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AGMR-1/(01:ras)

5750

Ser: 04

28 JAN 1968

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From: Commanding Officer, USS ANNAPOLIS (AGMR-1)
To: Chief of Naval Operations (Op-09B9)
Subj: Ship's History, 1967 (OPNAV Report 5750-1) (U)
Ref: (a) OPNAVINST 5750.12
Encl: (1) History of USS ANNAPOLIS (AGMR-1), 1967 (C)

1. In accordance with reference (a), enclosure (1) is hereby submitted.
2. Contents of enclosure (1) include:
 - a. Chronology of events.
 - b. Narrative history, 1967.
 - c. Welcome aboard brochure.
 - d. Change of Command brochure, 9 January 1967.
 - e. Award Citations and Congratulatory Messages.
 - f. Cruise Book, 1966-67.
 - g. Sample "ANNALOG" (ship's newspaper).
 - h. Familygrams
 - i. NINTH and THIRTEENTH Patrol services messages.
 - j. Statistics for calendar year 1967.
 - k. Biography of commanding officers
 - l. Rosters of officers and men, 31 December 1967.

Copy to:
CINCPACFLT

W. F. CASPER

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History of USS ANNAPOLIS (AGMR-1)

Chronology of Events 1967

1-4 January

In port, Keelung, Taiwan, for rest and relaxation. CAPT William F. CASPER reported aboard 2 January 1967 as relief for CAPT Henry BRESS.

4-7 January

On 5 January 1967, participated in search for missing crew members of Chinese Motor Vessel SS KWONG SHUN. Recovered 1 body. On 6 January 1967 participated in search and rescue mission for crew of missing U. S. Navy P5M antisubmarine patrol aircraft. Located and identified debris. Both ship's screws damaged during these missions.

7-9 January

In port Subic Bay, Philippine Islands, for repairs and recreation. CAPT CASPER relieved CAPT BRESS as Commanding Officer at 1000H 9 January.

9-18 January

Enroute from Subic Bay, Philippine Islands, to Yokosuka, Japan.

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ENCLOSURE (1)

Chronology of Events 1967

- 18 January-10 February In port Yokosuka, Japan. Drydocked for replacement of both screws.
- 1-4 February INSURV Inspection. Ship ready for war.
- 10-16 February Enroute from Yokosuka, Japan, to station off the coast of South Vietnam.
- 16 February-3 April On station off the coast of South Vietnam for NIMTH Patrol, providing communications support for units of U. S. Seventh Fleet.
- 3-5 April Enroute to Subic Bay, Philippine Islands, having completed a 47 day patrol off the coast of Vietnam.
- 5-16 April In port Subic Bay, Philippine Islands for repairs, replenishment, and recreation.
- 16-19 April Enroute from Subic Bay, Philippine Islands, to Hong Kong, British Crown Colony.
- 19-25 April Port visit Hong Kong, British Crown Colony, for rest and relaxation.
- 25-27 April Enroute from Hong Kong, British Crown Colony, to station off the coast of South Vietnam.

ENCLOSURE (1)*a*

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Chronology of Events 1967

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27 April-2 June On station off the coast of South Vietnam for TENTH Patrol.

2-7 June Enroute to Sasebo, Japan, having completed 37 day patrol.

7-21 June In port Sasebo, Japan, for repairs, replenishment, and recreation.

8, 9, 14 June Annual Supply Inspection by CONSERVGRU THREE.

21-27 June Enroute from Sasebo, Japan, to station off the coast of South Vietnam.

27 June-9 August On station off the coast of Vietnam for ELEVENTH Patrol.

29 June Participated in search mission for survivors of Hong Kong motor vessel, SS SHINAGAWA MARU. Recovered 1 survivor.

30-31 July Provided Communications and fire fighting equipment to USS FORRESTAL (CVA-59) during her fire.

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ENCLOSURE (1)^a

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Chronology of Events

31 July Operating station changed from within a 250 mile radius of 13N-111E to within a 200 mile radius of 17-30N 108E to provide closer support to units operating in the Gulf of Tonkin.

9-11 August Enroute to Subic Bay, Philippine Islands, having completed 44 day patrol.

11 August-28 August In port Subic Bay, Philippine Islands, for upkeep and recreation.

28 August-4 September Type Training and Operational Readiness Inspection Subic Bay, Philippine Islands.

4 September-8 September Enroute from Subic Bay, Philippine Islands, to Singapore.

8 September-12 September Port visit Singapore for rest and relaxation.

12 September At longitude 105E crossed the Equator, initiated 615 Pellywogs into the mystic order of the Deep, and certified them Shellbacks.

12-15 September Enroute to station off the coast of Vietnam.

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Chronology of Events 1967

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- 15 September-9 October** On station off the coast of Vietnam for TWELFTH Patrol.
- 3 October** Participated in an unsuccessful Search and Rescue for Pilot of downed Air Force F105 aircraft.
- 9-14 October** Enroute to Yokosuka, Japan
- 14 October-5 November** In port, Yokosuka, Japan, for repairs, replenishment, and recreation.
- 5-11 November** Enroute from Yokosuka, Japan, to station in the Gulf of Tonkin.
- 11 November-4 December** On station in the Gulf of Tonkin for THIRTEENTH Patrol.
- 4-6 December** Enroute to Kao-Hsiung, Taiwan, having completed 24 day patrol.

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Chronology of Events 1967

6-9 December Port visit Kao-Hsiung, Taiwan, for rest and relaxation.

9-11 December Enroute from Kao-Hsiung, Taiwan, to Subic Bay, Philippine Islands.

11-18 December In port Subic Bay, Philippine Islands for repairs, replenishment, and recreation.

18-21 December Enroute from Subic Bay, Philippine Islands, to Hong Kong, British Crown Colony.

21-26 December Port visit Hong Kong, British Crown Colony.

26-28 December Enroute from Hong Kong, British Crown Colony, to station off the coast of Vietnam.

28-31 December On station off the coast of Vietnam for FOURTEENTH Patrol.

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Narrative History of USS ANNAPOLIS (AGMR-1) 1967Mission and Operations

During 1967, USS ANNAPOLIS (AGMR-1) continued carrying out her basic mission of providing supplementary facilities to extend the Naval Communications System to areas where coverage is inadequate or non-existent. Again in 1967 ANNAPOLIS provided communications support to U. S. Seventh Fleet Units engaged in the Vietnamese Conflict. During the first seven months of the year ANNAPOLIS operated in the waters off the coast of South Vietnam providing support to the Surveillance units in the "Market Time Areas" with a local area broadcast, ship to shore entry point, and electronic material and technical support. In August, 1967, with the arrival of ARLINGTON (AGMR-2) and commissioning of U. S. Naval Communication Station, Cam Ranh Bay, RVN, operations were changed and ANNAPOLIS moved to a position near the entrance to the Gulf of Tonkin and support emphasized improving communications services to the Amphibious Ready Groups, the Carrier Strike Groups, and the ships involved in the gunfire support and surveillance operation "Sea Dragon". With the activation of NAVCOMSTA Cam Ranh Bay the local area broadcast responsibilities were shifted from ANNAPOLIS to this new station. In the Gulf of Tonkin ANNAPOLIS provided full period terminations for several of the major units engaged in strike operations relaying their traffic into the Naval Communications system at Naval Communications Stations Philippines and Guam. Other services provided earlier were continued and transmitters freed from use on the local area broadcast were utilized to retransmit the Multi-Channel Broadcast originating in the Philippines.

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A second change in operating schedules resulted from the arrival on station of a second AGMR, USS ARLINGTON (AGMR-2), permitting shortened on-station periods and continuous services of an AGMR on station. Patrol periods stabilized at approximately three weeks on station and two weeks in port for each ship. Copies of sample patrol services messages for each of the above types of operations are enclosed for information.

Command

Early in January, 1967, Captain William F. CASPER, 482890/1100, U. S. Navy reported as relief for Captain Henry BRESS, 165448/1100, U. S. Navy, as Commanding Officer.

Captain BRESS had served as Commanding Officer from 25 April 1966 and upon relief reported to COMSERVPAC for reassignment and ultimately to the office of the Chief of Naval Operations. Captain CASPER, a recent selectee for Captain, reported from a tour as Commanding Officer, USS GEORGE K. MACKENZIE (DD-836). The change of command ceremony took place in Subic Bay, Republic of Philippines, on 9 January, 1967. (A change of command pamphlet is enclosed for information.)

Operations

During 1967 ANNAPOLIS made 5 patrols operating off the coast of Vietnam providing Communications Support to units of the U. S. Seventh Fleet. A total of 186 patrol days were logged. 284,248 message handlings

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were performed and a total of 16,238 broadcast rerun requests were processed resulting in the retransmission of 2,803 messages to ships who had missed the original transmission. The ANNAPOLIS Local Area Broadcast (ANNALAB) was operated for a total of 118 days serving an average of 62 ships per patrol. In the course of her patrols and port visits ANNAPOLIS steamed a total of 270 days at sea.

Search and Rescue and Assistance

During 1967 ANNAPOLIS participated in five rescue missions:

At 0914H 5 January 1967 ANNAPOLIS received a ship in distress call concerning the Chinese Merchantman SS KWONG SHUN which was reported sinking in heavy seas north of the Island of Luzon, Philippines. Arriving on the scene at 1500H that day ANNAPOLIS learned that the ship had sunk and that SS PRESIDENT MCKINLEY and an unidentified Japanese merchantman had picked up 31 of the 35 crew members. KWONG SHUN had been carrying a deck load of logs which had broken loose. In the search for the remaining crew members among the floating debris, ANNAPOLIS sighted and recovered one body. Considerable damage was done to both screws by the floating logs and as darkness fell the search was discontinued and ANNAPOLIS proceeded on her way to Subic Bay.

Enroute to Subic Bay, ANNAPOLIS received a second call to assist in a search and rescue mission for the crew of a crashed Navy P5M antisubmarine patrol craft off the entrance to Subic Bay. Searching throughout the night

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with searchlights and 100 extra lookouts, she finally located debris in the assumed area of the crash and confirmed that it was that of the missing aircraft. Unfortunately, none of the 10-man crew were recovered. For her efforts in the mission ANNAPOLIS received a "well done" from Commander U. S. Naval Forces, Philippines, RADM H. J. KOSSLER, USN.

The next assistance mission occurred on 29 June 1967 when ANNAPOLIS was patrolling her station off the coast of South Vietnam. At 1430H the alert starboard lookout, Seaman G. C. FORBES of Tonesville, Iowa, sighted an object in the water which turned out to be a man in a small boat. Upon recovering the occupant, it was discovered that he was Mr. KAM SHAN CHIU of Hong Kong, B. C. C., Chief Engineer of SS SHINAGAWA MARU, a 2000-ton coastal freighter which had capsized the morning before in heavy seas. Mr. CHIU was weak and suffering from thirst and exposure and had no idea of what happened to the rest of the 11-man crew. ANNAPOLIS conducted a thorough search of the area, ceasing the next day when it was learned that seven other survivors had been rescued by USS VIERO (MSO-205) and all hope had been given up for the other three crew members. ANNAPOLIS proceeded to Cam Ranh Bay, RVN, where Mr. CHIU was landed for medical treatment and returned to his home. While ANNAPOLIS was visiting Hong Kong in December 1967, Mr. CHIU came aboard with his family to again personally thank the Captain for the efforts expended in his behalf.

On 30 July 1967 ANNAPOLIS was called upon to provide communications support to USS FORRESTAL (CVA-59) during her disastrous fire. ANNAPOLIS

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closed the burning ship to within 8 miles and assumed relay functions for her communications with the Naval Communications System. In addition, fire-fighting equipment was transferred to FORRESTAL by helicopters. Medical relief facilities were prepared but were not needed.

On 30 October 1967 ANNAPOLIS was alerted by a low-flying aircraft that a U. S. Air Force F-105 had crashed and was asked to assist in the recovery of the pilot who was known to be dead. Arriving on the scene after dark, ANNAPOLIS sighted and recovered an empty life jacket with a marker light. Assisted by parachute flares and search lights, the search was continued throughout the night, with no success. The mission was called off at soon the next day when it became apparent that the body of the pilot could not be recovered.

Special Operations

During 1967 ANNAPOLIS had the only operational shipboard Satellite Communication System (AM/SSC-2). Communications via ANNAPOLIS'S Satellite Communications Terminal have proved the most error free and reliable experienced outside of shore station land line circuits. Here with Prototype equipment not fully designed for the rigors of a ship-board environment, ANNAPOLIS has helped prove the future of Satellite Communications.

Prior to the 11th patrol, while enroute from Sasebo, Japan, to station off the coast of Vietnam, ANNAPOLIS conducted a survey of the coverage of transmitters from the newly activated NAVCOMSTA Cam Ranh Bay, RVN in the

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Gulf of Tonkin. A second such survey was conducted enroute to Singapore in September. Informal reports of these surveys were submitted to Commanding Officer, NAVCOMSTA Can Rahn Bay for his information.

Port Visits

ANNAPOLIS made up-keep and replenishment port calls at Yokosuka, and Sasebo Japan, and Subic Bay, Philippines and recreational visits to Hong Kong, B. C. C.; Keelung and Kao-Hsiung, Taiwan; and Singapore.

In April, 1967, while in Hong Kong for a 6 day port visit, Commodore T. H. WILSON, RN of Her Majesty's Naval Forces Hong Kong made an official call and the ship participated in the celebration of the Queen's birthday. During the Singapore visit in September 1967 ANNAPOLIS was hosted by the crew of HMS RELENTLESS. Social functions were sponsored by both ANNAPOLIS and the host ship. On 11 September 1967 VADM W. D. O'BRIEN CB, DSC, RN Commander, Far East Fleet, paid an official call.

Visits to Keelung and Kao-Hsiung were recreational in nature with no formal entertaining.

Inspections

A formal Board of Inspection and Survey inspection was conducted on board while in Yokosuka, Japan on 1-4 February 1967 by the Pearl Harbor INSURV sub board, headed by Captain J. M. IRELAND.

On 5 April 1967, Vice Admiral J. J. HYLAND, USN, Commander U. S. Seventh Fleet, made an informal visit and inspection of the ship

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On 31 August 1967, an Operational Readiness Inspection was conducted by the staff of COMSERVGRU THREE. RADM H. C. WARD acted as senior observer. A grade of 84.77% (good) was assigned.

In June 1967 the staff, COMSERVGRU THREE conducted an Annual Supply Inspection. The ship received an over-all grade of 93% (excellent).

Upkeep

ANNAPOLIS was assigned 17 days of upkeep during 1967 (and 94 days of restricted availability). The major maintenance effort was during the period 19 January-10 February 1967 in Yokosuka where the ship was drydocked for replacement of both screws. Extensive overhaul of engineering equipment was accomplished by the ship's force with Ship Repair Facility assistance. Upkeep periods in Subic Bay, Philippines and Sasebo Japan, were scheduled to ensure reliable operations. During an upkeep period in Yokosuka from 14 October to 5 November 1967 the radio receive antenna installation was up-dated by installing a new trussed 35 foot whip antenna center line at frame 5 and removing three other 35 foot whip antennas. During this period the ship's force modified the on-line cryptographic equipment installation by removing to storage 6 unused KW-26 equipments and installing 15 additional KW-7 equipments.

Replenishment

ANNAPOLIS obtained the majority of her support from Underway Replenishment ships. A total of 199 replenishments at sea were conducted consisting of 58 alongside replenishments, 53 boat transfers and 36 helo transfers. Mail, personnel, stores, and provisions were received during these replenishments.

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Personnel

ANNAPOLIS' allowance was increased by 5 officers and 23 enlisted for a new total of 42 officers and 747 enlisted.

On 30 November 1967 a special manning level of 100% of allowance in the RM, CYN, and ET rates was authorized by CINCPACFLT.

The quick turnover of personnel caused by the one year unaccompanied tour in ANNAPOLIS continued to cause problems in manning and training and placed a heavy burden on the personnel organization of the ship. Approximately 1,175 normal receipts and transfers were processed in addition to a sizable number of emergency cases. Added personnel accounting for Family Separation Allowances, medals and awards, extensions, and Hostile Fire Pay also contributed to the overall workload.

Charitable Efforts

ANNAPOLIS has adopted the Kaifu-Gakuen School for handicapped children in Yokosuka, Japan as its own people-to-people project. The Kaifu-Gakuen School is operated by the Tokyo University as a home and school for children suffering from cerebral palsy. Thirty-two children between the ages of 4 and 21 years are supported from a nominal tuition paid by their parents and funds subscribed from private sources. In addition to substantial monetary contributions, members of ANNAPOLIS crew have contributed their liberty time to help rehabilitate the school buildings and facilities.

Another worthwhile charity which has received help from ANNAPOLIS is Operation School House sponsored by NAVCOMMSTA Philippines. This project collects money to assist in giving deserving Filipino children an opportunity to complete high school. ANNAPOLIS is now sponsoring 4 such children for

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their tuition for the entire 4 year high school period.

ANNAPOLIS also contributed to miscellaneous smaller charitable organizations in Hong Kong, Subic Bay, and Sasebo, Japan.

Special Services

On patrol ANNAPOLIS has many recreational activities for the crew's enjoyment during off duty hours. Basketball and volleyball leagues are organized and played in the VLF room and on the elevator. Bingo is played three nights a week. Movies are shown nightly and Saturday and Sunday afternoons. Cookouts are held on the antenna deck with music provided by the ship's band, the "Salty Dawgs". Boxing and wrestling smokers are conducted every other Saturday afternoon. On Saturday and Sunday afternoons skeet shoots are held. Card tournaments are held. A ping-pong table is available.

The ship's basketball team played other ships and activities in various ports with a record of eight wins and one loss.

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