

USS DUBUQUE (LPD-8)
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From: Commanding Officer, USS DUBUQUE (LPD-8)
To: Chief of Naval Operations

Subj: Command History; forwarding of

Ref: (a) OPNAVINST 5750.12
(b) COMPHIBPACINST 5213.3N
(c) CINCPACFLTINST 5750.2

Encl: (1) USS DUBUQUE (LPD-8) Command History - 1967

1. In accordance with reference (a), enclosure (1) is forwarded. Copies-to are forwarded in accordance with references (b) and (c). A copy (less classified matter) is being sent to the City of Dubuque, Iowa for their historical display of the USS DUBUQUE (LPD-8).

H. J. Ursette
H. J. URSETTIE

Copy to:
CINCPACFLT
COMPHIBPAC

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(For Period 1 September through 31 December)

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THE BEGINNING

Out of the fleets came the concept of combining the function of several World War II Amphibious ships and vertical envelopment by helicopter. The concept materialized in the form of an Amphibious Transport Dock and was designated an LPD.

As plans were developed the machinery of naming these ships was put into motion. These ships would be christened with the names of cities named for founders or famous explorers. This would be the second U. S. Navy Ship named DUBUQUE; the first was a gun boat, PG-17, commissioned in 1905 and decommissioned in 1945. The City of Dubuque, Iowa is located on the western bank of the Mississippi River opposite the boundary line between Wisconsin and Illinois. DUBUQUE was founded on land acquired by the French Canadian, Julien Dubuque; fur trader - explorer - miner and first caucasian to settle in what is now the state of Iowa. Since 1788 when Julien Dubuque acquired land rights from the Indians, a few pioneers have multiplied to a city population of 62,000 today. From Julien's lead mines and the pioneers' gardens has grown an industrial complex based on lumber and farm produce serving markets of the world. From the natural beauty of Julien's wilderness the citizens of DUBUQUE have landscaped their hills with the beauty of Old World architecture and winding streets; a "Heidelberg of America". DUBUQUE, an appropriate name for an LPD since like the city it will grow from a small beginning to a thriving complex of men and machinery.

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The DUBUQUE is one of two LPD type ships the Navy contracted to build with Ingalls Shipbuilding Corporation. In 1965 on the 25th of January her keel was laid in way number 6 located on Pascagoula River East, at Ingalls Shipbuilding Corporation, Pascagoula, Mississippi. This was the beginning of Ingalls' Hull number 1107. In thirty-three months it would be Commissioned the USS DUBUQUE (LPD-8).

Nineteen months later Ingalls Hull 1107 was ready for christening and launching. Mrs. Harold E. Hughes, wife of the Governor of Iowa was asked to be sponsor of the USS DUBUQUE (LPD-8). On 6 August 1966 Mrs. Hughes christened Hull number 1107, "USS DUBUQUE (LPD-8)" and DUBUQUE came alive as she slid into the Pascagoula River. Mrs. Hughes was assisted in her duties as Sponsor by her Matron of Honor Mrs. John Lagen. The principal speaker was the Governor of Iowa, Harold E. Hughes. Also in attendance at the christening and launching ceremony were Mr. Fred J. Mayo who spoke for Ingalls Shipbuilding Corporation; Rear Admiral Edward H. Batcheller, representing the Navy Department's Bureau of Ships, and Seven Dubuque Navy Leaguers, Senator Andrew Frommelt, James J. Ashland President, Tom J. Cody, Donald C. Meyer, Donald Mueller, Robert J. Neuwoehner, and Mr. Maurice Humke.

At the launching the Mayor of Dubuque Iowa, Walter A. Pregler, accompanied by his wife, presented Captain James E. Ellis, USN, Supervisor of Shipbuilding, Pascagoula, with the City Plaque for mounting in DUBUQUE by her first Commanding Officer. Mayor Pregler also presented DUBUQUE her first national colors on

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behalf of the Youth Council of Dubuque, Iowa¹. A replica of the Dubuque City Flag was presented to the Prospective Commanding Officer, Captain H. J. URSETTIE, USN, during the Dubuque Summer Festival June 1967. It was presented by Yolanda Dietrich and Marsha Hunt representing Senior Girl Scout Troop 54. It was Troop 54 that originated the idea of a city flag. The approved design was submitted by Mrs. Alois Frommelt.

These Presentations were the first of many physical links between the City of Dubuque, and the ship, USS DUBUQUE (LPD-8).

Thus commenced the second phase of DUBUQUE's construction; the installation of machinery, armament, living quarters, power, piping systems and all the complex systems that would one day enable her to carry out her mission.

Twelve months later, DUBUQUE was accepted by the Navy in Portsmouth, Virginia.

SHIP'S CHARACTERISTICS The USS DUBUQUE is the second in a new series of modified (LPD-4) class Amphibious Transport Docks. The ship is flag configured and provides all the necessary spaces for an Amphibious Commander and a Battalion Landing Team Commander.

USS DUBUQUE is 569 feet long, has a maximum beam of 105 feet, and has a navigational draft of 21 feet and 6 inches. She is equipped with twin 5-bladed screws driven by high pressure steam turbine coupled with a turbine reduction drive. Full load displacement is 16,500 tons. The ship is armed with four twin 3"/50 caliber rapid fire gun mounts controlled by three fire control systems.

1. *Official Party Photograph and Youth Council Certificate ANNEX 2.*

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USS DUBUQUE has a maximum deadweight cargo capacity of 4,284 tons (not including the upper and lower vehicular stowage areas), a troop ammunition capacity of 51,700 cubic feet, and a special weapons stowage capacity of 4,408 cubic feet. All cargo spaces are equipped with pallet conveyers for rapid loading and unloading during the assault phase.

Living and working compartments, which are completely air-conditioned, have available accommodations for 493 crew members and officers, 85 Staff Officers and men, and 861 Troop Officers and men¹

1. A complete description of the USS DUBUQUE's characteristics can be found in ANNEX 1, which is the ship's characteristics pamphlet compiled by the ship's Combat Cargo Officer.

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BRIEF CHRONOLOGY OF 1967 HIGHLIGHTS¹

Having been first commissioned on 1 September 1967, the past year has been an abbreviated one for the Amphibious Transport Dock - USS DUBUQUE (LPD-8). The four commissioned months of 1967 were primarily used by USS DUBUQUE for outfitting the ship - both administratively, with the myriad of paperwork, instructions, and personnel needed for efficient organization; and with the mechanical systems and supplies needed to effectively carry out the ship's assigned mission. The balance of time not spent in the shipyards or in actual testing of equipment was used for Amphibious Operational Training.

- 25 January 1965: The keel for USS DUBUQUE (LPD-8) was laid at Ingalls Shipbuilding Corporation (a division of Litton Industries) in Pascagoula, Mississippi.
- 6 August 1966: The USS DUBUQUE was launched²
- 1 March 1967: The nucleus crew for the USS DUBUQUE started forming in Pascagoula, Mississippi.
- 12 June 1967: The balance crew for the USS DUBUQUE was assembled and trained at the Norfolk Naval Station, Norfolk, Virginia.
- 1 August through 3 August 1967: The USS DUBUQUE held Preliminary Acceptance Trials.
- 17 August 1967: The USS DUBUQUE departed Pascagoula, Mississippi after holding an Appreciation Day Ceremony on the flight deck

1. A complete chronology of the USS DUBUQUE's movements is contained in ANNEX 9.
2. Pictures taken of the USS DUBUQUE's building progress can be seen in ANNEX 2, which is the Commissioning Ceremony Booklet. ANNEX 2 also contains a picture of the launching with the names of those present

on the USS DUBUQUE honoring and being honored by the City of Pascagoula.

- 21 August 1967: The USS DUBUQUE arrived in the Portsmouth Naval Shipyard Portsmouth, Virginia, was delivered to and accepted by the Commandant Fifth Naval District for the U. S. Navy.
- 1 September 1967: On this date at 1545, EST, in berth 1-A Portsmouth Naval Shipyard, Portsmouth, Virginia, USS DUBUQUE (LPD-8) was put "IN COMMISSION-(SPECIAL)", with the Ensign and Commissioning Pennant being broken for the first time.
- 1 September through 17 October 1967: The USS DUBUQUE was in the Portsmouth, Virginia shipyard for her fitting out period.
- 17 October 1967: Placed IN COMMISSION. Reported to Commander in Chief, U. S. Atlantic Fleet for training and onward routing to Commander in Chief, U. S. Pacific Fleet.
- 17 October through 1 November 1967: The USS DUBUQUE went through a period of Preliminary Shakedown Training and Testing of equipment in the Norfolk, Virginia area in preparation for the voyage to her homeport of San Diego, California. This included exercises in: Gunnery, Engineering, Damage Control, Man Overboard, Visit and Search, Helicopter Operations, Ballasting, Boat Exercises, and Engineering Trials. In addition the ship's degaussing equipment was checked and the radiation patterns of DUBUQUE's radio and radar equipment were established.
- 2 November through 6 November 1967: The USS DUBUQUE received her final yard touch-ups and commenced loading fuel, stores, and food for her trip to San Diego, California.

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- 6 November 1967: Underway to San Diego, California, via the Panama Canal Zone.
- 11 November 1967: 0600 local time, reported to Commander in Chief, U. S. Pacific Fleet for Operational Control. 0601 reported to Commander First Fleet, U. S. Pacific Fleet and Commander Amphibious Force, U. S. Pacific Fleet.
- 11 November 1967: Commenced Panama Canal Passage at 0730, local time, this date; moored to Pier 1, United States Naval Base, Rodman, Balboa, Canal Zone at 1829 local time.
- 13 November 1967: Underway to San Diego, California from the Canal Zone.
- 21 November 1967: Moored to Pier 8, United States Naval Station, San Diego, California¹.
- 22 November 1968: Commenced general upkeep, inport training, and preparations for shakedown Training. Commander Amphibious Squadron ONE, Captain W. D. OWEN, USN, broke his flag and DUBUQUE became the Flag Ship for Amphibious Squadron ONE.
- 5 December through 13 December 1967: The USS DUBUQUE again conducted operational training in the San Diego area. This included replenishment drills with the USS CALIENTE (AO-53), ballasting and small boat drills, and the running of the measured mile.
- 13 December through 31 December 1967: The USS DUBUQUE was inport moored to Pier 8, United States Naval Station, San Diego, during the Holiday Season².

1. *Commander Amphibious Force, U. S. Pacific Fleet Welcome Program in ANNEX 14.*
2. *Christmas Party Pamphlet, ANNEX 10.*

USS DUBUQUE (LPD-8) IN 1967

Command Organization and Relations:

Captain Howard J. Ursettie, USN¹, officially assumed command of the USS DUBUQUE (LPD-8) at time 1545 on 1 September 1967, during the ship's Commissioning Ceremony at Portsmouth, Virginia.

On 1 September 1967 the newly constructed USS DUBUQUE was put in a status of "In Commission Special" in accordance with Chief of Naval Operations letter². After a period of outfitting in the Portsmouth, Virginia, shipyard, this status was changed by the Commandant Fifth Naval District to "In Commission", effective 17 October 1967, at 0400Z and DUBUQUE was directed to report to Commander in Chief, U. S. Atlantic Fleet for duty and onward routing to Commander in Chief, U. S. Pacific Fleet. On 11 November 1967, at 1101Z the operational control of the USS DUBUQUE changed from Commander Amphibious Force, U. S. Atlantic Fleet to Commander Amphibious Force, U. S. Pacific Fleet, and specifically to the Amphibious Squadron ONE, U. S. Pacific Fleet - home port: San Diego, California.

On 22 November 1967, the USS DUBUQUE received the Staff, with Captain William D. Owen, USN, Commander Amphibious Squadron ONE embarking to examine and use the ship's staff facilities.

A complete roster of all personnel aboard as of 31 December 1967, including the Staff and Ship's complement is enclosed in ANNEX 7.

1. A complete background of Captain H. J. Ursettie is contained in ANNEX 3.
2. Copies of all important messages, including all "CHOP" messages, and Chief of Naval Operations commissioning letter, received between 1 September and 31 December 1967 are enclosed in ANNEX 4.

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OPERATIONS AND ACTIVITIES:

The USS DUBUQUE (LPD-8) sailed from Ingalls Shipbuilding Corporation in Pascagoula, Mississippi, on 17 August 1967. With the ship still being in an uncommissioned status, Captain Patrick and his crew from Ingalls Corporation were in command during the trip from Pascagoula to Portsmouth, Virginia. The trip was also unique in that it was a dependents' cruise, with many of the officer's and men's wives and children aboard for the four days. Although the USS DUBUQUE was under the command of Ingalls Shipbuilding Corporation the ship's officers and men did stand indoctrination watches to help familiarize themselves with the ship's operating characteristics.

THE COMMISSIONING CEREMONY: Commencing at 1500 on 1 September 1967, in berth 1-A at Portsmouth, Virginia, the USS DUBUQUE's formal commissioning ceremony took place on her flight deck.¹ The official party consisted of: Rear Admiral Reynold D. Hogle, USN, Commandant Fifth Naval District, Rear Admiral James A. Brown, USN, Commander Norfolk Naval Shipyard Portsmouth, Virginia, Captain Howard J. Ursettie, USN, Prospective Commanding Officer of the USS DUBUQUE (LPD-8), Mr. Earl R. Hammett; Senior Vice President Ingalls Shipbuilding Corporation, a Division of Litton Industries Pascagoula, Mississippi, The Honorable Richard H. Ludwig, Mayor of the City of Dubuque, Iowa, Principal Speaker, Lieutenant Myron B. Henry, CHC, USN, Prospective Chaplain of USS DUBUQUE (LPD-8).

After the introduction of the distinguished guests and the address by Mayor

1. A picture of the commissioning ceremony is included in ANNEX 6.

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Ludwig, Rear Admiral Hogle read the commissioning directive. At time 1545 EST, the USS DUBUQUE (LPD-8) was commissioned, with the Ensign and the Commissioning pennant being broken for the first time. At time 1545 Captain H. J. Ursettie read his official orders, assumed command of the USS DUBUQUE, and ordered the Executive Officer, Lieutenant Commander G. P. Brown, USN, to set the first watch. At time 1547, Rear Admiral Hogle's personal flag was broken. At time 1548, a thirteen gun salute was fired by the Marine detachment on board for the ceremony from the shipyard.

After the Captain's remarks to the crew the following guests were introduced: Councilman Walter Pregler, who presented a picture entitled "The Chiefs" from the personnel of the Naval Reserve Training Center, Dubuque, Iowa, in memory of the 12 men of the city of Dubuque, Iowa, who have to date, made the supreme sacrifice in Vietnam; the President of the Dubuque Council of the Navy League, Doctor Kenneth K. Hazlet, who made three presentations: first, a painting of the Monument at the site of the grave of Julien Dubuque by Reverend Sullivan of Loras College commissioned by the Dubuque Council of the Navy League and also presented with the cooperation of Loras College; second, a painting of the view from the Dubque Highway Bridge by Roy Haught of Dubuque, Iowa, sponsored and presented by the Navy League Dubuque Council and the Navy Club of America, Ship Number 16; lastly a book entitled "Antique Dubuque" from the Dubuque County Historical Society for the ships' library; and the President of the Dubuque Club, Detroit, Michigan [a fraternity of former crew members of the USS DUBUQUE (PG-17)] Gulver M. McCoy, presented

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a picture of the original USS DUBUQUE (PG-17), and a plaque prepared especially for the USS DUBUQUE (LPD-8).

The Commissioning Ceremony was concluded by Captain Ursettie escorting Mrs. Russell Walker, wife of the President of Dubuque's Chamber of Commerce to the Commissioning Cake and assisting her in making the first cut with a U. S. Marine Corps sabre, thereby symbolizing the unity between the Navy-Marine Corp team and the Citizens' community.

Traditionally, at Commissioning the Sponsor is presented a gift by the ship. Mrs Harold E. Hughes was unable to attend DUBUQUE's commissioning but the officers and men of the USS DUBUQUE (LPD-8) forwarded to Mrs. Hughes a silver bowl in appreciation of her sponsorship.

In addition to families and friends of DUBUQUE's crew were Rear Admiral John S. Coye, Commander, Training Command, U. S. Atlantic Fleet; Dubuque City Councilman S.McCauley; Dubuque's Chief of Police, Percy Lucas; Mr. Russell Walker, President of Dubuque's Chamber of Commerce; 7 members of the Dubuque Council of the Navy League; and 22 members of the DUBUQUE Club, Detroit, Michigan. The official ceremony was followed by an open house aboard ship, and a reception at the Shipyard Officer's Club.

FITTING-OUT AND TRAINING: From 21 August through 17 October 1967, the USS DUBUQUE was in Norfolk Naval Shipyard, for her final fitting out period. During this period of time the military equipment which the civilian ship-builders did not have access to, was installed. Also during this period

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many modifications to the ship were accomplished to facilitate more efficient operations of the ship's material systems. After the installation of this equipment was completed, inclining experiments were held on 16 October 1967 at pier 5 - berth 36, Portsmouth, Virginia. With all personnel off the ship, weights were shifted about the ship to determine its stability.

The USS DUBUQUE, while in the Norfolk, Virginia, area, went through her initial period of preliminary shakedown training from 17 October through 1 November 1967. This initial training consisted of such events as: setting and checking of the respective material conditions, visit and search, steering casualties, man overboard, low visibility steaming, abandon ship, boat and helicopter exercises, NBC problems, and gun shoots. During this period the performance of the ship's material systems were also checked: radiation patterns determined; degaussing system checked; JP-5 loaded and flushed through its system; well deck ballasting system operated; high speed engineering exercises conducted; and the fire control directors and gun mounts tested.

On 2 November 1967, the USS DUBUQUE returned to pier 2, U. S. Naval Station, Norfolk, Virginia, for her final yard touch-up work. The ship was also loaded out for movement to San Diego, California, with fuel, stores, foods, one-hundred pallets of Handclasp material (destined for the combat areas), and three sailing yawls and seven knockabouts from the Naval Academy destined for the special services organization at the Naval Amphibious Base, Coronado, California.

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San Diego, California: The USS DUBUQUE was underway for its homeport of San Diego, California at 1600 on 6 November 1967. The ship commenced Panama Canal passage at 0730 on 11 November 1967 and was moored to Pier 1 at the United States Naval Base, Rodman, Balboa in the Canal Zone at 1829 the same day. Because the USS DUBUQUE would have only inches to spare in passing through the Canal Locks, all whip antennas and all flight deck speakers were removed from the edges of the flight deck prior to leaving Norfolk. No visible damage to the ship was incurred during the Panama Canal passage. At 0830 on 13 November 1967 the ship was underway for her homeport at the United States Naval Station, San Diego, California, where she moored to pier 8 at 0930 on 21 November 1967.

On hand to greet and to tour the ship in San Diego were such dignitaries as: Vice Admiral Francis J. Blouin, USN, Commander, Amphibious Force, U. S. Pacific Fleet; Major General Lowell E. English, USMC, Commanding General Marine Corps Recruit Depot; Captain William D. Owen, USN, Commander, Amphibious Squadron One; the honorable Frank E. Curran, Mayor of San Diego, and Mr. William Quirk, President of the San Diego Council of Navy League.¹

The USS DUBUQUE embarked its first Staff when Captain W. D. Owen, USN, Commander, Amphibious Squadron One and his staff came aboard on 22 November 1967, and remained aboard for the remainder of 1967.²

1. A copy of the Welcome DUBUQUE pamphlet is included in ANNEX 14.
2. A roster of the Staff Officers and men is included in ANNEX 7.

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From 5 December through 13 December 1967, the USS DUBUQUE got underway on five occasions for more testing of equipment and amphibious training. During this period the measured mile was run, replenishment drills were held with the USS CALIENTE (AO-53), and landing craft exercises were conducted with three LCM-6's and one LCM-8 while anchored in Coronado Roads, San Diego.

The USS DUBUQUE moored to pier 8 at San Diego Naval Station from 14 December through 31 December 1967 for the Christmas Holiday Season.

SPECIAL EVENTS:

Appreciation Day: Before sailing from Ingalls Shipbuilding Corporation in Pascagoula, Mississippi, on 17 August 1967, an Appreciation Day Ceremony was held on the flight deck of the USS DUBUQUE sponsored by the Pascagoula Chamber of Commerce. Plaques and photographs were exchanged between dignitaries from Pascagoula and Captain H. J. Ursettie. The USS DUBUQUE in return thanked the city of Pascagoula for all it had done for both the ship and its crew during their stay in the area.¹

Guests Onboard: On 1 December 1967 an open house and a ship's orientation program was held for guests from the Army - Navy Academy at Carlsbad, California. Six Academy cadets - under the supervision of Major Cline, and Six Vietnamese exchange cadets from Nha Trang, South Vietnam - under the supervision of Lt. Phoo, were onboard the USS DUBUQUE for the afternoon. After a luncheon with

1. A newspaper article of the Appreciation Day Ceremony is included in ANNEX 5.

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the ship's officers in the wardroom; a movie on amphibious operations and a brief talk on how this ship was an integral part of these operations was presented to the cadets. This was followed by a tour of the ship.

Christmas Party: Organized by the ship's Chaplain and several junior officers, the USS DUBUQUE hosted a Christmas Party for dependents of Commander Amphibious Squadron One Staff, Commander Amphibious Squadron Three, USS DUBUQUE (LPD-8) and the USS CLEVELAND (LPD-7) on 16 December 1967 between 1400 and 1600. Taped Christmas greetings were sent from the Commanding Officer of Commander Amphibious Squadron Three and the USS CLEVELAND and played to the guests at the party. Holiday greetings from each respective family present were taped and sent on to the Amphibious Squadron Three Staff and USS CLEVELAND in the Western Pacific. In addition, a combat camera group was on hand to take color movies of the party, which were also sent to the deployed commands.

For the enjoyment of the guests at the Christmas Party, a hired clown entertained the children with magic tricks and antics, continuous cartoons were shown, an artist sketched portraits of the children, a small lunch was served, and Santa Claus handed out a gift to every child present. In addition, each woman in attendance received a special Christmas corsage.¹

SPECIAL TOPICS:

In this section of the history, the information is divided up and listed under

1. *A copy of the Christmas Party pamphlet is included in ANNEX 10.*

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the respective ship's department to which it applies. Questions answered here include: performance of material and weapons systems, major maintenance problems, suitability of new equipment,¹ major conversions and/or modifications, casualties to equipment, and (in)adequacy of manning. The ship's departments are listed below:

AIR:

USS DUBUQUE's Air department has had no major maintenance problems. However, as with any new construction, the Air Department's fuel system did have its share of valves installed backwards, wooden blocks and other debris in piping, seal leaks, and so on. The major discrepancies found in the department's system included:

1. Very poorly applied flight deck non-skid.
2. Inaccurate measurement of JP-5 fuel quantities.

The placement of the sounding tubes in the JP-5 tanks does not agree with the sounding tube chart calibrations, and the liquid level indicators are also calibrated incorrectly. Consequently there is no way to accurately measure the quantity of JP-5 in any of the ten tanks.

3. The Taylor guage in the MoGas aviation fuel system has always been inoperative; and with no flow meter installed in the system no measurement of the fuel taken on or dispensed is possible.

1. Because the USS DUBUQUE is a newly commissioned ship, the assumption is made that ALL equipment on board is NEW.

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4. There is an extreme shortage of storage space for the air department. No storage room is available for chocks, tie-downs, fuel filters, hose lengths, flight deck pad-eye covers, and other aircraft handling gear.
5. There is inadequate ventilation in the helo repair ship space, and no ventilation in the Repair VII locker space.
6. On 31 December 1967, there is a lack of personnel in the air department to adequately operate under actual operating conditions. The four petty officers and seven non rated men cannot man the six fueling stations, two pump rooms, gasoline motor and CO₂ rooms, tow flight deck landing spots, primary flight control, the tow tractors and other yellow gear, and Repair VII.

The operational suitability of the Air Department's systems have not had a satisfactory test. Only one day of helo operation's were scheduled (27 December 1967) and none of these entailed actual fuelings. However all systems seem to be operating and no significant problems are expected.

COMMUNICATIONS:

1. The ship was initially outfitted with 17 TT-298/299 Mighty Mites (teletype equipment) which were unsatisfactory. A satisfactory replacement has been the AN/UGC-20/25, obtained through Commander Amphibious Force, U. S. Atlantic Fleet, and installed by the ship's force.
2. Maintenance of the equipment has been handicapped by the lack of required spare parts, and the delay in obtaining them. At present the ship is operating

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at fifty percent UHF capability due to the lack of parts to restore casualties.

3. The volume of traffic has averaged 12,000 messages per month handled by the department, with an average of 650 messages per month being processed and routed through the ship. No special problems have been encountered here except lack of personnel.

4. Manning level is very inadequate in the Communications Department. Since commissioning on 1 September 1967, the radiomen have been in a three section watch bill due to insufficient personnel, though the ship has rotated to a five section bill.

DECK:

1. The cargo transported from Norfolk, Virginia, to San Diego, California, included: one-hundred pallets of Handclasp destined for the Western Pacific; three sailing yawls and seven knockabouts from the Naval Academy destined for the special services organization at the Naval Amphibious Base, Coronado, California, and eighty-seven private automobiles belonging to the crew.

2. Sixty rounds of ammunition were fired from the four 3"/50 gun mounts for test firing purposes. There were no operation problems observed. There is, however, a tactical problem inherent in the ships construction in that the ship's two stacks and the boat and aircraft crane prevent the after gun mounts (34 and 35) from firing aft, thereby having a 120° sector defenseless if unable to maneuver.

3. Four underway replenishment exercises were conducted during the USS DUBUQUE's independent steaming exercises in December. These exercises were for drill only, with no cargo transferred.

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4. The major maintenance problem existing in the Deck Department is the loader/unloader cargo system as described in ANNEX 8.

As in all departments on a new ship with a new crew, most of the Deck Departments minor problems will be solved as training in depth progresses. The Deck Department's manning level is adequate; however, the department is shy four rated boatswain mates.

MEDICAL:

1. The following statistics were submitted by the Medical Department for the period 1 September through 31 December 1967; sickbay visits - 665; in patients - 1; admission referrals - 8; prescriptions - 292; lab tests - 10; X-rays exposed - 17; and limited services - 92 (patients seen at other than regular hours).

2. During this period of time, the medical spaces (which includes: doctor's and record offices, sickbay, operating room, ward, x-ray developing room, laboratory and dental operating rooms, were set up, equipped, and readied for deployment. The battle dressing stations (three besides sickbay) and decontamination stations were outfitted, and the three medical store rooms were also set up.

3. The manning level was inadequate, with only two corpsmen on board. The Chief Hospitalman originally assigned, left in Portsmouth, Virginia for medical reasons.

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4. Dentists from both Norfolk and San Diego came aboard to give lectures and to screen the crew using USS DUBUQUE's dental spaces.

NAVIGATION:

From 1 September through 31 December 1967, the Navigation Department experienced no difficulties with the material systems utilized for navigating or piloting.

The related equipment, however, was inadequate in many areas. The original issue of marine sextants were broken beyond repair and required total replacement. The original issue of telescopic alidades are misaligned and require factory adjustment. This was established after submission to USS JASON (AR-8) in late December for repair.

Bearing circles and azimuth circles have not been received, and the delivery date is long after we are scheduled to deploy to the Western Pacific. In order that the ship could safely travel from Norfolk to San Diego, the ship borrowed azimuth and bearing circles from the USS AMERICA returning them upon arrival in San Diego. The absence of this equipment has hindered the keeping of a proper gyro error log as well as keeping station during evolutions conducted with other ships.

The necessity of a QM2 to replace the man lost to humanitarian shore duty is becoming more apparent every day. At present, there are three QM's and a QMC to fulfill the requirements for condition 3 steaming. However, training

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and supervision requirements are being neglected in a large area. Without a QM2 to assist the QMC in these duties, the QM3's and seaman in the department will not receive the personal attention necessary to effectively raise their rates.

OPERATIONS:

For the purpose of this report, the electronic installations aboard the USS DUBUQUE have been broken down into four major areas: communications, radar, ECM, and navigation.

1. COMMUNICATIONS:

A. MF and HF transmission and reception: The AN/WRT-1 transmitters and the AN/WRR-1 receivers have given virtually trouble free service since the ship's commissioning, with no reported down time and no known spare part problems.

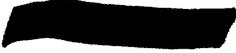
A total of five AN/WRT-2 transmitters are installed with a total operating time of about 2000 hours, of which we have experienced approximately 100 hours of down time. Repair parts have always been readily available.

R-1051 receivers, of which twenty-seven are installed aboard ship, have been very dependable except in two cases. These two receivers were down approximately fifty percent of the time because of a lack of spare modules on hand, in particular the IF/AF module.

The R-390 receivers have operated reliably with no major problems on down time.

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Of the five installed AN/WRC-1 transceivers, none have been down for a significant period of time. However, no spare modules are available on board ship.

Nine AN/URC-32 transceivers are installed of which two have been down for a significant length of time. This has been due to bad modules. The S.M.O. is either off frequency or not operating, and the R. F. tuner module is not functioning properly. There are no spare modules available.

B. VHF transmission and reception: The two URT-7's and URR-27's have not been down during this period of time. No known supply problems exist.

The AN/SRC-10's, AN/SRC-11's and AN/SRC-12's were installed on the USS DUBUQUE up to 28 December 1967, at which time they were removed. They will be replaced with AN/VRC-46 equipment.

C. UHF transmission and reception: The ship's UHF system is comprised of nine AN/SRC-20's, AN/SRC-21's and five AN/SRA-33's. The ship has experienced many problems with this equipment, ranging from the power supplies to the coupler units.

Major problems exist in the URC-9 and the SRC 20-21 equipment section. These problems are mainly FMO, IF amplifier, and RF and PA units. These different units are turn-in items which are not shipboard repairable. At the present time there are no spare modules in the supply system, which has accounted for much of the equipments down time.

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ANNEX 9

**Content: A Complete chronology of the USS DUBUQUE's
movements during 1967.**

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COMPLETE CHRONOLGY OF USS DUBUQUE'S MOVEMENTS

- 17 August 1967: At time 1800, sailed from Ingalls Shipbuilding Corporation in Pascagoula, Mississippi, to Portsmouth, Virginia.
- 21 August 1967: At time 0920, arrived starboard side to pier 4, berth 43, Portsmouth, Virginia.
- 29 August 1967: At time 1335 - 1413, shifted to berth 1-A, Portsmouth Naval Shipyard, for commissioning ceremony.
- 2 September 1967: At time 0913 - 0946, shifted back to pier 4, berth 43.
- 14 September 1967: At time 1604 - 1643, shifted to pier 5, berth 36.
- 16 October 1967: At time 1300 - 1830, held the inclining experiment, shifting weights seven times.
- 17 October 1967: At time 0730 - 0950, moved from berth 36 to anchorage W in Hampton Roads, Virginia, for loading ammunition.
- 18 October 1967: At time 1340 - 1715, moved to anchorage L-A-20 in Lynnhaven Roads, Virginia.
- 19 October 1967: At time 0830, underway for radiation buoy patterns (0951 - 2110). Also conducted general amphibious operational training.
- 20 October 1967: At time 2310, moored starboard side to South Delta, United States Navy Fuel Pier, Craney Island, Virginia. Took on black oil and JP-5.
- 23 October 1967: At time 1000, underway for degaussing runs, finishing runs at time 1130. Anchored in L-A-22, Lynnhaven Roads, Virginia, at time 1241.

24 October 1967: At time 0800, underway for general amphibious training. Anchored in L-A-22, Lynnhaven Roads, Virginia, at time 1530.

25 October 1967: At time 0815, underway for general amphibious training, night steaming, and flushing the JP-5 system.

26 October 1967: At time 1520, anchored in LA-11 off Little Creek, Virginia.

27 October 1967: At time 1000 - 1530, held helicopter operations at anchorage. At time 1655, underway for berth 25, NOB, Norfolk, Virginia.

30 October 1967: At time 0800, underway for NBC problem. At time 1630, anchored in LA-1, Lynnhaven Roads.

31 October 1967: At time 0730, commenced ballasting the well deck for boat exercises. At time 1720, underway for high speed engines run.

1 November 1967: At time 0700, anchored in LA-1, Lynnhaven Roads, for boat exercises. At time 1130, underway for gun shoots. At time 2107, anchored in Anchorage W, Hampton Roads, Virginia.

2 November 1967: At time 1000, underway to moor to pier 2, berth 5, Norfolk, Virginia (1155). Moored for final yard touch-ups, and for loading of stores, foods, and fuel for the trip to San Diego, California.

6 November 1967: At time 1600, Underway for San Diego.

11 November 1967: At time 0630, anchored in X-6, Limon Bay, Panama Canal Zone. At time 0730, commenced

Canal passage. At time 1829, moored to pier 1,
United States Naval Base, Rodman, Balboa, in the
Canal Zone.

13 November 1967: At time 0830, underway for San Diego, California.

21 November 1967: At time 0930, Moored starboard side to pier 8,
United States Naval Station, San Diego.

5 December 1967: At time 0819, underway for replenishment drills
with the USS CALIENTE (AO-53).

6 December 1967: At time 1635, moored to pier 8, berth 81
San Diego.

7 December 1967: At time 0824, underway to anchor ~~to anchor~~ at
time 1016 in boat lane 8, Coronado Roads for
boat operations. At time 1439, underway to moor
at time 1630 at pier 8, San Diego Naval Station.

11 December 1967: At time 1405, underway to anchor at time 2043,
in anchorage 118, Coronado Roads.

12 December 1967: At time 0640, underway for measured mile
course (time 0814 - 1430). Moored at time
1600, at pier 8, San Diego Naval Station.

13 December 1967: At time 0715, underway for boat operations.
Operations cancelled because of bad weather.
Moored to pier 8, San Diego Naval Station
at time 1124. Remained here through
31 December 1967.