

U. S. S. ANNAPOLIS (AGMR-1)

CARE OF FLEET POST OFFICE
SAN FRANCISCO, CALIFORNIA 96601

AGMR-1/(01:mi)

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(Unclassified upon removal of Enclosure (1))

From: Commanding Officer, USS ANNAPOLIS (AGMR-1)
To: Chief of Naval Operations (OP-09B9)

Subj: Ship's History, 1966 (OpNav Report 5750-1)

Ref: (a) OPNAVINST 5750.12

Encl: (1) History of USS ANNAPOLIS (AGMR-1), 1966

1. In accordance with reference (a) enclosure (1) is hereby submitted.
2. Contents of enclosure (1) include:
 - a. Chronology of events.
 - b. Narrative history, 1966.
 - c. Lessons learned.
 - d. Change of Command brochure, 25 April 1966.
 - e. Selected congratulatory messages.
 - f. Sample "Anna Log's" (ship's newspaper).
 - g. Cruise book 1965-1966.
 - h. Rosters of officers and men, 31 December 1966.
 - i. Briefing brochures.
3. Patrol reports and family newsletters (FAMILYGRAMS) for 1966 have been submitted earlier under separate cover.
4. Information predating 1966 has been included in enclosure (1) due to there being no record of submissions for previous years.


W. F. CASPER

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NARRATIVE HISTORY, 1966

The present USS ANNAPOLIS is the third United States Vessel to bear that name. The first was a Gun Boat commissioned in 1895. She served with distinction during the Spanish-American War and later as a Patrol Craft and Training Vessel for the Naval Academy. She was decommissioned in 1919. The second ship to carry the name ANNAPOLIS was a Patrol Frigate which was commissioned in 1944. She was assigned to escort convoys destined for Algiers. Her life was short lived as she was decommissioned in 1946.

The current USS ANNAPOLIS was commissioned on 7 March 1964 and is a conversion of the USS GILBERT ISLANDS (CVE-107). She is the first such Ship in United States Naval History to be designated as an Auxillary General Major Relay Ship, and was born out of the need to provide vital communications to ashore and afloat Naval Units anywhere in the World. She provides Fleet Broadcasts, Inter-Area Relay Circuits, and Relay Circuits for ship to ship and ship to shore communications. To enable her to carry out her assigned tasks the ANNAPOLIS is equipped with specially designed antenna systems constructed on the Flight Deck, a Helicopter landing area and the ability to operate underway for long periods of time or at remote stations. Since September of 1965 the USS ANNAPOLIS (AGMR-1) has been assigned in support to Naval Units operating in the Vietnam area.

January 1966 found the USS ANNAPOLIS (AGMR-1) at sea on her third operational patrol under the command of Captain J. W. NEWLAND, USN. Her mission was to provide units of the SEVENTH FLEET operating in the Vietnam area with communications support. One of the more important services which ANNAPOLIS provided was a Ship to Ship ORESTES¹ Net which allowed units of the fleet to pass their traffic to the ANNAPOLIS for relay to one of the WESTPAC Communications Stations. She also acted as entry point into the Naval Communications system for several of the larger SEVENTH FLEET Units by the establishment of ROMULUS² covered Ship to Ship Circuits. A third service provided was in the form of a rebroadcast of the Fleet Broadcasts of NAVCOMMSTA PHIL and GUAM. Reports from Fleet Units enabled ANNAPOLIS to determine that the number of broadcast numbers missed by Fleet Units was significantly lower while ANNAPOLIS was on station and operating the rebroadcast. Still another of ANNAPOLIS' services was the on-call Medical and Dental consultations provided to Fleets Units via the ORESTES Net. A small but appreciated service was a five thousand word news summary compiled on board ANNAPOLIS by monitoring news circuits, and disseminated to the Fleet over the ORESTES Net.

The third operational patrol was completed on 24 February and ANNAPOLIS departed for Subic Bay, Philippines, for a period of general upkeep, rest and relaxation for the crew. During this inport period a series of Communications Symposia was held aboard ANNAPOLIS. The purpose of these was to acquaint personnel from other ships with the concept of the AGMR and to explain

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NARRATIVE HISTORY (Continued)

its capabilities and limitations.

ANNAPOLIS completed her inport period on 17 March and put to sea for her station off the coast of Vietnam. During this patrol there was no change in the services which she provided. The highlight of the patrol was provided by a visit from Admiral HYLAND, Commander SEVENTH FLEET, who came aboard ANNAPOLIS by Helicopter on 19 March. His visit consisted of a tour of the ship and an explanation of ANNAPOLIS' operation.

On the eighth of April ANNAPOLIS left station and headed for Hong Kong where she remained until 18 April. Then she departed for a short period of upkeep in Subic Bay. While in Subic ANNAPOLIS received her third Commanding Officer, Captain HENRY BRESS, USN.

Upon termination of the inport period in Subic Bay, ANNAPOLIS returned to her station. In-so-far as operational commitments were concerned, this patrol was not unlike the two previous ones. During the patrol ANNAPOLIS experienced a major casualty to her air conditioning system. Since ANNAPOLIS has an enclosed hull and depends on the air re-circulated by air conditioning to provide temperature control, the heat in the ship became uncomfortable for the crew. At the same time increasing temperatures were causing malfunctions in the communications equipment.

On 11 June ANNAPOLIS returned to Subic Bay where she remained until 7 August while effecting repairs to her air conditioning system. With repairs completed ANNAPOLIS was ready for her sixth operational patrol. During this patrol there were a few notable additions to the normal services which ANNAPOLIS had been providing. First was a program of technical/equipment assistance. This program provided Fleet Units with repair and replacement of malfunctioning equipment. Second, ANNAPOLIS was called upon to provide special communications support for operation "DECKHOUSE THREE", an amphibious assault on Viet Cong held territory about 100 miles from Saigon.

The last and most important addition was the inception of Satellite Communications aboard ANNAPOLIS. On 18 August 1966, by means of the Communications Satellite SYCOM III, ANNAPOLIS established a communications link between the South China Sea and Naval Communications Station Honolulu. This established the first permanent shipboard operational satellite link between a shore base and a operational unit of the Navy. Implications of this accomplishment are vast; faster methods of communications between operational forces and their command elements established in the continental United States were provided. In addition, satellite communications avoids use of the lower microwave frequencies and their dependence on local atmospheric conditions, ionospheric disturbance, sun spots and other natural hazards to radio communications.

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NARRATIVE HISTORY (Continued)

Following this successful patrol ANNAPOLIS steamed to Kaohsiung, Taiwan, for a period of rest for the crew and minor repairs by the repair ship USS KLONDIKE. The stay in Taiwan was cut short by the arrival of Typhoon Elsie. ANNAPOLIS put to sea and proceeded up the Taiwan Straits to avoid the worst of the storm, but even then experienced winds in excess of sixty knots and waves over 25 feet. Preparations for the storm proved to be complete and only minor damage to the topside fittings on the bow was sustained.

After riding out the storm ANNAPOLIS again headed for station. Enroute, ANNAPOLIS conducted a comparative survey of the NAVCOMMSTA PHIL and NAVCOMMSTA GUAM keyed GRIT and multichannel broadcasts. While on station the ANNAPOLIS again demonstrated the effectiveness of satellite communications when she made use of both SYNCOM II and III to pass traffic from the SEVENTHFLT to Hawaii and the continental United States. Also on this patrol ANNAPOLIS assumed control of the underway replenishment ORESTES net.

On 22 October ANNAPOLIS departed station enroute to Sasebo, Japan where she was to have major work done on her engineering plant and final repairs made to one of the three large air conditioning units on board. Following a one-day logistics stop at Subic Bay ANNAPOLIS proceeded via the Bashi Channel to Sasebo. There the engineering plant was provided with a steam "cross connect" system which enables the ship to maneuver at speeds in excess of twelve knots with only one of the two fire rooms steaming. This system also enables the use of both main engines while operating only one fire room. This modification led to more flexibility, improved maintenance and economy of operation. From Sasebo ANNAPOLIS went to Buckner Bay, Okinawa, for rest and relaxation. She remained in Okinawa until her return to station on 27 November.

The eighth patrol for ANNAPOLIS was not only the last for the calendar year 1966 but is also considered to be the most important. It was this patrol which saw the image of the AGMR change slightly. Heretofore the forte' of the AGMR had been thought to lie in her role as a relay for major fleet units. However, beginning 3 December 1966 ANNAPOLIS originated a local area broadcast known as "ANNALAB". It was oriented to the support of ships in the "MARKET TIME" and naval gunfire support areas of Vietnam and also to the relief of the overcrowded major WESTPAC Fleet Broadcasts. ANNAPOLIS formulated this broadcast from messages which it screened "off the air" from the fleet broadcasts. This relieved subscribers of the necessity for copying these broadcasts and enabled them to use the men and gear thereby saved for other purposes. Response to the "ANNALAB" was outstanding. This patrol also saw the operational fruition of the ionospheric sounder. This device provides "REAL TIME" information concerning radio frequency propagation. Not only did

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NARRATIVE HISTORY (Continued)

ANNAPOLIS use this device to good advantage in maintaining her own full time ship-to-shore terminations, but also to pass information to NAVCOMMSTA Philippines on an hourly basis to help augment their radio frequency propagation information. These recent innovations have been praised by many units of the fleet.

During the calendar year 1966 ANNAPOLIS was involved in 32 underway replenishments or vertical replenishments and numerous mail/personnel transfers. Due to the nature of her assignment, ANNAPOLIS has operated at sea for relatively long periods thus making transfer of mail and personnel difficult. In order to keep morale reasonably high it was necessary to have these "unreps" and "vertreps" to get mail and personnel transferred as timely and frequently as possible.

Morale boosting tours were organized in the various ports the ANNAPOLIS visited. These tours usually included entertainment as well as historical and cultural attractions. On Christmas, a party was given by ANNAPOLIS in Keelung, Taiwan, for children of the Keelung Benevolent Institution, an orphanage in Taiwan. The gifts, dinner and entertainment were well received by the children.

During the year several articles of interest regarding ANNAPOLIS appeared in various publications. Most noteworthy are the articles concerning nine sets of brothers who served aboard ANNAPOLIS³, an article about the SYNCOM Satellite project and its implications for Naval Communications⁴, and an article on the concept of the AGMR⁵.

All in all 1966 is considered to be a highly successful year for the first of its kind, the USS ANNAPOLIS (AGMR-1).

- Note #1 ORESTES is the mythological designator for an On-Line system of encryption which employs the KW-7 as the cryptographic device.
#2 ROMULUS is the mythological designator for an On-Line system of encryption which employs the KW-26 as the cryptographic device.
#3 April '66 Navy Times.
#4 COMSERVPAC bulletin October '66.
#5 Stars & Stripes.

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LESSONS LEARNED

During 1966 three significant facts were learned about the AGMR.

First, ANNAPOLIS could effectively terminate units of the fleet at a distance of 300 miles rather than 150 miles perviously considered as maximum reliable range.

Second, it was discovered that ANNAPOLIS could continue her normal communications operations during underway replenishment without her own transmitters interferring with receiver capabilities. It had previously been believed that the transmit frequencies of the ANNAPOLIS would be reradiated by the replenishment ship to a degree that would degrade reception quality.

Last and foremost, was the fact that the AGMR's greatest effectiveness lay in the mass support of smaller, widely dispersed units of the fleet with limited support to larger more self sufficient units which are generally concentrated in a small area.

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CHRONOLOGY OF EVENTS

- 26 JAN - 26 FEB On station off the Vietnamese Coast with elements of the SEVENTH Fleet.¹
- 26 FEB - 15 MAR In port Subic Bay, Philippines, for general upkeep and rest and training.
- 15 MAR - 12 APR On station off the coast of Vietnam. Provided services as in the previous patrol. On 19 MAR visited by Admiral HYLAND, COMSEVENTHFLT.
- 12 APR - 18 APR In port Hong Kong for rest and relaxation.
- 18 APR - 4 MAY In port Subic Bay for general upkeep. On 25 APR Captain Henry BRESS relieved Captain John W. NEWLAND as Commanding Officer of USS ANNAPOLIS.
- 4 MAY - 13 JUN On station off the coast of Vietnam. Provided services as in previous patrols. During this patrol the ANNAPOLIS experienced a major casualty to her air conditioning system.
- 13 JUN - 7 AUG In port Subic Bay for the repair of air conditioning system and general upkeep.
- 7 AUG - 5 SEP On station off the coast of Vietnam. Provided services as in previous patrols and also added other services. First of these additional services was a program of technical and equipment assistance. The second was the provision of individual full period communication links with several units of the fleet. However, the major accomplishment on this patrol was the inauguration of communication satellite capability on 18 AUG. This was the first fully operational shipboard satellite communication terminal.
- 5 SEP - 16 SEP In port Kaohsiung, Taiwan, for rest and relaxation and for tender services.
- 16 SEP - 23 OCT On station off the coast of Vietnam. Provided services as in previous patrols and added the assumption of network control of the underway replenishment ORESTES Net to the responsibilities of ANNAPOLIS. Also provided special communications support for operation "SILVERSKATE", an Anti-Submarine Warfare exercise.

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CHRONOLOGY OF EVENTS (Continued)

- 23 OCT - 24 OCT In port Subic for logistics stop enroute to Sasebo, Japan.
- 24 OCT - 21 NOV In port Sasebo, Japan, for RAV at FLEACTS for work on the engineering plant and completion of repairs on the air conditioning unit.
- 21 NOV - 26 NOV In port Buckner Bay, Okinawa for rest and relaxation.
- 26 NOV - 24 DEC On station off the coast of Vietnam. Provided services as in other patrols but added ANNAPOLIS local area broadcast (ANNALAB). This service proved to be a great success, and is considered to be ANNAPOLIS' accomplishment of 1966.
- 24 DEC - 3 JAN In port Keelung, Taiwan, for rest and relaxation during the holiday period.

Note #1: Services took the form of boosting (rebroadcasting), broadcast frequencies, providing ship-ship ORESTES, providing entry point into the Navy Communications system, missing numbers service for the fleet broadcasts, on call Medical/Dental service for units not having a Doctor or Dentist, exchange of personnel for familiarization and training, and the transmission of a daily 5000 word news letter.

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