



USS JUNEAU (LPD-10)
FPO SAN FRANCISCO 96601

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LPD 10/GPS:jpc
5000
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~~_____~~ --Unclassified upon removal of enclosure (1)

OPNAV REPORT 5750-1

From: Commanding Officer, USS JUNEAU (LPD 10)
To: Director of Naval History (OP#09BH)

Subj: Command History of USS JUNEAU (LPD 10) (for 1978)

Ref: (a) OPNAVINST 8750.12B

Encl: (1) Chronology of events for 1978
(2) Basic narrative
(3) Change of Command pamphlet
(4) Photograph of present Commanding Officer
(5) Autobiography of present Commanding Officer
(6) Photograph of USS JUNEAU
(7) Characteristics of USS JUNEAU
(8) History of USS JUNEAU

1. In accordance with reference (a) the 1978 Command History of USS JUNEAU (LPD 10) is submitted herewith as enclosures (1) thru (8).

A handwritten signature in cursive script, appearing to read "R. R. Larkin".

R. R. LARKIN, By direction

Copy to: (encl (1) and (2) only)
CINCPACFLT
COMNAVSURFPAC

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CHRONOLOGY OF EVENTS FOR 1978

<u>DATE</u>	<u>EVENT</u>
01 JAN 78	Mooréd at pier 8 San Diego, Ca.
04 JAN 78	Underway for dependents cruise, SOCAL Op areas
05 JAN 78	Moored pier 6, San Diego, Ca.
09-13 JAN 78	Insurv Inspection
10 JAN 78	Dead Stick Move to pier 8
18 JAN 78	Underway for Long Beach, Ca.
19 JAN 78	Moored at Seal Beach for L-Form and Ammo offload. Underway for San Diego, Ca.
20 JAN 78	Moored at pier 8 NAVSTA, San Diego, Ca.
02 FEB 78	Welcoming committee headed by Mayor of Portland, Oregon conducts "Welcome to Portland Ceremonies aboard USS JUNEAU." Month of February devoted to disassembly and removal of equipment by subcontractors.
18 FEB 78	Crew moves on to living barge 1X502 which moored astern of USS JUNEAU.
12 MAR 78	Removal of equipment continues TYCOM preoverhaul boiler inspection conducted.
19 MAR 78	Ship is drydocked in drydock #3, Swan Island, Portland, Oregon for underwater hull preservation and removal of sea valves, 1X502 moored astern of drydock #3.
07 APR 78	Change of Command. Captain William A. Walsh relieved by Captain Richard F. Green.
23 APR 78	USS JUNEAU is undocked and moored at Willamette Iron & Steel Company, 1X502 breasted out to port. (Over 200 members of USS JUNEAU crew participate in Smoke House and Firefighting training. Classes conducted by Portland Fire Department). (Extensive tank preservation being conducted).
22-29 MAY 78	MTT pre LOE Phase I
15 JUN 78	USS JUNEAU is drydocked in drydock #3, Swan Island, Portland, Oregon for replacement of sea valves, screws and rudder posts.
28 JUN 78	Ship is undocked and moved to pier 2 Willamette Iron and Steel, 1X502 breasted out to port.

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CHRONOLOGY OF EVENTS FOR 1978

<u>DATE</u>	<u>EVENT</u>
03-08 JUL 78	Rose Festival in Portland, USS JUNEAU by seven other U.S. Naval Units and two Canadian Destroyers. (100 members of JUNEAU crew trained in small arms at Tri County Gun Club, Sherwood, Oregon.
02-04 AUG 78	MTT pre LOE Phase I
04 AUG 78	Explosion in ballast tank 8-52-2 caused by improper drop light, 4 ship yard workers received minor injuries.
07 AUG 78	CDR Edward L. Therrien, US, [redacted] is relieved by CDR Robert R. Larkin, USN, [redacted] as Executive Officer
12-15 AUG 78	Fuel Systems flushed.
24 AUG 78	Superintendent of Ships Seattle and COMPHIBRON 7, Captain Roach, conduct material inspection .
01 SEP 78	150 members of USS JUNEAU crew participate in Red Cross blood drive.
02 SEP 78	Refuel with JP5
08 SEP 78	COMNAVSURFPAC post ROH boiler inspection.
12-14 SEP 78	MTT pre LOE Phase III
19-21 SEP 78	CHT inspection and certification
03 OCT 78	Admiral W. R. St. George COMNAVSURFPAC visits and conducts material inspection.
04-05 OCT 78	Captain Ulrich SURFPAC, PEB conducts LOE USS JUNEAU passes in both engine rooms RADM R. A. Paddock, Superintendent Ships Seattle and Captain D. G. Ramsey PHIBRON 5 visits ship.
07 OCT 78	Crew moves from LX502 to JUNEAU
10-12 OCT 78	SOAP returns
11 OCT 78	Lit fires #1 boiler
30 OCT 78	Moored at Willamette Iron and Steel Company
02-03 NOV 78	Load personnel, private autos for transportation to San Diego, Ca
04-07 NOV 78	Underway for San Diego, Ca
07 NOV 78	Moored pier 6 San Diego, Ca
13-15 NOV 78	Underway for ECCT, SOCAL Op areas
17 NOV 78	COMPHIBRON 7 embarks on JUNEAU
27 NOV 78	COMPHIBRON 7 shifts flag to USS NEW ORLEANS
04-08 NOV 78	Underway for ECCT SOCAL Op areas.
08 NOV 78	Moored pier 6 San Diego, Ca
11-14 NOV 78	MTT Phase I
15 NOV 78	Commence Christmas standown.

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BASIC NARRATIVE

The year of 1978 was devoted primarily to the task of refitting and preparing the USS JUNEAU for another five years of service.

January opened with a dependents cruise on the 4th off the coast of San Diego. Over 300 dependents, relative and guests joined the JUNEAU for a day of operations, which included a gun shoot, ballasting, and a precision anchoring.

With play time over, the crew moved to the more serious business of preparing for the INSURV inspection of 9-13 January. The crew spent two days and nights readying equipment for inspection and four days putting it back together when the inspection was completed.

The 18th through the 20th of January was spent off loading the ship's L-Form, which includes various ammunitions and Marine supplies. This required a transit to Seal Beach Ammunition Facility in Long Beach, Ca, and concluded with the JUNEAU moored to pier 8 at the San Diego Naval Station.

The week of the 23rd of January was one of organized confusion and anticipation as permission was received to transport dependents and personal goods to Portland, Oregon, for the upcoming overhaul. Loading plans were quickly developed and JUNEAU's crew set about the task of billeting 190 wives and children, loading over 250 private vehicles and providing accommodations for 17 dogs and cats and one rabbit.

The transit up the coast and through the beautiful Columbia River Valley to Portlnad, is one that will be remembered by many sailors and their dependents for a long time to come.

Juneau moored at pier 3 Willamette Iron and Steel Company in the afternoon of 31 January and set about the task of relocating over 180 Navy families.

February the 2nd, Juneau was officially welcomed to Portland in a ceremony held on the Flight Deck. Captain Walsh accepted roses and kisses from both the female Mayor of Portland and "Miss Portland", as they welcomed the ship and her crew to their city.

The rest of the month was devoted to the testing, disassembly and removal of systems and equipments for transportation to subcontractors. The ship was stripped of all fuel and extensive tank cleaning and inspection efforts conducted. The work in messing and berthing facilities required the crew to move the living barge Ix502. Ix502 was either moored astern or breasted out from Juneau through the bulk of the overhaul.

In March of 1978 the overhaul ~~work~~ increased. The 12th of March the pre-~~overhaul~~ boiler inspection were completed and work began on retubing the boilers. The ship was placed on keel blocks in drydock #3 at Swan Island in Portland to allow for the removal of all sea valves, screws and rudders, and for underwater hull preservation. The shift was made by the large stern wheel tug "City of Portland". Ix502 was moored astern of the drydock.

Juneau's condition in April of 1978 is best summed up Captain Richard F. Green when he relieved Captain William A. Walsh as Commanding Officer on the 7th of April when he stated: "I gladly assume command of ~~the ship~~ where ever she may be". Captain Green was of course referring to the fact that most of Juneau's major equipments had been removed and shipped throughout the country for overhaul.

The Juneau was undocked on 23 April and once again moored at Willamette Iron and Steel Company. This time Ix502 was breasted out to port.

The ship's crew were busy during the overhaul. Extensive on and off ship training was conducted throughout the overhaul. The ship's various

shops worked round the clock overhauling over 4000 valves and doing countless other jobs not covered by the overhaul package.

In May, over 200 members of the crew took part in a two day course sponsored by the Portland Fire Department. This course included smoke house and live firefighting training.

The SURFPAC Mobile Training Team (MTT) payed Juneau engineers their first of three assist visits from 22-27 May. These visits were designed to assist the engineers in organizing their training and administrative programs for the crucial prior to light-off inspection conducted by CINCPACFLT Propulsion Examining Board (PEB), at the end of the overhaul.

The disorganization peaked in early May and slowly the giant puzzle that was Juneau started to come together. June 15th saw Juneau once again on keel blocks in drydock #3 at Swan Island for reinstallation of sea valves remounting of screws and rudders and the finishing touches on underwater hull preservation. These efforts continued around the clock until Juneau was undocked on 28 June and once again she was moored at Willamette Iron and Steel Company.

As the overhaul continued in July, the crew took time to enjoy the Portland Rose Festival. Five other units of the U.S. Pacific Fleet, including the USS Blue Ridge (LCC-10), a submarine and 2 Canadian Destroyers made the transit up the Columbia River to join in the festivities.

In late July over 100 crew members requalified in small arms at the Tri County Gun Club in Sherwood, Oregon.

August saw the ship being put together at a phenominal rate. The MTT visited for second time from 2-4 August. Throghout July and August all of the many fuel, water, and ballast tanks were sealed.

On 4 August a faulty drop light ignited paint vapors in ballast tank 8-52-2W, resulting in a minor explosion which injured 4 Willamette employees. The injuries were not serious and minimal structural damage was sustained to the ship.

On 7 August the Executive Officer CDR Edward L. Therrien was relieved by CDR Robert R. Larkin

The weeks of 12 August was devoted to flushing fuel systems in preparation for the initial fuel onload which came on August 25. On August 24, the Superintendent of Ships Seattle, Radm. R. A. Paddock accompanied by COMPHIBRON SEVEN Capt Roach conducted a progress and material inspection of Juneau.

September 1978 was the month Juneau was initially scheduled to leave the shipyards but delays by subcontractors ~~caused~~ an extension through November. This brought about a squadron shift to PHIBRON FIVE and an official homeport change to Portland, Oregon.

In early September the City of Portland put out a plea for blood donations, and Juneau crew responded by donating over 230 pints. On 8 September COMNAVSURFPAC boiler inspectors conducted the post ROH boiler inspection and place their seal of approval on Juneau's steam generators.

The 12-14 of September MTT payed the Juneau their final visit in preparation for the Light-Off Examination scheduled in October.

On October COMNAVSURFPAC, Adm. W. R. St. George visited Juneau and on the 4-6 the SURFPAC Propulsion Examining Board (PEB), headed by Captain Ulrich, conducted the light off inspection (LOE). The PEB conducted an extensive safety and material inspection of Juneau's propulsion plants and tested the knowledge level of her engineers in all areas. SUPSHIPS Seattle Radm. R. A. Paddock and COMPHIBRON FIVE Captain D. G. Ramsey were onhand the 6th, when Captain Ulrich announced that Juneau had passed her LOE in both engine spaces on the 1st inspection.

On 7 October the crew moved from LX502 back to Juneau. The week of 10 October was the return of all on board spare parts (SOAP), which had been removed early in March for inventory and preservation.

On 11 October, Captain R. E. Green put the torch in #1 boiler and on 12 October fires were lighted in #2 boiler. This started a lengthy period of equipment tests and training.

Juneau's Flight Deck was recertified for helo operations on 15 October and a fast cruise was conducted on 24-25 October.

With dock side testing completed Juneau left Portland the 26-28 for sea trials. The transit down the Columbia River to the Pacific Ocean was an eventful one. At one point a casualty to the steering gear jammed the rudders right full and Juneau was forced to anchor to prevent her from grounding. Upon the completion of sea trials, Juneau proceeded up the Columbia, but was required to moor at pier #4 of the Portland Marine Terminal as a result of bridge damages further up the river. The next morning the Juneau proceeded to Willamette.

On the 2-3 November the Juneau once again loaded the crews dependents, possessions and pets and transited to San Diego on 4-7 of November in a DATC availability at pier 8 Naval Station, San Diego.

The 13-15 of November was devoted to Engineering Casualty Drills and type training in the SOCAL Op areas, with Juneau mooring to pier 8 at the San Diego Naval Station on November 15. COMPHIBRON SEVEN, Captain Roach, embarked on Juneau from the 17-27 of November and then shifted his flag to the USS NEW ORLEANS (LPH-12).

The first week of December was again spent off the coast of San Diego as Juneau trained her engineers in casualty control procedures for refresher training and the Operational Propulsion Plant Exam (OPPE),

Scheduled for the spring of 1979.

The SURFPAC MTT conducted its Phase I visit 11-14 December to evaluate the material readiness of Juneau's engineering plants for the OPPE. On 15 December the ship commenced Christmas Standdown, spending until early January at pier 6 Naval Station, San Diego, allowing 35% of the crew leave. time to spend with friends and relatives

CHARACTERISTICS OF JUNEAU

Length	570 feet
Beam	84 feet
Draft	22 feet
Displacement	17,000 tons
Speed	20 Knots (plus)
Horsepower	24,000 HP
Propulsion	600 psi steam, twin screws
Armament	Two twin 3"/50 caliber gun mounts
Fire Control	Manual
Ship's Boats	Two LCVPs, two LCP(L)s, and one motor whaleboat
Compliment	24 Officers, 439 men
Additional Accomodations	PHIBRON, TACRON, Boat Group
Accommodations	
Landing Force Provisions:	
Marines	860 troops
Vehicle Stowage	18,000 square feet
Cargo Stowage	60,000 cubic feet (plus helicopter jet fuel and vehicle fuel)
Well Deck Capacity	Nine LCM-6s; or one LCU and three LCM-6s; or four LCM-8s
Helicopter Capacity	Flight Deck and Hangar for CH-46s or CH-53s

HISTORY OF SHIPS NAMED JUNEAU

The USS Juneau (LPD 10) is the third ship of the fleet named for Juneau, capital city of Alaska.

The first Juneau, a light cruiser (CL-52), was built by the Federal Shipbuilding and Dry Dock Company of Kearny, N. J. She was placed commission at the New York Navy Yard on February 14, 1942, two months after our entry into World War II. Juneau had an overall length of 541 feet, a beam of 53 feet, and a displacement of 6,000 tons. Her armament consisted of sixteen 5" guns, four quadruple 1" gun mounts, and eight 21" surface torpedo tubes. She was manned by 26 Officers and 597 enlisted men, and had a top speed of 32 knots.

Although Juneau's naval career lasted less than a year, she amassed an impressive record, earning five battle stars in the fall of 1942 for her participation in the Buin-Faisi-Tonolei raid in the Solomons in October; the Battle of Santa Cruz Island in October; and the Naval Battle of Guadalcanal in November.

The first Juneau met her death at 11:00 a.m., November 13, 1942, when she was hit by two torpedoes fired from the Japanese submarine I-26, exploded and sank in seconds. Only ten of her crew survived. Among the casualties were her commanding officer, Captain Lyman K. Swenson, in whose honor the destroyer Lyman K. Swenson (DD729) is named and the five Sullivan brothers, in whose honor the destroyer the Sullivans (DD-537) is named.

The second Juneau, originally a light cruiser (CL-119), was also built by the Federal Shipbuilding and Dry Dock Company. She had many of the overall characteristics of the first -- an overall length of 541 feet, a beam of 53 feet, and a displacement of 6,000 tons. Her armament consisted of twelve 5" guns, four quadruple 40mm mounts, and six twin 40mm mounts. Her complement was 26 officers and 597 enlisted, and she had a designed

speed of 33 knots. She was commissioned at the New York Navy Yard on February 15, 1946, and joined the Atlantic Fleet for normal operations.

In March 1949 the second Juneau was designated an anti-aircraft light cruiser (CLAA-119), and in December of that year she was transferred to the Pacific Fleet. When the Korean War broke out on June 25, 1950, Juneau was already in the Far East. Two days after the commencement of hostilities she was patrolling the Korean coast. At one point she landed her Executive Officer and four Marines to investigate the reported presence of North Koreans on Kojo-Do Island, thus have the honor of landing the first Americans in Korea. Subsequently, with the destroyer De Haven, she conducted the first shore bombardment of the war when she opened fire on surface vessels and the beach area in Bokuko Harbor. Another first for Juneau was a raiding party to destroy boats and a railroad bridge at Chumonchin.

During two Korean tours, from June 1950 until November 1952, Juneau engaged in a wide variety of combat actions, earning five battle stars, two service medals, and a Korean Presidential Unit Citation.

Rejoining the Atlantic Fleet in April 1953, Juneau operated with both the Second and Sixth Fleets over the next three years. She was decommissioned on July 25, 1956, and remained in the Atlantic Reserve Fleet until Nov 1, 1959, when her name was stricken from the Navy list.