

U. S. S. ALBERT DAVID (DE-1050)

FLEET POST OFFICE  
SAN FRANCISCO, CALIF. 96601

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From: Commanding Officer, USS ALBERT DAVID (DE-1050)  
To: Chief of Naval Operations

Subj: Command History

Ref: (a) OPNAV ltr OP-09B, ser 1829P09B91, dtd 4 SEP 1970

Encl: (1) Chronology of Highlights  
(2) Basic Narrative  
(3) News Release  
(4) Biography of Commander Roy S. REYNOLDS, U. S. Navy  
(with photograph)  
(5) ALBERT DAVID Familygram (22 March 1969)  
(6) ALBERT DAVID Familygram (20 December 1969)  
(7) News Release 1-69  
(8) CONFIDENTIAL ltr, subj: USS ALBERT DAVID (DE-1050);  
report of completion of shakedown training (U)  
(9) CONFIDENTIAL msg subj: HOLDEX 1-69  
(10) Photograph of USS ALBERT DAVID (DE-1050)

1. In compliance with reference (a), enclosures 1 through 10 are hereby forwarded.

2. This letter regraded UNCLASSIFIED upon removal of enclosure 8 and 9.

*J. J. Zable*  
J. J. ZABLE

1969

DOWNGRADED AT 3 YEAR INTERVALS;  
DECLASSIFIED AFTER 12 YEARS.  
DOD DIR 5200.10

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Reg 81242

CHRONOLOGY OF HIGHLIGHTS

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JAN 1-6 Inport Bremerton, Washington, Holiday Routine.  
JAN 6-11 Underway for San Diego, California.  
JAN 11-16 Inport San Diego, California.  
JAN 16-19 Underway for Bremerton, Washington.  
JAN 19-20 Inport Bremerton, Washington.  
JAN 20-24 Underway and at Carr Inlet, Washington for  
underwater acoustics tests.  
JAN 24-28 Inport Bremerton, Washington.  
JAN 28-31 Underway and at Thorndyke Bay & Dabob Bay,  
Washington.  
FEB 6-13 Inport Bremerton, Washington.  
FEB 13-16 Underway for San Diego, California.  
FEB 16-25 Inport San Diego, California.  
FEB 25-26 Underway for Engineering Final Acceptance Trials  
FEB 26/MAR 2 Inport San Diego, California.  
MAR 2-4 Underway and Inport Long Beach, California.  
MAR 4-14 Underway for Pearl Harbor, Hawaii and HOLDEX 1  
MAR 14-17 Inport Pearl Harbor, Hawaii.  
MAR 17-22 Underway for Bremerton, Washington.  
MAR 22/APR 3 Inport Bremerton, Washington.  
APR 3-7 Underway for San Diego, California.  
APR 7/MAY 9 Refresher Training in Southern California  
Operating Areas.

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CHRONOLOGY OF HIGHLIGHTS (Cont'd)

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MAY 1 Homeport changed from Bremerton, Washington to Long Beach, California.

MAY 9-10 Underway for Long Beach, California.

MAY 10 Inport Long Beach, California and Underway for Bremerton, Washington.

MAY 10-12 Underway for Bremerton, Washington.

MAY 12/JUN 30 Inport Bremerton, Washington for Post Shakedown Availability.

JUL 1-7 Inport Bremerton, Washington.

JUL 7-11 Underway for San Diego, California.

JUL 12 Underway for NEL Deperming Pier, San Diego, California.

JUL 12-16 Inport NEL Deperming Pier/Ship depermed on Jul

JUL 16-18 Underway for three days of local operations in SOCAL OPAREAS.

JUL 18-29 Inport Long Beach, California.

JUL 30/AUG 8 Underway for HUKASWEX 7-69.

AUG 8-11 Anchored off Santa Barbara, California for port visit.

AUG 11 Underway for Long Beach, California.

AUG 11-21 Inport Long Beach, California.

AUG 21-27 Underway for Operation BEEFMASTER.

AUG 27/SEP 8 Inport Long Beach, California.

SEP 8-12 Underway for COMPTUEX 26-69.

SEP 12-26 Inport Long Beach, California. TAV with USS ISLE ROYALE (AD-29).

SEP 26 Underway for Seal Beach, California. Loaded ammunition.

SEP 26-30 Inport Long Beach, California.

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CHRONOLOGY OF HIGHLIGHTS (Cont'd)

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OCT 1 Underway for Seal Beach, California. Loaded ammunition.

OCT 1-3 Inport Long Beach, California.

OCT 3 Underway for Dependent's Cruise.

OCT 3-8 Inport Long Beach, California.

OCT 8 Departed Long Beach, California for six-month WESTPAC Deployment

OCT 8-18 Underway for Pearl Harbor, Hawaii.

OCT 13-17 Participated in ASWEX 1-69 off Hawaii.

OCT 18-21 Inport Pearl Harbor, Hawaii.

OCT 21-24 Underway for Midway Island.

OCT 24-31 Underway for Yokosuka, Japan.

OCT 25 Day lost due to crossing International Dateline

OCT 26 Chopped SEVENTH Fleet.

OCT 31/NOV 2 Inport Yokosuka, Japan.

NOV 2-7 Underway for Keelung, Taiwan.

NOV 7-8 Inport Keelung, Taiwan.

NOV 8-14 Underway patrolling Taiwan Straits.

NOV 14-15 Inport Kaohsiung, Taiwan.

NOV 15-17 Underway for Subic Bay, Philippines.

NOV 17-21 Inport Subic Bay, Philippines.

NOV 21-24 Underway for Naval Gunfire Support Duty off Coast of South Vietnam.

NOV 24/DEC 10 Conducting NGFS off Coast of South Vietnam.

DEC 10-11 Underway for South SAR Station, Gulf of Tonkin

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Enclosure (1)

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CHRONOLOGY OF HIGHLIGHTS (Cont'd)

DEC 11-16            South SAR Station, Gulf of Tonkin.  
DEC 16-17            Plane Guard for USS HANCOCK (CVA-19).  
DEC 17-22            Underway for Bangkok, Thailand.  
DEC 22-27            Inport Bangkok, Thailand.  
DEC 27-30            Underway for Plane Guard for USS CORAL SEA  
                          (CVA-43).  
DEC 30-31            Plane Guard for USS CORAL SEA (CVA-43).  
  
FULL DAYS IN PORT            165  
FULL DAYS AT SEA             144  
  
COMBINATION OF AT  
SEA AND INPORT               56

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BASIC NARRATIVE

The New Year 1969 was upon us and again we were under the able leadership of Captain REYNOLDS. January 1st to 6th we remained in port at Puget Sound Naval Shipyard, Bremerton, Washington, observing the holidays.

On Monday morning January 6th, we got underway for San Diego operating areas. During the cruise southward, we held numerous general quarters, abandon ship, and man overboard drills. We also manned shore bombardment, anti-submarine warfare and anti-aircraft tracking stations. The refueling detail stations were manned and repair parties manned their stations for damage control exercises. We continued the various exercises while in the Southern California operating areas off San Diego on Thursday and Friday, January 9th and 10th. On Friday at 1938 we received a distress call requesting our assistance in Op-Area 3802 for a possible plane crash at estimated position 33-18 North, 118-20 West. ALBERT DAVID answered the call and proceeded to this area. At 2038 we received the tragic message that the aircraft crashed at Santa Catalina Island with one body found and the other missing. At 2116 we broke off from the search and rescue mission.

On Saturday morning we pulled into San Diego Bay and moored to Pier 2. We remained in port at San Diego until Thursday morning, 16 January. On Monday afternoon, 13 January, Commodore Robert ROWE, our Squadron Commander, paid us a visit.

Thursday we departed San Diego enroute for Bremerton. On our cruise north we again conducted many exercises. We arrived in Bremerton on Sunday, 19 January.

Monday, 20 January ALBERT held their first Dependent's Cruise as we headed for Carr Inlet Acoustic Range, Fox Island Washington. The dependents appeared to enjoy the cruise and were debarked at Carr Inlet for their bus trip back to Bremerton. From Monday to Thursday we were moored to Buoys A and H. Thursday and Friday we were underway in Carr Inlet while conducting underwater acoustics tests.

Friday afternoon, 24 January we again pulled into Bremerton and remained in port until 1600 Tuesday, 28 January at which time we were underway for Thorndike Bay, Hood Canal, Washington.

We were in Thorndike Bay from Tuesday until Friday morning running underwater log tests and sonar accuracy tests. On Thursday we went from Thorndike Bay to Dabob Bay to fire dummy torpedoes and we also held an ASROC handling drill.

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Enclosure (2)

~~TOP SECRET~~

Tuesday afternoon we left Vancouver for Nanoose Harbor. On Wednesday we fired the ASROC missile for the first time and fired a torpedo from both the port and starboard tubes. We left Nanoose Harbor on Wednesday and anchored in Thorndike Bay at about 0100 on Thursday, 6 February. Thursday we completed exercises in Debob Bay and moored about 1600.

We remained in Bremerton for a week preparing for our trip to San Diego. On Thursday, 13 February we left Bremerton enroute for San Diego.

We transited to San Diego from Thursday until Sunday, 16 February. Our first zone inspection was held Friday, 14 February in very rough and heavy seas.

We were in port at San Diego until Tuesday, 25 February. During this period ALBERT DAVID personnel attended many of the fine Navy schools designed to train the fleet personnel. These schools were located at the Fleet Training Center and the Anti-Submarine Warfare School and were utilized in preparation for the upcoming HOLDEX exercises. ON Monday, 24 February, ALBERT DAVID was honored by the visit of Rear Admiral MASON B. FREEMAN, Commander Cruiser-Destroyer Force, U.S. Pacific Fleet. Rear Admiral FREEMAN asked that the ALBERT DAVID crew be congratulated on the appearance of the ship. He was most impressed. This was his first lengthy visit to a ship of our class.

We were underway Tuesday, 25 February for engineering tests which began our final acceptance trials. We moored Tuesday afternoon and on Wednesday were again underway to complete our engineering final acceptance trials. We again moored Wednesday night until Sunday, 2 March.

Sunday morning, March 2, we left San Diego and headed for Long Beach. We moored at Long Beach Sunday afternoon at about 1500. Commodore ROWE came on board. ALBERT DAVID would embark the Commodore and his Staff for the HOLDEX and in July we would be Flagship for Destroyer Squadron TWENTYNINE.

Tuesday morning, 4 March, we were underway for Pearl Harbor, Hawaii, with Commander Destroyer Squadron TWENTYNINE and his Staff embarked. The HOLDEX commenced at 1000 on Saturday, 8 March and ended at 1000 Thursday, 13 March. The following message was received on 12 March from Commodore ROWE. "Performance of TG32.6 and supporting aircraft to this point superb and leaves little to be desired. GREENFISH ("enemy sub") evaluated all attacks as excellent. The old-timers of DESRON 29 paid special tribute to ALBERT DAVID'S professional, old-hand performance in her maiden cruise."

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The above message reflected well on the outstanding performance of all hands during our operation in the HOLDEX. The schedule was rugged, but all hands added their part in making ALBERT DAVID'S first venture into fleet operations a huge success.

ALBERT DAVID pulled into Pearl Harbor on Friday, 14 March for some well-deserved and long-awaited liberty in beautiful Hawaii. The ship remained in Pearl Harbor until Monday morning.

Monday morning, 17 March ALBERT DAVID was underway for Bremerton. We had to get ready now for refresher training to be held in San Diego beginning in early April. During this transit there were numerous calls to general quarters and practicing the battle problem we had received from the Training Group at San Diego.

Saturday, 22 March, about 1300 we arrived in Bremerton and remained there until Thursday, 3 April.

Thursday, 3 April we were underway for San Diego for five weeks of refresher training under the auspices of Command Fleet Training Group, San Diego. We first moored at Indian Island Ammunition Pier, Washington to load ammunition. After loading ammunition we continued on to San Diego and were in transit until Monday, 7 April.

Thursday and Friday we encountered very heavy seas and ALBERT DAVID was summoned by the Coast Guard to a search and rescue detail of a 30-foot sailboat in distress at 48-20 North, 126-19 West. The "Vigilant Shepherd" answered the call and although not involved in the actual rescue itself, we remained on station until a secure rescue was accomplished. ALBERT DAVID received this message of appreciation from Rear Admiral F.V. HELMER, Commander, Thirteenth Coast Guard District for our participation in this mission. "Your willingness and vigilance in altering course and proceeding to the aid of the distressed sailing vessel VAL HALLA and in standing by that stricken vessel is in the highest traditions of the sea. Your cooperation and perseverance under highly adverse conditions are greatly appreciated."

At 1600 on Monday, 7 April we moored next to Pier 1 at the Naval Station, San Diego to commence our five weeks of refresher training. On Tuesday, refresher training commenced and we had to moor between Buoy 24 and 25 as this was a refresher training requirement. The first week we were not underway as Fleet Training Group observers inspected to ensure that we had our allowance of publications on board. Captain REYNOLDS paid a visit to Commander Fleet Training Group which was returned by COMFLETRAGRU on Thursday, 10 April.

The second week of refresher training from 14 April to 18 April concentrated on Anti-Submarine Warfare Exercises.

although Friday the 5"/38 mounts got a heavy workout firing shore bombardment on San Clemente Island. The third week from 21 to 25 April concentrated on Anti-Aircraft firing of the mounts. The fourth week from 28 April to 2 May we had surface target shooting, fuel and cargo replenishment, with the USS CACAPON, air tracking and air controlling, and helicopter launching and recovery and vertical replenishment from a helicopter. Also during this period we had our first and mid-term battle problem.

The fifth and final week of 5-9 May we had towing and being towed exercises, aircraft control, underway provisioning, rearming, and emergency breakaway with the USS HALEAKALA, anti-aircraft shooting exercises, and Friday the final battle problem.

The five weeks of refresher training were plenty tough and took a lot out of the crew. Everyone was glad to see it end but everyone also realized the benefits that we gained from this training. Probably the most important benefit gained was the concept of team work for which the Navy must always depend. Team work on board a fighting ship of the Navy is most important in carrying out the mission and ALBERT DAVID developed a great deal of team work through these five weeks.

Another eventful day was May 1st as ALBERT DAVID'S homeport was changed from Bremerton, Washington to Long Beach, California.

We departed San Diego after dropping off the Fleet Trainin- Group observers and headed for Long Beach Friday evening, 9 May. May 9th was also the day LCDR Bernard F. ROEDER, Jr., reported on board as numerical relief for LCDR John S. BONE, Jr., as Executive Officer. We night steamed Friday night and pulled into Long Beach on Saturday morning. Commodore ROWE held a personnel inspection on the duty section that morning and on Saturday afternoon we headed for Bremerton. Spirits of the crew were high as we arrived at the Naval Ammunition Depot, Bangor, Washington to offload ammunition on Tuesday morning, 12 May. ALBERT DAVID'S second Dependent's Cruise was held on this date as two bus loads of dependents were driven to Bangor to meet the ship. A delicious barbecue including chicken and steak was held on the fantail on our transit from Bangor to Bremerton. We arrived in Bremerton Tuesday afternoon. May 16th our fine Executive Officer, CDR BONE, was detached from the ship and CDR ROEDER officially assumed duties.

From 12 May until 30 June ALBERT DAVID remained at Puget Sound Naval Shipyard, Bremerton, Washington for our Post Shakedown Availability yard period. We went into drydock for the first time since the ship was commissioned. This was our final lengthy yard period before deployment in

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October and also the last step in the commissioning of a naval vessel. After this yard period we would be a part of the Fleet. During this period many crew members were taking leave to move their families south to Long Beach.

From 1 July to 6 July the ship prepared to get underway for the Southern California Operating Areas. On 7 July ALBERT DAVID was underway for Indian Island to load ammunition and then on to Southern California. On the trip southward the ship exercised at general quarters and abandon ship, conducted 15 knot, 20 knot, and full power economy trials, held CIC shore bombardment drills and ASROC team training. Thursday, 10 July we conducted surface firing and the following day anti-aircraft firing.

Friday, 11 July we moored at the Naval Station, San Diego, and Saturday we moored at the NEL degaussing pier in preparation for deperming on Tuesday, 15 July. The ship was depermed as scheduled and Wednesday, 16 July we were underway for three days of local operations. During these three days were conducted shore bombardment drills on San Clemente Island, conducted a helicopter launch and recovery operation, refueled from the USS MISPELLION, and embarked FORACS personnel from Wilson Cove, San Clemente Island for weapons accuracy test.

Friday, 18 July 1969, we moored at Long Beach. From 18 July to 29 July we were in port preparing for our Administrative Inspection and for HUKASWEX 7-69. ALBERT DAVID'S first Administrative Inspection was held on Monday and Tuesday, 28 and 29 July and we were awarded excellent grades in many areas. Commodore ROWE held the personnel inspection on Tuesday. The Commodore and his staff were now living on board as USS ALBERT DAVID was now the flagship for Destroyer Squadron TWENTY-NINE.

Wednesday, 30 July we were underway for HUKASWEX 7-69. This anti-submarine exercise which lasted through Friday, 8 August 1969 provided ALBERT DAVID personnel with excellent ASW training and enabled us to complete exercises required prior to deployment. The exercise was summed up excellently by Captain REYNOLDS in his message he promulgated in the Plan of the Day. "ALBERT DAVID has just completed our first major fleet exercise, during which time we operated with the anti-submarine carrier BENNINGTON, refueled, controlled both anti-submarine and attack aircraft, and conducted

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anti-guided missile and gunnery exercises. Considering the long hours, and the fact that HUKASWEX 7-69 was another first, I would like to commend all hands. CIC, both RDs and augmenting personnel from other departments, performed very well as did the Deck Force on the Bridge, helo refueling detail, and underway replenishment. Due to water conditions the Sonarmen did not get much of a chance to show their true stuff, but they were ready. Special mention should be made to the Supply department personnel who both augmented watches throughout the ship and carried out their normal supply functions, and also special mention to the Food Services Team under CS1 PARKER, and the Stewards under SD2 SMITH who fed on virtually a 24-hour-basis. To all of you, who contributed to the successful training received during the past HUKASWEX, a hearty well done!

On Friday, 8 August we anchored off Santa Barbara, California, for a weekend port visit during Santa Barbara's annual Old Spanish Days Fiesta Celebration. Santa Barbara a very picturesque city and a good time was had by all crew members.

Monday, August 11th, we headed for Long Beach and moored at Pier 15. We were in port until Thursday, 21 August making preparation for Operation BEEFMASTER.

Thursday, 21 August, we were underway for Operation BEEFMASTER. This exercise was also very beneficial as we completed more of our predeployment requirements. Monday, 25 August, ALBERT DAVID was honored by a visit from Commander FIRST Fleet, Vice Admiral Bernard F. ROEDER. Admiral ROEDER is the father of our Executive Officer, Lieutenant Commander ROEDER.

Wednesday, 27 August, we again moored at the Naval Station, Long Beach. We were in port until Monday, 8 September, preparing for the Operational Readiness Inspection Battle Problem and COMPTUEX 26-69.

Monday, 8 September, we were underway for COMPTUEX 26-69. Our ORI was held this day with observers from the USS RAMSEY (DEG-2) on board to evaluate the performance of ALBERT DAVID personnel during the battle problem. The COMPTUEX lasted until Friday, 12 September, and again we completed more of our pre-deployment requirements.

Friday, 12 September, we moored alongside the USS ISLE ROYALE (AD-29) to commence a tender availability period. The TAV extended until Friday, 26 September, at which time we were underway for Seal Beach and loading of ammunition.

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Friday, 27 September, ALBERT DAVID was again moored at the Naval Station, Long Beach. We were in port until Wednesday, 1 October, preparing the ship for the scheduled Dependent's Cruise on 3 October.

On 1 October, we were underway for another day of ammunition loading at Seal Beach. By the end of the day, ALBERT DAVID'S magazines were filled to 100% capacity and ready for our WESTPAC Cruise.

From 1 October to 8 October, each crew member spent as much time with his family as possible before beginning our six month WESTPAC Cruise. On 3 October, the crew members and families enjoyed a day at sea on ALBERT DAVID'S second Dependent's Cruise. We performed a high speed run and Commander Destroyer Squadron TWENTY-NINE was highlined to a from the USS BENNER (DD-807).

Wednesday, 8 October finally came, and with 8 October came many sad hearts and many tears. ALBERT DAVID departed Long Beach at 0900 on 8 October not to return until 9 April 1970. Commander Destroyer Squadron TWENTY-NINE, Staff and twenty-six officers and men from the ALBERT DAVID left Long Beach on the USS CUNNINGHAM (DD-752) to conduct an Operational Readiness Inspection on the CUNNINGHAM. Due to sea conditions, a small boat transfer was cancelled and a high line transfer brought Commander Destroyer Squadron TWENTY-NINE, Staff and ALBERT DAVID crew members back to the ALBERT DAVID late in the afternoon.

During our transit from Long Beach to Pearl Harbor, Hawaii, from 8 October to 18 October, ALBERT DAVID held marine readiness exercises in preparing for SEVENTH Fleet Operations. From 13 October to 17 October, ALBERT DAVID participated in ASWEX 1-69 off the Coast of Hawaii. On Friday morning, 17 October, we transferred JP-5 fuel by highline to the USS CUNNINGHAM (DD-752) for her dash helicopter. As the replenishment came to an end, we commenced pulling ahead of CUNNINGHAM. Drastic speed changes did not help for we kept pulling ahead. The highline was disengaged but not soon enough. CUNNINGHAM's port anchor caught ALBERT DAVID on the starboard quarter and tore away two helicopter nets and tore an 8 inch wide by 4 foot long hole in our side. Luckily no one was hurt during the collision.

Early Saturday morning, 18 October, we pulled into Pearl Harbor for three days for rest and relaxation, refueling and repairs to our starboard quarter. The crew enjoyed liberty in Hawaii and were most impressed with the beauty of the Hawaiian Islands. ALBERT DAVID departed Pearl Harbor, Hawaii for Midway Island late in the evening on Tuesday, 21 October.

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The three-day transit from Pearl Harbor to Midway was spent reconstructing ASWEX 1-69. Many long, tedious hours were spent reconstructing the ASWEX 1-69 exercise. Upon arrival Midway Island, 24 October, the reconstructing of ASWEX 1-69 was completed.

After refueling at Midway Island on Friday, 24 October, ALBERT DAVID set a course for Yokosuka, Japan--a six-day trip. Saturday, 25 October was lost due to crossing the International Dateline or 180 degrees meridian at latitude 28 degrees, 25 min. N. On Tuesday, 28 October, we chopped to SEVENTH Fleet. The many exercises that had been conducted during the transit seemed to have special meaning after becoming part of the SEVENTH Fleet.

From 31 October to 2 November we were in Yokosuka, Japan, for rest and relaxation and refueling. ALBERT DAVID'S first Executive Officer, Lieutenant Commander BONE, and his wife, Barbara, were at the pier to meet the ALBERT DAVID when we pulled in. Captain REYNOLDS and LCDR BONE spent several hours talking about old times on the ALBERT DAVID. Many of the crew members took advantage of the many items and outstanding prices at the Yokosuka Navy Exchange. Stereo cameras, camera lenses, and jewelry were the items most of the crew members bought.

On 1 November, ALBERT DAVID departed Yokosuka, Japan. But for the first time since 8 October, we did not form up in formation. ALBERT DAVID set course for the Taiwan Straits and approximately two weeks of patrolling the Taiwan Straits. Our destination was Kaohsiung, Taiwan, and then the Taiwan Straits. Early on Tuesday morning, 4 November, we changed course to due south because an approaching typhoon was in the area. The typhoon had been named "June". Captain REYNOLDS' wife is named June so he was kidded rather much about another "June" being after him. Not until Wednesday, 5 November, were we able to head west and towards Taiwan. ALBERT DAVID received a schedule change on 5 November. We were directed to proceed to Keelung, Taiwan instead of Kaohsiung, Taiwan. As we were proceeding towards Keelung, another typhoon to the southeast, typhoon "Kathy", started making her presence known by causing some rough riding aboard the ALBERT DAVID.

On Friday, 7 November, we anchored in Keelung Harbor, Taiwan and relieved the USS CAMP (DER-251) of the Taiwan Straits duty. Some of the crew got liberty in Keelung and enjoyed the sights of the city very much.

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Saturday, 8 November, we were underway for our first operational duty in the SEVENTH Fleet. We had prepared the ALBERT DAVID for the notoriously rough seas of the Taiwan Straits. The rough seas never appeared. The seas were so calm that we held a barbecue on the fantail on 12 November. On Thursday, 13 November, ALBERT DAVID received another schedule change. Due to a modification of the Taiwan Patrol and short of 5"/54 ammunition in the SEVENTH Fleet, ALBERT DAVID was directed to leave for gunfire support duty off the coast of the Republic of South Vietnam via Subic Bay. After two days in Kaohsiung, Taiwan, 14 and 15 November, ALBERT DAVID departed for Subic Bay late Saturday afternoon, 15 November, for emergency boiler repairs.

During our two-day transit from Kaohsiung, Taiwan to Subic Bay, Philippines, we continued training for our gunfire support duties off the coast of the Republic of South Vietnam. Morale seemed to increase when the word was passed that we were going to conduct gunfire support off the coast of the Republic of South Vietnam.

On Monday, 17 November, we pulled into Subic Bay, Philippines for refueling, unloading/loading of ammunition, and boiler repairs. Subic Bay proved to be an outstanding liberty port. Late Friday afternoon, 21 November, we departed Subic Bay for Danang, Vietnam and Naval Gunfire Support in I Corp.

From 21 November to 24 November, ALBERT DAVID'S crew was again training for gunfire support and the many problems encountered with precise gunfire support. On Monday morning, 24 November, we anchored in Danang Harbor, Republic of South Vietnam.

On Monday, 24 November, Commander Destroyer Squadron TWENTY-NINE returned to the ALBERT DAVID and became the Command of all gunfire support ships, CTU 70.8.9, along the coast of the Republic of South Vietnam.

At 2114, 24 November, ALBERT DAVID fired her first combat round of 5"/38 ammunition. Between 2114 on 24 November and 0505 on 25 November, ALBERT DAVID fired a total of 164 rounds of 5"/38. During the 16 days of NGFS in I Corp ALBERT DAVID fired exactly 2,399 rounds of 5"/38 ammunition. A "WELL DONE" was received from Commodore ROWE upon our departure 10 December.

On Wednesday, 10 December, we headed out of Danang Harbor for SOUTH SAR station in the Tonkin Gulf. From 11 December to 18 December we were operating with the USS TRUXTUN (DLGN-3) on SOUTH SAR station.

Our Executive Officer, LCDR ROEDER; Operations Officer, LT MASON; Weapons Officer, LT HOLLOWAY; and Chief Radarman WOOD had the great pleasure of visiting the TRUXTUN for the afternoon on Thursday, 11 December. All were very impressed with the visit.

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capabilities of the TRUXTUN as a fighting ship. From 13 December to 16 December we operated on South SAR Station with the USS JOUETT (DLG-29).

On Tuesday, 16 December, we departed South SAR Station and headed for plane guard duty with the USS HANCOCK that the crew of ALBERT DAVID was introduced to "Roger Ball", a term used by pilots to indicate they are on glide path. We operated with the HANCOCK for two days. During that time, Commander Destroyer Squadron TWENTY-NINE and Staff departed the ALBERT DAVID by helicopter and Commander Destroyer Squadron TWENTY-NINE's flag was shifted to the USS HANCOCK.

On Wednesday, 17 December, ALBERT DAVID left the Tonkin Gulf for Bangkok, Thailand. The transit took five days. On Monday, 22 December, payday was held aboard the ALBERT DAVID. A total amount of \$85,000 was paid to the crew and \$58,000 was in cash. The \$85,000 included combat pay and tax exemptions for both November and December. During the day, the ship's store sold \$1,143.72 worth of merchandise-- the largest amount sold since commissioning.

Before entering the Chao Phraya River which runs through Bangkok, Thailand, we had to empty all of the water the massive SQS-26 sonar dome so we could clear the river's bottom. AT 1030 on Monday, 22 December, we dropped our anchor in 27 feet of water in the Chao Phraya River and near the Thai Military Academy. We spent five great days in Bangkok, Thailand. The crew enjoyed maximum liberty during those five days. Overnight passes were given to all responsible third class petty officers, seamen and seamen apprentices upon request. The weather in Bangkok during our stay was outstanding with temperatures in the high 80's and low 90's. Christmas came and went with some sadness, but the high temperature seemed to tell us that it could not be Christmas it was too warm. Saturday, 27 December, ALBERT DAVID departed Bangkok and commenced the long trip to the Gulf of Tonkin and plane guard duty for the USS CORAL SEA (CVA-43). After four days of steaming, we refueled from the USS KAWISHIWI (A) and took on 144,480 gallons of JP-5. After refueling, we rendezvoused with the CORAL SEA and commenced a 42-day period on station in the Gulf of Tonkin.

## Weapons

~~CONFIDENTIAL~~UNDERWAY REPLENISHMENTS

<u>DATE</u>	<u>TIME</u>	<u>SHIP</u>
9 MAR	0701-0829	USS CHIPOLA (AO-63)
14 MAR	0830-0835	USS CUNNINGHAM (DD752)
14 MAR	0843-0851	USS O'BRIEN (DD725)
30 APR	1015-1115	USS CACAPON (AO-52)
30 APR	2038-2100	USS CACAPON (AO-52)
7 MAY	1443-1511	USS HALEAKALA (AE-25)
17 JUL	1053-1132	USS MISSPILLION (AO-105)
31 JUL	1636-1733	USS BENNINGTON (CVS-20)
1 AUG	2013-2037	USS RAMSEY (DEG-2)
6 AUG	1920-2035	USS BENNINGTON (CVS-20)
23 AUG	1312-1409	USS CACAPON (AO-52)
23 AUG	1426-1502	USS PYRO (AE-24)
25 AUG-26 AUG	2254-0012	USS CACAPON (AO-52)
10 SEP	1225-1342	USS TOLOVANA (AO-64)
13 OCT	0855-0943	USS HASSAYAMPA (AO-145)
26 NOV	0923-1017	USS PYRO (AE-24)
26 NOV	1311-1348	USS MISSPILLION (AO-105)
28 NOV	1247-1351	USS PYRO (AE-24)
29 NOV	0839-0857	USS HALEAKALA (AE-25)
29 NOV	1116-1155	USS MANATEE (AO-58)
30 NOV	1439-1727	USS HALEAKALA (AE-25)
2 DEC	0733-0936	USS RAINIER (AE-5)
2 DEC	1127-1306	USS PLATTE (AO-24)
6 DEC	1044-1213	USS CHIPOLA (AO-63)
6 DEC	1318-1511	USS PYRO (AE-24)
10 DEC	0737-0811	USS MANATEE (AO-58)
10 DEC	0931-1012	USS MARS (AFS-1)
11 DEC	0802-0844	USS KAWISHIWI (AO-146)
14 DEC	1341-1414	USS REGULUS (AF-57)
14 DEC	1611-1738	USS KAWISHIWI (AO-146)
17 DEC	1243-1338	USS KAWISHIWI (AO-146)
19 DEC	1612-1705	USS MANATEE (AO-58)
20 DEC	0721-0829	USS MT. KATMAI (AE-16)
31 DEC	1250-1435	USS KAWISHIWI (AO-146)

ENCLOSURE 2

~~CONFIDENTIAL~~

~~DECLASS~~

HELO REPLENISHMENTS

<u>DATE</u>	<u>TIME</u>
2 MAY	1505-1537
16 JUL	1401-1422
5 AUG	0806-0812
5 AUG	1724-1748
5 AUG	1754-1816
6 AUG	0905-0917
25 AUG	1020-1029
25 AUG	1034-1043
14 NOV	1002-1029
10 DEC	0934-1012
10 DEC	1252-1316
17 DEC	1353-1358

AMMUNITION EXPENDED

3204 rounds of 5"/38 projectiles and powder expended.

ENCLOSURE 2

~~DECLASS~~

ENGINEERING

~~CONFIDENTIAL~~  
DECLASSIFIED

Engineering performance for this year was very good. No major problems were encountered and at this time, the main propulsion plant had steamed over 1500 hours. The only major addition was the installation of new low pressure air compressors in June. The new air compressors have twice the capacity of the old ones and lend more reliability to the system which uses much low pressure air in the automatic controls.

Sometime about April, while steaming, the starboard fin stabilizer was lost. Its loss was discovered on 13 June during Post Shakedown Availability when the ship went into drydock. The port unit was removed during this period and not reinstalled for lack of time and material. Both units are tentatively scheduled for 1972 overhaul period.

Minor problems, characteristic of main propulsion plants, appeared from time to time, but all were within ship's force capability to repair.

ENCLOSURE 2

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Major Intelligence Collected - Photographs of Russian Fishing Fleet off the coast of Oregon. The WLR-1C and ULQ-6B were again inoperable or below specifications until after Post Shakedown Availability. The performance of this ECM gear excel from then on. ALBERT DAVID ordered and received a recognition kit from Japan and we also participated in a ULM-4 Range Test for the ULQ-6B (results satisfactory both the port and starboard units), a 15-E-1 Exercise, an EWEX 3 exercise, two E 8 exercises. In addition ECM personnel received a Technical Guidance Unit brief and visit. ALBERT DAVID has sent 10 men through the two weeks ECM operators school and one man through the two weeks ECM supervisors school. One ETR3 has attended maintenance school for ECM gear.

Communications - Average of 101 outgoing messages and 450 incoming message until Destroyer Squadron Twenty Nine staff came on board in July. Now the average is 312 outgoing and 750 incoming.

Medical and Dental Activities - 1,998 men have reported to sick bay since the beginning of the year. In port the squadron doctor is on board quite often since we have become the flag ship. No dentist on board.

Activities of the Chaplain - We do not have a Chaplain on board. The lay leaders are: LT Sullivan for the Catholics; LTJG Cross for the Protestants. The squadron Chaplain has his headquarters on board the USS RAMSEY (DEG-2) and all personnel visit with him there.

ENCLOSURE 2

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