

U. S. S. COONTZ (DLG-9)
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DLG9/RCT:rsz
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1 MAR 1969

From: Commanding Officer, USS COONTZ (DLG-9)
To: Director of Naval History (OP-09B9)

Subj: USS COONTZ (DLG-9) Command History for 1968 (OPNAV Report
Symbol 5750-1)

Ref: (a) OPNAVINST 5750.12A
(b) COMCRUDESACINST 5000.38, Article A-3109

Encl: (1) Chronology of Highlights
(2) Basic Narrative
(3) Documentary Annexes

1. Reference (a) directs that the annual Command History be submitted by 1 March. Enclosures (1) through (3) are submitted herewith.

2. The requirement of reference (b) that a copy of the ship's Command History be forwarded to COMCRUDESAC is satisfied by a copy of this letter and enclosures thereto.


DONALD F. ROANE

Copy to:
CINPACFLT
COMCRUDESAC
COMCRUDESTFLOT 11
COMDESRON 17

CHRONOLOGY OF HIGHLIGHTS

Enclosure (1)

1 JAN Inport Subic Bay, Philippine Islands

2 JAN Underway for Sydney, Australia

5 JAN Entered realm of Neptunis Rex

6 JAN Refuel at Manus Island, Admiralty Islands

7 JAN - 11 JAN Enroute Sydney, Australia

12 JAN - 15 JAN Inport Sydney, Australia

13 JAN USS COONTZ nominated for TEAMS Installation

16 JAN - 18 JAN Enroute Wellington, New Zealand

19 JAN - 23 JAN Inport Wellington, New Zealand

23 JAN Shifted Operational Control to COMFIRSTFLT as part of TU 15.9.3

24 JAN - 26 JAN Enroute Pago Pago, American Samoa

27 JAN Refuel at Pago Pago, American Samoa

28 JAN - 1 FEB Enroute Pearl Harbor

2 FEB Refuel at Pearl Harbor

3 FEB - 7 FEB Enroute San Diego

8 FEB Arrive San Diego

9 FEB - 27 FEB Inport, San Diego

28 FEB Admirals HYLAND, CINCPACFLT, Admiral WESCHLER, DX, DXG, Project Coordinator, and Admiral FREEMAN, COMCRUDESPAC visited the USS COONTZ (DLC-9)

29 FEB - 17 MAR Inport, San Diego

18 MAR - 21 MAR Underway for PMR with SECNAV guests

22 MAR - 25 MAR Inport San Diego

26 MAR - 27 MAR Underway for local operations in SOCIAL operations area

28 MAR - 14 MAY Inport San Diego; TEAMS system installed

Enclosure (1)

Enclosure (1)

15 MAY -- 16 MAY Underway for Seal Beach

17 MAY -- 19 MAY Inport San Diego

20 MAY -- 23 MAY Underway for PMR with SECNAV guests

24 MAY -- 26 MAY Inport San Diego

27 MAY -- 28 MAY Underway for local operations in SOCAL operations area
'TEAMS WATCH' MOVIE FILMED

29 MAY Inport Seal Beach

30 MAY Underway for San Diego

30 MAY -- 9 JUN Inport San Diego (7 June TG 10.1 formed), embarked
43 Midshipmen

10 JUN -- 14 JUN Underway for local operations in SOCAL operations area
as part of PACMIDTRARON-68

15 JUN -- 16 JUN Inport, San Diego

17 JUN -- 21 JUN Underway for local operations in SOCAL operations area
as part of PACMIDTRARON-68

22 JUN -- 23 JUN Inport, San Diego

24 JUN -- 26 JUN Underway for San Francisco as part of PACMIDTRARON-68
via PMR

27 JUN -- 28 JUN Inport San Francisco

29 JUN -- 30 JUN Underway for Seattle, Washington as part of PACMIDTRARON-68

1 JUL -- 5 JUL Inport Seattle, Washington

6 JUL -- 8 JUL Underway for San Diego

9 JUL -- 11 JUL Inport San Diego

12 JUL -- 19 JUL Underway for Pearl Harbor, Hawaii as part of PACMIDTRARON-68

20 JUL -- 24 JUL Inport Pearl Harbor, Hawaii

25 JUL Underway for San Diego

1 AUG -- 30 AUG Inport San Diego (TG 10.1 dissolves 1 August 1968.)

2 AUG Debarked 43 Midshipmen

Enclosure (1)

18 AUG USS COONTZ Awarded ASW "A"

1 SEP - 2 SEP Inport San Diego

3 SEP - 7 SEP Underway for local operations area in SOCAL

7 SEP - 16 SEP Inport San Diego

16 SEP - 20 SEP Underway for local operations in SOCAL operations area

20 SEP - 30 SEP Inport San Diego

1 OCT - 9 OCT Underway for local operations in SOCAL operations area
as part of Exercise "Beat Cadence" TC 177.8

10 OCT - 14 OCT Inport San Diego

14 OCT Underway for local operations in SOCAL operations area

16 OCT Inport Seal Beach, underway enroute Long Beach

17 OCT - 6 NOV Inport Long Beach Naval Shipyard

6 NOV Underway enroute Seal Beach

6 NOV - 7 NOV Inport Seal Beach

7 NOV Enroute San Diego

7 NOV - 15 NOV Inport San Diego

15 NOV Underway as part of TU 15.8.2 deploying to WESTPAC

15 NOV - 21 NOV Enroute Pearl Harbor

21 NOV - 24 NOV Inport Pearl Harbor

24 NOV - 3 DEC Enroute Guam

1 DEC Shifted Operational Control to COMSEVENTHFLT as part
of TU 70.0.2

3 DEC Refuel at Guam

3 DEC - 8 DEC Enroute Subic Bay, P.I.

8 DEC - 14 DEC Inport Subic Bay, P.I.

14 DEC - 17 DEC Underway, enroute to Yankee Station

17 DEC Underway at Yankee Station as part of TC 77.7 (USS
CONSTELLATION CVA-64)

Enclosure (1)

19 DEC Mayor Curran's visit aboard COONTZ - "Operation Thanks"

21 DEC Embarked Helo Detachment from HC-7 DET 109/Underway at Yankee Station as part of TG 77.8 (USS RANGER CVA-61)

25 DEC Detached from TG 77.8 enroute Danang Republic of South Vietnam

26 DEC Inport Danang Republic of South Vietnam, SAR Brief

26 DEC - 27 DEC Underway for SAR Workup Training in Local OP Areas off Danang

28 DEC Enroute South SAR Station as part of TU 70.8.3

29 DEC - 31 DEC South SAR Station, Tonkin Gulf. Relieved USS WORDEN (DLG-18) 29 December on South SAR Station.

Enclosure (2)

BASIC NARRATIVE

Early on the morning of 2 January 1968, COONTZ departed Subic Bay in company with the USS FRANK KNOX (DDR-742) and set course southward for Sydney, Australia. On the 6th of January a brief stop was made to refuel at Manus Island, an Australian Protectorate in the Admiralty Islands. The cruise south was made without incident despite the fact the ships were passing through some of the most hazardous and poorly-charted waters in the world.

On the 12th of January COONTZ entered Sydney, New South Wales, Australia while the FRANK KNOX stopped in Newcastle, about 60 miles north of Sydney. The reception in Sydney was exhilarating. The first day Commodore BROWN and Captain GEIGER made calls of; the Chief Commissioner of Sydney; on RADM T.K. MORRISON, C.B.E, D.S.C., the Flag Officer in Charge Eastern Australia; and on RADM R.I. PEEK, O.B.E., D.S.C., the Flag Officer Commanding, Australian Fleet. That evening the Australian-American Association hosted a large dance for 100 members of the crew, and a cocktail party for the officers. Despite the unusual rainy weather for that time of the year in Sydney, most men were able to see a good part of the city and the surrounding area during the four day stay. In addition many personal invitations to dinner or sightseeing trips were accepted by members of the crew which enabled them to see firsthand how Australians live. General visiting was conducted aboard ship on Saturday and Sunday, 13 and 14 January. Over 9,500 people toured COONTZ in that period despite rainy weather. A contribution of \$120.00 was made by the crew to the Australian Legacy Fund, and 28 volunteers stepped forward as blood donors. On the final evening COONTZ and COMDESRON 17 Staff Officers held an informal reception ashore as a small token of thanks for the warm and friendly hospitality extended to every man aboard. On the morning of 16 January, COONTZ departed Sydney for Wellington, New Zealand and FRANK KNOX departed New Castle to join rendezvous with COONTZ at sea. All hands agreed it had been an especially enjoyable stay. The transit across the Tasman Sea to New Zealand was made without incident and both ships moored at the Overseas Terminal in Wellington at 0800 on Friday the 19th of January. Here the friendship and hospitality extended to each member of the crew was also outstanding. On the morning of the 19th Commodore BROWN and Captain GEIGER made calls on American Ambassador, Mr. J.F. HENNING; Chairman of the Wellington Harbour Board, Mr. B.A. BARTONGINGER; and the Mayor of Wellington, Sir Francis Kitts. The officers of both ships were entertained on the 19th by the New Zealand Navy Officers of the Wakefield Mass at a noontime reception in the Navy Department Building downtown Wellington. That evening, the New Zealand-American Association hosted a cocktail party in honor of the officers. Meanwhile the crew was enjoying outstanding liberty in Wellington and the surrounding area. A great number of personal invitations to nearby homes were received and they were quickly accepted by eager members of the crew.

On both Saturday the 20th and Monday the 22nd, over 200 officers and men from both ships were invited to watch the Wellington Cup Horse Races at the Wellington Racing Club. This was an exciting and colorful event which will long be remembered.

Enclosure (2)

Enclosure (2)

Monday, the 22nd of January is Anniversary Day in Wellington commemorating the first establishment of Wellington as an organized community. For this event both COONTZ and FRANK KNOX full dressed ship which included flying the national flag of New Zealand from the foremast. General visiting was permitted on four afternoons and over 5,000 visitors toured the ships. The COONTZ Popular Music Group played on four different occasions, for an orphanage, a wayward boys home, a hospital and the general public. A party was held aboard ship for 10 orphans from the Wellington Orphans Home which consisted of a tour of the ship, the showing of two cartoon films, and finally enjoying some cake, ice cream and soft drinks on the mess decks. The ship also provided the Royal Wellington Hospital with 11 blood donors. Both the COONTZ and the FRANK KNOX baseball and basketball teams played local Wellington teams. On the 23rd, the last evening in port, COMDESRON 17 Staff, FRANK KNOX and COONTZ officers held a reception in the Overseas Terminal building in appreciation to all those who had made the five-day stay such an enjoyable one. New Zealand, and specifically Wellington, was an extremely hospitable and friendly stop.

On January the 24th, COONTZ and FRANK KNOX set a northerly course on the long 16 day trip to San Diego. Immediately after getting underway, both ships shifted operational control from COMSEVENTHFLT to COMFIRSTFLT. A short stop was made at Pago Pago in American Samoa to refuel on the 27th of January. The ships next headed nearly due east on the final leg for San Diego. Upon arrival in San Diego on the 8th of February 1968, COONTZ completed her fifth WESTPAC Deployment.

From 8 February until 17 March, COONTZ was in port San Diego taking advantage of a well deserved leave and upkeep period.

On 18 March, COONTZ was underway for the familiar Pacific Missile Range to demonstrate the capability of our missile system to the SECNAV guests who were observing the ship.

The period of 22 March until 19 May was spent mostly in port San Diego with the exception of the period 26 to 27 March where COONTZ was underway for local operations in the Southern California Operations Area.

Once again on 20 May COONTZ was underway for operations on the Pacific Missile Range with guests of the Secretary of the Navy aboard. After spending from 24 May to 26 May in port San Diego, the ship got underway for local operations on 27 May.

The period of 30 May until 9 June was spent in port San Diego in preparation for the forthcoming Midshipmen Cruise.

On 7 June 43 Midshipmen reported aboard the ship for their summer cruise. The thirty-five Third Class Midshipmen were from campuses all across the United States, and the eight First Class Midshipmen also had a good representation of various campuses throughout the country.

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A rigorous and extensive training program was set up for the Midshipmen in order to educate and train them in general areas such as; weapons, operations, supply, engineering and navigation. More specifically the midshipmen were encouraged to learn morse code, ECM detection, to stand various watches, conn the ship, and to learn as much as possible on various responsibilities required of an officer.

The period of 10 June through 23 June was spent in the Southern California Operations Area undergoing various exercises and drills for midshipmen training, with weekends spent in San Diego.

Finally on 24 June the entire task group of sixteen ships got underway for San Francisco, via the Pacific Missile Range. While on PMR the guided missile ships put on a display of the surface-to-air missile capabilities of the present day Navy.

The COONTZ spent a short two day period in San Francisco which gave all hands a chance to visit that fascinating and historical city.

Then on 29 June the ship was underway for Seattle, Washington for a five day visit. After arriving in Seattle on the 1st of July and being greeted by a large welcoming committee, the sailors and midshipmen proceeded to explore the city. Such points of interest visited were the Space Needle, a result of the 1965 World Fair, and Victoria, British Columbia, a quaint, quiet little village in British Columbia, Canada.

General visiting was allowed during the entire stay in Seattle and on the fourth of July, over 1600 visitors crossed the COONTZ brow.

Fortunately for the sailors and midshipmen of the COONTZ the friendly citizens of Seattle scheduled dances at the YMCA with entertainment provided by the lovely young women of Seattle.

Finally on the 6th of July the ship departed Seattle for San Diego where the units of TC 10.1 would spend a few days before the transit to Hawaii.

The period of 9 thru 11 July were spent in San Diego and on 12 July the Task Group was underway for Pearl Harbor. While in transit the various ships of PACFLTTRARON-68 received plenty of training in ship-handling; screen formations, underway refueling and other exercises.

The task group arrived off the shores of Oahu and on the morning of 20 July, with the ships in formed column, rails manned, passed in review in honor of the President of the United States.

The days from 20 July to 24 July were spent in the tropical sun with the crew enjoying the athletic facilities, sights and attractions available in Hawaii.

Finally, on 25 July the guided missile ships of TC 10.1 were underway early for the Barking Sands Missile Test Area, Hawaii, to participate in a Surface to Air Missile Exercise.

After completing the SAMEX on 26 July the guided missile ships joined up with the rest of the task group and set easterly courses for San Diego. After a six day transit the ships to TG 10.1 entered San Diego harbour on the morning of 1 August and at that time TG 10.1 was disbanded.

The period of 1 August thru 2 September was spent on a well earned upkeep period in San Diego. On 3 September COONTZ got underway for a week of exercises in the SOCAL OP AREA which included ECM and ASW exercises and an ASROC shoot. COONTZ returned to San Diego for the San Diego for the period of 7-15 September but was underway again on 16 September for more exercises in the SOCAL OP AREA, returning to San Diego

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on the 20th of September.

From 20 September until 1 October the ship remained in San Diego for upkeep. Early on 1 October COONTZ got underway for Operation Beat Adance a complex series of exercises and operations in the SOCAL OP Area lasting until 10 October designed as a workup for WESTPAC deployment. Included were AWEX's, Anti-PT Boat training and Plane Guard operations. COONTZ was back in San Diego for a brief three day period from 11 - 13 October then returned to local SOCAL OP Areas for general training of shipboard personnel.

On 16 October COONTZ pulled into Seal Beach to offload ammunition prior to entering the U.S. Naval Shipyard at Long Beach, California, on 17 October for a 20 day yard period.

On 6 November the ship got underway from the yard at Long Beach and proceeded directly to Seal Beach to take on ammunition for the forthcoming WESTPAC deployment. Remaining in Seal Beach only overnight on the 6th COONTZ pulled into San Diego on the 7th of November for a TAV period of 8 days with the USS GOMPERS (AD-37).

On the morning of 15 November COONTZ sailors bid goodbye to family and friends as the ship got underway for her 6th regular WESTPAC deployment. The ship deployed a member of TU 15.8.2 under the command of COMDESRON 17 whose flag flew from our halyard. The period of 15-21 November, in transit to Pearl Harbor, was spent in general training.

COONTZ and TU 15.8.2 stopped in Pearl Harbor from the 21 to the 24th of November for fuel, provisions, upkeep, and three days of liberty for the crew.

On the 24th of November COONTZ along with the other elements of TU 15.8.2 departed Pearl Harbor enroute to Subic Bay, P.I. After losing a day in the realm of the Golden Dragon on 28 November, the ship changed operational commands to Seventh Fleet on 1 December and became a member of TU 70.0.2. A brief six hour stop was made at Guam on 3 December for refueling, and at that time COMDESRON Seventeen took leave of the COONTZ. After leaving Guam that evening COONTZ and other DD members of the Task Unit were fortunate in obtaining the services of USS DANIEL BOONE (SSB(N) 629) for a few hours of ASW training before continuing enroute.

On 8 December after a crossing marked by its continuous training effort, COONTZ arrived in Subic Bay for TAV. The ship's stay in Subic Bay was cut short and on the 14th of December the ship was underway for Yankee Station. On 17 December COONTZ joined up with TG 77.7 and assumed plane guard duties for USS CONSTELLATION.

On the 19th of December the Honorable Frank E. CURRAN, Mayor of San Diego, California and members of his staff boarded COONTZ via helicopter to extend to the members of the crew the best wishes of the citizens of San Diego, California. A film entitled "Operation Thanks" was shown to all hands and videotaped interviews of crew members were made for showing in the San Diego area.

The 21st of December turned out to be a busy day as COONTZ received her SAR helo detachment cross deck from USS Mount Katami and shifted to TG 77.8 to assume plane guard duties for USS RANGER.

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On 25 December the ship departed Yankee Station and proceeded directly to Danang, South Vietnam arriving early on the morning of the 26th. Our port call in Danang was a brief ten hours during which key personnel were given SAR Briefings. The evening of the 26th found COONTZ underway for SAR workup training in local Danang OP Areas. Workup exercises included a SAR pickup mission and two nights of Anti-PT Boat training.

The COONTZ proceeded enroute to Southern SAR station on 28 December in company with LYMAN K. SWENSON as a member of Task Unit 70.8.3. On 29 December COONTZ relieved the USS WORDEN on SSAR station and assumed SAR duties for the remainder of the year.

Throughout the course of 1968 operations another important "first" took place involving USS COONTZ and her crew. This was the installation and evaluation of the "TEAMS" (Test Evaluation and Monitoring System) aboard COONTZ.

COONTZ was nominated for the initial evaluation of the TEAMS system in early February 1968. The system was designed to monitor and evaluate the electronic circuitry of the AN/SPS-10 and AN/SPG-53 Radar systems, providing continuous programmed checkout of operating levels and indicating in a displayed form problem areas for shipboard technicians to troubleshoot and repair.

Installation of the TEAMS system was carried out during a RAV period (1 April - 12 May) in San Diego, California by the National Steel Company (NASCO).

Following installation intensive system checkout and evaluation was initiated by both Navy personnel and a group from NORTHROP Nortronics, the TEAMS design and manufacturing agency. Technical evaluation using NORTHROP Nortronics personnel ran from 1 June to 23 August. Operational evaluation by shipboard personnel commenced on 24 August and has been extended for continuation into Calendar 1969.

During the week of 27 May a 12 minute color documentary film entitled "The Teams Watch" was taken aboard USS COONTZ for the purpose of illustrating operational usage of the teams system.

Many shipboard personnel toured the NORTHROP Nortronics plant in Anaheim, California during October 1968 to have explained firsthand the design and manufacture of this monitoring system.