonkin for Hong Kong.

1 July, new fiscal year, new budget, same problems...TRIPOLI still in MODLOC after UNREP with USS CALIENTE, gunfire ships still pounding beach, within sight of TRIPOLI.

TRIPOLI and SCHENECTADY joined for formation steaming 02 July 0900H with JUNEAU, ALAMO, DULUTH and MOBILE. 0830H-0945H Change of Command ceremony on the Hangardeck. LTCOL R.A. MONFORT, USMC relieved LTCOL P.B. FRIEDRICH, USMC as C.O. BLT 1/9. Guests included RADM GADDIS, USN (CTF 76) and BGEN MILLER, USMC. At 1115H, TRIPOLI helo MEDEVACED a TRIPOLI radioman to Da Nang. 1330H, TRIPOLI MEDEVACED man from USS WORDEN. Marine helo picked up MEDEVAC case from USS HAMMOND.

TRIPOLI remained in assigned OPAREA waiting.....

3 July and TRIPOLI remained in holding area. Normal flight ops scheduled. 1330H, LCDR Alvin CARNEY departed USS TRIPOLI on PCS orders, heloed to Da Nang. COMSEC briefing in wardroom for personnel using covered circuits. Formation steaming through day with USS MOBILE, SCHENECTADY, DULUTH, ALAMO and JUNEAU.

USS TRIPOLI - 4 July 1972 - INDEPENDENCE DAY - maximum holiday routine.

Continued fromation steaming in holding area. At 0625H, 4 July, Green Bug was launched to MEDEVAC GMG3 R.C. JENKINS from USS NEWPORT NEWS

to the medical dept. of the TRIPOLI. JENKINS had suffered a fractured pelvis. Also picked up one KIA. Green Bug was recovered on deck TRIPOLI at 0655H. Air schedule proceeded the IAW TRIPOLI airplan with routine admin flights to Da Nang AB, USS BLUE RIDGE, USS PASSUMPSIC and USS PROVIDENCE. C.O., 33rd MAU, HMM 165, BLT 1/9 met with CG 9th MAB to discuss future commitments, change of operational tactics, and availability of helos.

5 July - TRIPOLI in holding area.

6 July, TRIPOLI in holding area. Staff reps from 9th MAB, 33rd MAU, BLT 1/9 and HMM 165 met with reps from FRAC and 95th EVAC Hospital in Da Nang, concerning plans and conducted aerial recon of DANANG TAOR and discussed medical aspects of evacuation. TRIPOLI received MEDEVAC from USS PROVIDENCE.

On the 7th of July, at 0630H, ARG ALFA with the JUNEAU and ALAMO rendezvoused, in LAMSON 72 operation area, to conduct an UNREP and VERTREP with the USS GUADALUPE and USS NIAGARA FALLS respectively. The UNREP was completed at 1143H and TRIPOLI pulled away from the port side. The ALAMO, on the starboard side of GUADALUPE, had a steering casualty and collided with the GUADALUPE. An emergency breakaway was executed by the ALAMO.

There was minor damage to both ships and one minor casualty reported on GUADALUPE.

Green Bug was launched for possible MEDEVAC immediately after the collision, but her services were not required. The TRIPOLI then continued with the VERTREP.

On 8 July, RADM GADDIS was relieved by RADM TOOLE as CTF 76 in a Change of Command aboard the USS BLUE RIDGE. The Commanding Officer of the TRIPOLI, CAPT J.M. GAMMON, and COMPHIBRON FIVE, CAPT ROGERSON, attended the ceremonies.

The next day found the TRIPOLI still in the holding area. There were shipboard rumors of a beach operation on the 11th. Word came on 10 July of an impending helo lift operation. Plans were hastily revised for the next day's lift.

Planning for Phase II of LAMSON 72, (insertion of the Reserve Battalion, Vietnamese Marines), was completed during the early hours of 11 July, with L-Hour set at 11155H.

Helos from USS OKINAWA and USS TRIPOLI were to participate: 13 CH-46, 3 CH-53, and 2 UH-1E from TRIPOLI; 9 CH-46 and 3 CH-53 from the OKINAWA. Flight operations commenced at 0910, when L-Hour was revised to 111205H, with the launching of the Command and Control UH-1E's.

The launches were complete at 1125H with all aircraft proceeding to the beach to pick up the Vietnamese Marines at YD536477, near Route 553 in Quang Tri Province. At 1145H, all South Vietnamese troops were

embarked in the helos.

The route of the flight was overland to a point north of the river, just one and one-half miles NNW of the city of Quang Tri. Landing zones BLUEJAY and CROW were behind enemy lines and heavily defended. Enemy fire was taken almost immediately by the first wave of aircraft into BLUEJAY from TRIPOLI. The entire operation took approximately fifteen minutes. Aircraft were hit by small arms fire and in one instance, by a missile. Two CH-46 from OKINAWA were downed, but the pilots managed to nurse them into friendly territory, and the crews were rescued. A CH-53 from TRIPOLI was hit by a missile and downed in the Landing Zone, the crew apparently joining friendly ground troops. Three damaged OKINAWA aircraft made emergency landings on the USS ST. LOUIS, MANITOWAC and PT. DEFIANCE. All but one aircraft from the TRIPOLI, damaged or otherwise, returned to the ship. One CH-46 had it's left main gear off and landed on a dolly. Other aircraft brought wounded aboard.

Casualties onboard this day were four wounded, (one serious), South Vietnamese and one KIA; three U.S. Marines, (one serious). The crew of the CH-53, hit by a missile, had not been counted as casualties at this time. Preparations for the recovery of the two downed CH-46's commenced following completion of operations at approximately 1330H.

Rescue operations continued throughout the afternoon of the 12th in attempts to extract the crew of the downed CH-53. They were found not to be in friendly hands, but isolated in a bomb crater. Friendly troops were directed to the area by airborne SAR, while attempts were made to ensure a safe area for the Jolly Green Giant to land. This proved fruitless and finally an Army pilot flew his helo in to make the pick-up. His aircraft took several hits, causing him to abort the run and he crash landed in friendly territory. A second Army OH-6A went in, made the rescue, taking the crew to Tan My, where they were picked-up by TRIPOLI helos. Two of the crewmembers were missing and presumed dead. The remainder (one Vietnamese and four Americans) were badly burned, with the exception of a BLT photographer who had light injuries. This closed a successful, though somewhat tragic day, in the Gulf of Tonkin.

On 13 July, TRIPOLI continued steaming in it's assigned area with the USS SCHENECTADY. They joined with USS DULUTH and USS MOBILE for formation steaming at 1900H.

The next day RADM TOOLE, COMPHIBFORCESEVENTHFLT, visited the TRIPOLI and spoke to the crew about Amphibious Forces in the Tonkin Gulf and their performance during LAMSON 72. That day the ship departed the Gulf of Tonkin operating area with the USS MOBILE, SCHENECTADY and DULUTH. The JUNEAU steamed ahead to arrive in Okinawa earlier.

Considerable concern was invoked by the presence of two tropical storms...SUSAN in the northern South China Sea, and RITA in the Central Philippine Sea. A decision was made to continue the intended schedule and await further development of storms. The ship proceeded enroute to Okinawa on 15, 16, 17 and 18 July without incident to offload the BLT 1/9 and onload BLT 2/4. Tropical storm SUSAN went overland



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west of Taiwan early on the 16th. There was still concern for movement of typhoon RITA which appeared near 24N 133E mid-day on the 17th. The Bashi Channel was fairly smooth with 3 to 4 foot seas. No serious weather was encountered enroute to Okinawa.

The ship was pierside in Buckner Bay at 1000I on 18 July. BLT 1/9 was offloaded and BLT 2/4 onloaded. TRIPOLI was underway again at 0900I, 20 July.

This time she was enroute to Subic Bay to assist in the Philippine flooding disaster caused by heavy monsoonal weather.

Arrived anchorage E29 Subic Bay at 0815H on 22 July.

The TRIPOLI assisted in relief operations using the ship as a control and coordination center for determining areas in need of supplies and medical aid. Green Bug was used to bus food, medicine and personnel to many parts of Luzon.

On 20 July, ARG ALFA became ARG BRAVO consisting of the USS TRIPOLI, JUNEAU, ALAMO and CAYUGA.

The TRIPOLI assisted in disaster relief until shortly prior to the 4th of August when we started home, back to CONUS. In 14 days the ship was to tie up, Pier 6, Naval Station, San Diego. And indeed she was. Thirty days stand-down was in order for the ship and it's tired crew.

In the meantime, plans were underway for PHIBLEX 5-72 off the southern California coast. On 10 October, the TRIPOLI was underway again with embarked BLT, HMM, HML, HMH and MAU for a PHIBLEX off the coast from Hunter-Ligget Point. Load and offload were successfully completed and on the 17th, TRIPOLI returned to San Diego. This was the last underway period for the ship during the calendar year 1972. But in port she was busy. A Basic Point Defense Surface Missile System was installed with two eight-missile launchers, one just forward of the superstructure, and one on the after port gun tub.

Christmas, 1972 was spent at home - a far cry from the Indian Ocean and a pleasant ending to a fruitful and successful and very long deployment in the Western Pacific.

C. Specific Topics

1. Air Operations

a. Total shipboard landings - 4,023

b. Records:

(1) 29,000 landing was made on 18 February 1972

(2) 30,000 landing was made on 15 April 1972

(3) 31,000 landing was made on 7 June 1972

(4) 32,000 landing was made on 11 October 1972

c. In January 1972, heavy flight operations were conducted in connection with Indian Ocean contingency operation. From April through early July, flight operations were in support of TF 76 units in the Tonkin Gulf. USMC aircraft from TRIPOLI were utilized to launch two amphibious landings of South Vietnamese Marines during June 1972.

2. Surface Operations

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

3"/50 Caliber - 120

b. Underway Replenishments

<u>DATE</u>	<u>REPLENISHMENT SHIP</u>	<u>TYPE REPLENISHMENT</u>
2 JAN 72	USS BAUSELL	UNREP
4 JAN 72	USS HALEAKALA	VERTREP
5 JAN 72	USS WICHITA	UNREP
9 JAN 72	USS ASHTABULA	UNREP/VERTREP
17 FEB 72	USS CALIENTE	UNREP
17 FEB 72	USS SAN JOSE	VERTREP
5 MAR 72	USS GUADALUPE	UNREP
6 MAR 72	USS SAN JOSE	VERTREP
31 MAR 72	USS ASHTABULA	UNREP
31 MAR 72	USS WHITE PLAINS	VERTREP
9 APR 72	USS VEGA	UNREP
11 APR 72	USS MISPELLION	UNREP
17 APR 72	USS NAVASOTA	UNREP
17 APR 72	USS WHITEPLAINS	VERTREP
24 APR 72	USS ASHTABULA	UNREP
27 APR 72	USS VEGA	VERTREP
4 MAY 72	USS CALIENTE	UNREP
5 JUNE 72	USS MARS	VERTREP
6 JUNE 72	USS GUADALUPE	UNREP
24 JUNE 72	USS VEGA	VERTREP
27 JUNE 72	USS MARS	VERTREP
1 JULY 72	USS CALIENTE	UNREP

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7 JULY 72  
7 JULY 72

USS GUADALUPE  
USS NIAGARA FALLS

UNREP  
VERTREP

3. Engineering Department

a. TRIPOLI refueled a total of 26 times during 1972, receiving a total of 3,794,223 gallons of NSFO. Thirteen of the 26 refuelings were conducted while underway, with TRIPOLI receiving 1,720,628 gallons during these UNREP's.

b. The most significant engineering casualty of 1972 occurred while TRIPOLI was deployed in WestPac. On 18 April, while underway off the coast of Vietnam, a loud metallic sound was heard coming from the H.P. turbine. Subsequent tests revealed that the main engine could be operated at speeds below 10 knots without excessive vibration. The source of trouble was suspected to be torn shrouding. On 4 May, while clearing an AO following an UNREP, the loud noises from the turbine resumed. When the noise persisted even at low speeds, a decision was made to bypass the H.P. turbine and rely solely on the LP turbine for propulsion. After effecting the emergency repairs, TRIPOLI left the combat zone for Subic Bay, arriving 9 May. Inspection of the turbine revealed missing shrouding and a damaged turbine. The cause of the casualty was found to be a broken nozzle valve stem. Subsequent problems with vacuum leaks were the result of leaks around the H.P. turbine flange.

c. In February, SRF Subic replaced eleven tubes in 1B Boiler. In June, six leaking economizer tubes were bypassed by SRF workers while underway. At the same time four superheater support tubes were replaced and one was plugged on 1B Boiler. In November, a leaking tubing in 1A was replaced by contractors in San Diego. During November, repairs were performed on the boiler refractories, sliding feet and uptakes. Also, leaks in the stack were corrected.

d. In August, while returning from deployment, number one cargo elevator was damaged by a wedged fork lift. Subsequent repairs continued through November.

e. In November, a routine quarterly hull inspection revealed the existence of four cracks in the ship's rudder. It was decided that repairs could be postponed until the regular yard overhaul if future inspections showed that the cracks were not enlarging significantly.

4. Aircraft Intermediate Maintenance Department

a. The acquisition and installation of major Aircraft System Test Benches, the establishment of individual work centers, and an on board complement of technically qualified permanently assigned Navy and augmented Marine technicians, resulted in the attainment of a self supported Aircraft Maintenance capability while at sea and less reliance on outside Supply Support. On numerous occasions, when parts were not available, Non RFI Components not considered repairable, were repaired, or the components were manufactured organically to meet existing requirements.

b. The AIMD provided full range and depth of Intermediate level support including Airframes, Avionics and engines less CER for the CH-46D, CH-53D and UH-1E embarked Aircraft. Additionally, it was called upon to provide Maintenance for SH-3A "Big Mother" aircraft which landed on board experiencing problems.

c. The AIMD "Green Bug" Aircrew expended an average of 8:4 man-hours per flight hour in successfully accomplishing 289 flights and 476.4 flight hours during the WestPac deployment. The Ship's Organic Helicopter was extensively involved in SAR Operations (5 people rescued) and actively participated in the Philippine Islands Flood Relief Operation.

d. The AIMD's Jet Engine Shop processed 42 engines during 1972, of which 34 were made ready for issue (RFI). The total number of Aircraft Components processed throughout the year was 2087, of which 1460 (70.0%) were made RFI.

e. 86.7% of all repairable items (Black Boxes) inducted were in fact repaired and returned to the Rotable Pool.

f. The AIMD Cal Lab calibrated a total of 706 items for the embarked Squadron and various Ship's Departments.

g. Intermediate and Organizational Maintenance was effectively provided for 106 pieces of Ground Support Equipment resulted in 92.6% Readiness Availability during the overseas deployment.

#### 5. Supply Department

##### a. Stores.

###### (1) Customer Demands.

(a) COSAL and Consumable	12,789	\$ 606,989.14
(b) AVCAL	15,292	\$2,487,350.72

###### (1) Inventory 31 December 1972.

(a) COSAL and Consumable	\$ 585,264.87
(b) AVCAL (Including JP-5)	\$1,788,792.33

##### b. Food Service.

(1) Value Stores Consumed	\$ 454,505.52
(2) Number of Rations Fed	294,753

##### c. Sales.

(1) Gross Sales - Ship's Store	\$ 239,691.00
(2) Contribution - Recreation Fund*	\$ 28,730.00
(3) Laundry Processed (Pounds)	125,000

\*Includes \$4,000 available for contribution to RecFund but not yet transferred.

d. Disbursing.

(1) Gross Disbursements	\$2,900,265.94
(2) Hostile Fire Pay	\$ 154,830.00
(3) Gross Collections	\$ 369,253.26

e. Wardroom.

(1) Value Stores Consumed	59,909.75
(2) Mess Members (Average)	117
(3) Mess Bill (Average)	36.25

f. ADP.

(1) Military Personnel Cost (estimate)	\$ 55,600.00
(2) O&MN Cost	\$ 9,372.00

g. During the first eight months of 1972 TRIPOLI's Supply Department supported operations in the Western Pacific including an extended stay in the Indian Ocean during the Indian/Pakistan War. Numerous UNREPS/VERTREPS were conducted on approximately tri-monthly basis. During the Spring Offensive launched by the North Vietnamese in late March TRIPOLI's ability to adequately support aircraft at the end of the logistics chain was again put to the test. The results were excellent as the embarked squadron was able to maintain approximately 80% aircraft availability.

h. Upon return to CONUS in late August the Supply Department began offloading excess material, pulling of MSP parts, and Re-AVCAL for the upcoming Western Pacific deployment. In November 1972 the Supply Department underwent the Annual Supply Inspection by Commander Amphibious Force, U.S. Pacific Fleet with a grade of satisfactory assigned. During the month of December the department continued to load out in preparation for forthcoming deployment.

6. Communications Department.

a. TRIPOLI's Communication 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) 1 January - 4 August 1972

COMMANDER AMPHIBIOUS READY GROUP ALFA/CTG 76.4  
(1 Jan - 20 Jul)

COMMANDER AMPHIBIOUS READY GROUP BRAVO/CTG 76.7  
(20 Jul - 4 Aug)

COMMANDER AMPHIBIOUS SQUADRON FIVE  
(1 Jan - 4 Aug)

COMMANDING OFFICER, 31ST MARINE AMPHIBIOUS UNIT/CTG 79.4  
(1 Jan - 5 May)

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COMMANDING OFFICER, 33RD MARINE AMPHIBIOUS UNIT/CTG 79.7  
(5 May - 4 Aug)

PROVISIONAL MARINE AIR GROUP TEN  
(28 Apr - 23 May)

SECOND BATTALION, FOURTH MARINES  
(1 Jan - 18 Jan) (19 Jul - 4 Aug)

THIRD BATTALION, FOURTH MARINES  
(19 Jan - 23 May) (31 May - 14 Jun)

THIRD BATTALION, FOURTH MARINES REAR  
(23 May - 31 May)

FIRST BATTALION, NINTH MARINES  
(14 Jun - 19 Jul)

MEDIUM HELICOPTER SQUADRON 165  
(1 Jan - 4 Aug)

TACRON ELEVEN DET ALFA  
(1 Jan - 4 Aug)

TACRON TWELVE DET BRAVO  
(14 Jul - 4 Aug)

BEACH JUMPERS UNIT ONE TEAM TWELVE DET ALFA  
(1 Jan - 26 Jan) (3 Feb - 28 Mar)

BEACH JUMPERS UNIT ONE TEAM TWELVE DET BRAVO  
(18 Jul - 4 Aug)

ASSAULT CRAFT GROUP ONE  
(1 Jan - 4 Aug)

UNDERWATER DEMOLITION TEAM WESTPAC DET ALFA  
(1 Jan - 25 Jul)

UNDERWATER DEMOLITION TEAM WESTPAC DET BRAVO TWO  
(25 Jul - 4 Aug)

(2) 4 August - 31 December 1972

COMMANDER AMPHIBIOUS SQUADRON FIVE  
(4 Aug - 4 Oct) (31 Oct - 27 Dec)

COMMANDER AMPHIBIOUS SQUADRON ONE  
(4 Oct - 31 Oct)

COMMANDING OFFICER FIFTEENTH MARINE AMPHIBIOUS UNIT  
(10 Oct - 28 Oct)

MEDIUM HELICOPTER SQUADRON 163  
(10 Oct - 28 Oct)

SECOND BATTALION, SEVENTH MARINES  
(10 Oct - 28 Oct)

b. From January 1972 to August 1972 USS TRIPOLI was deployed in the Western Pacific. The Communications Department was manned by ship's company radiomen, embarked Amphibious Squadron radiomen, and embarked Marine communications personnel. The Radio Division was able to maintain a three section watch except during major exercises of high tempo operations. The Signals Division was in port and starboard watches throughout the cruise due to the number of ships in the squadron and the high amount of visual tactical signaling.

c. Traffic Volume.

<u>MONTH</u>	<u>SEND TRAFFIC</u>	<u>RECEIVE TRAFFIC</u>
JAN	2289	5391
FEB	2155	4679
MAR	2079	5079
APR	3841	6218
MAY	2531	4978
JUN	1780	4320
JUL	3182	6045
AUG	685	2307
SEP	163	1498
OCT	1709	2864
NOV	243	1431
DEC	<u>285</u>	<u>1527</u>
TOTALS	20,942	46,337

d. Ship to Shore terminations varied between the following U.S. Naval Communications Stations in 1972:

- NAVCOMMSTA GUAM
- NAVCOMMSTA ADAK
- NAVCOMMSTA H. E. HOLT
- NAVCOMMSTA SAN FRANCISCO
- NAVCOMMSTA SAN DIEGO

7. Personnel.

a. Personnel situation and manning: On 1 January 1972 there were 480 enlisted personnel and 47 officer personnel on board TRIPOLI for duty. This number decreased slowly to 460 enlisted personnel in June 1972 and then began a steady climb to 602 enlisted personnel on

board on 31 December 1972. The number of officer personnel fluctuated between 44 and 48 and ended with 44 officers on board. Enlisted allowance throughout the year was 511, complement 519. Officer allowance of 44, complement 47.

b. Reenlistment rate:

(1) During 1972 23 of 108 eligible first term personnel reenlisted for a percentage of 21.3.

(2) Career reenlistments far overshadowed the first termers with 14 of 14 eligibles reenlisting for a percentage of 100%.

c. Legal: There were 85 Captain's Mast's processed in which Article 15 punishment was imposed. There were 11 Summary Courts-Martial and 2 Special Courts-Martial held. Three one-officer informal investigations were conducted and one formal JAG investigation.

d. Education: During the past year, 312 Navy-wide examinations were administered, resulting in a total of 133 personnel being advanced in rating."

8. Dental Department.

a. Since 1 January 1972, the Dental Department has accomplished the following:

(1) Permanent Restorations	2,004
(2) Oral Prophylaxis	602
(3) Examinations	1,116
(4) Total Procedures (Includes all phases of dentistry)	8,134

b. The current dental health status enjoyed by the personnel of the TRIPOLI (LPH-10) is as follows:

(1) Class I (Individuals requiring no dental treatment)	219
(2) Class II (Individuals requiring routine but not early treatment)	219
(3) Class III (Individuals requiring early treatment)	47
(4) Class IV (Individuals requiring essential prosthetic appliances)	29

c. In addition to the above the Dental Department provided care for 45 persons from other activities during our Western-Pacific deployment.



COMMANDING OFFICER, 1ST BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(5 May - 4 Aug)

PROVINCIAL, 1ST BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(28 Apr - 23 May)

2ND BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 May - 10 Jun)

3RD BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(19 Jan - 21 May) (11 May - 10 Jun)

4TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(13 May - 11 Jun)

5TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

6TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

7TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

8TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

9TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

10TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

11TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

12TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

13TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

14TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

15TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

16TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

17TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

18TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)

19TH BATTALION, 1ST BRIGADE, 1ST DIVISION, 1ST ARMY  
(11 Jun - 10 Jun)