

HISTORY OF THE USS OGDEN (LPD-5) - 1965

The USS OGDEN (LPD-5), amphibious transport dock, is the fifth ship of her class and the second ship of the fleet to bear the name. She is named for the city of Ogden, Utah which commemorates Peter Skene Ogden, Canadian fur trader and explorer. The first ship to bear the name of OGDEN was patrol frigate 39, commissioned in 1944, and now serving the Japanese Self-Defense Force as KUSU (PF-281).

OGDEN was built by the New York Naval Shipyard, Brooklyn, New York. Her keel was laid on 4 February 1963. She was launched on 27 June 1964 with Mrs. Lawrence J. Burton, wife of the honorable Lawrence J. Burton, Congressman from Utah, acting as sponsor.

OGDEN was commissioned on 19 June 1965. Captain Floyd M. Symons took command as the first Commanding Officer of OGDEN.

On 30 June OGDEN served as flagship for Commander Eastern Sea Frontier for one day. This may well be the first time a U.S. Man-O-War became a flagship so soon after commissioning.

Builder's Trials were conducted at sea from 7-9 July and proved OGDEN a sound ship.

A Dependent's Cruise was held 24 July. The cruise was primarily for shipyard workers. More than six hundred guests attended. To the best of anyone's knowledge, this was the only cruise of it's kind since the shipyard has started building ships.

An Open House was held on 4 August in conjunction with the christening of the DULUTH (LPD-6).

OGDEN departed New York on 22 September for San Diego. Two weeks of amphibious training were held at Norfolk, Virginia from 27 September thru 8 October. The ship cleared the Panama Canal on 19 October.

On 29 October OGDEN arrived in San Diego to become the 76th ship of the U.S. Pacific Fleet Amphibious Force. After a short period of upkeep, OGDEN received refresher training from the Fleet Training Group from 15 November to 10 December.

The year ended with OGDEN looking forward to amphibious training and then taking on Fleet duty.

1966

COMMAND HISTORY

I CHRONOLOGY

The year of 1966 began with OGDEN having only recently arrived in her home port of San Diego from the East coast, where she was constructed. The first quarterly schedule had designated that there was to be a six week Post Shakedown Availability period at the Long Beach Naval Shipyard, Long Beach, California, followed by a regular WESPAC deployment in late spring. However, this schedule was to change. (Enclosure 1).

For the most part, January was spent in Amphibious training. Before the month concluded, we received an assignment to transport the First Field Artillery Group, which consisted of Headquarters Battery, First 155 Gun Battery and the Third 8 inch Howitzer Battery, to South Vietnam.

On 8 February, OGDEN, operating independently, departed San Diego, loaded to her gunwales with 494 troops, 212 vehicles and over 3112 short tons of cargo. Following two days of briefings and liberty at Pearl Harbor, Hawaii, during which time General Victor Krulak, Commanding General Fleet Marine Force, Pacific came aboard, we sailed for South Vietnam. We sighted Chu Lai, South Vietnam, for the first time at sunrise, on 28 February. The majority of marines were offloaded in Chu Lai and DaNang. While in DaNang, we backloaded a number of damaged vehicle to be returned to CONUS. The remaining marines, of Headquarters

Battery, were then taken to Okinawa. It was in Okinawa that our mail finally reached us, the first since leaving San Diego a month earlier.

Our stay in Okinawa was only a few hours. Upon leaving, we steamed for Sasebo, Japan, for a five (5) day upkeep period and prospects of our first liberty port. After leaving Sasebo, more outstanding liberty was in prospect when permission was granted to visit Hong Kong, B.C.C. Tours and the purchasing of gifts occupied the major part of the crew's liberty time both in Sasebo and Hong Kong. We left Hong Kong on 22 March and arrived in San Diego on 4 April, after a debriefing at Pearl Harbor, Hawaii.

Our stay in homeport was short-lived. Three weeks after arriving home, OGDEN received the assignment to transport marines from the Ninth Engineer Battalion to South Vietnam. Within three days, 589 troops, 284 vehicles, and a cargo of over 1301 short tons were loaded aboard. OGDEN deployed from San Diego 16 May.

Our arrival date in Chu Lai was 6 June, having again spent two days in Pearl Harbor enroute for briefing purposes. Offloading was accomplished in record time. We then proceeded to Subic Bay, Philippines, for an overnight stay, and then on to Yokosuka, Japan, for a five (5) day upkeep period. It was in Yokosuka, on 19 June, we celebrated our first birthday. We arrived back in San Diego via a Pearl Harbor debriefing on 7 July.

Following a brief two weeks in port, and an additional week of amphibious training, on 5 August, Captain R. L. DISE relieved Captain F. M. SYMONS as Commanding Officer in a brief ceremony, which saw Rear Admiral M. S. MONROE, COMPHIBTRAUPAC and other commanding officers from

various amphibious ships as distinguished guests. (Enclosure 2).

OGDEN underwent Post Shakedown Availability from 11 August to 25 November at the Long Beach Naval Shipyard, Long Beach, California. During this period numerous personnel attended school. A considerable amount of work was accomplished during Post Shakedown Availability. Unfortunately, much was left undone. Major finished work worthy of mention included complete refinishing of the flight deck and sand blasting and preservation of the hull. Twenty-nine of the forty-four ballast and J.P. tanks were completely refinished and numerous minor discrepancies noted at our Final Acceptance Trial were corrected.

Immediately after leaving Long Beach, we conducted amphibious operational exercises off Coronado Roads. Use of additional landing craft and several aircraft assisted in these exercises.

OGDEN made her claim to aviation and amphibious history when, on 28 November, a XC-142A made several landings on the flight deck. OGDEN was the smallest ship ever to be used by a V/STOL aircraft.

OGDEN was depermed the weekend of 1 December, at Ballast Point, San Diego, California. She then conducted two weeks of concentrated refresher training concluding with a pre-deployment ORI. The remainder of the month was spent in port permitting the crew to enjoy the holiday season with family and friends prior to deployment.

SECTION II SPECIAL TOPICS

DEPARTMENTAL REPORTS

A. ADMINISTRATIVE

The end of the year saw OGDEN with a complement of 26 officers and 412 enlisted personnel. (Enclosure 3).

During this year, a major study was conducted concerning the adequacy of the personnel manning level. Two basic manning level studies were conducted in the later part of the year. The purpose of these studies was to (1) investigate the adequacy of the manning level in conjunction with operations in waters contingent to areas of hostility, and (2) in cooperation with other LPD'S, to submit proposed recommendations for an adequate allowance and complement in each rate and rating for new man-power authorizations. When both of these studies were completed, they called for net increases in the allowance to meet existing operations. A proposed increase of about 55 enlisted men and two (2) officers resulted. (Enclosure 4).

B. ENGINEERING

The over-all performance of the engineering plant has been outstanding. The correction of Final Acceptance Trial discrepancies was accomplished during Post Shakedown Availability at Long Beach Naval Shipyard, Long Beach, California, commencing 11 August and completing on 25 November.

Problems in maintenance have been relatively minor. Equipment casualties have been as follows:

B. ENGINEERING CONTINUE

1. The B & A crane does not appear to be a reliable piece of equipment. There have been numerous failures or interruptions in operations due to leaks and lines carrying away. The crane is entirely too slow. The supply system does not carry "O" rings or parts required for repair. The pumps are so sophisticated that ship's force is unable to effect repair.

2. The number 1A service turbo generator has always been excessively noisy. In November, signs of babbit began to appear in the lube oil strainers. Investigation indicated that the high pressure rotor shaft bearing was broken and scorred out, giving an appearance of possible bad pouring. After replacing the same bearing three times, shipyard technical assistance found the bearing journal shaft was .003" out of round and the turbine rotor was out of balance.

3. Two spring bearing on the starboard shaft were badly wipped. Investigation by the shipyard revealed the entire installation of spring bearings on the starboard shaft to be out of alignment.

4. The 85 pound package conveyer has repeatedly become inoperative. It appears it was not constructed with sufficient strength to handle the anticipated load. Reinforcement of the trays and strengthening of the weak areas has apparently corrected the difficulty.

C. SUPPLY

Several items of note and worthy of mention are: OGDEN'S Big 5 Mart, Revised General Mess Line and finish in the Ney Award Competition.

The Big 5 Mart was an OGDEN first. It offers shoppers the full range of shipboard consumable supplies and all SIM repair parts. All material in the Mart is binned with nomenclature, stock number, and unit price posted on the front of the bins. In the time Big 5 has been open, OGDEN has found a marked increase in customer happiness. (Enclosure 5).

The general mess line as originally constructed was considered unsatisfactory by the PCO and the P. Supply Officer, for the feeding of embarked troops. Not until Post Shakedown Availability was ~~revised~~ ~~plan~~ acceptable and installed. This modification made possible two serving lines, the original line on the starboard bulkhead and the new additional line on the after galley bulkhead.

In the Annual Competition for the Ney Award, OGDEN was runner-up in the large mess category. (Enclosure 6).

D. DECK

Weapons. Reports and results of all gunnery exercises conducted during the year are as follows:

1. Z-27-G -- Local control surface shoot. Results: Good.
2. Z-1-AA -- Basic AA low altitude attack shoot. Results: Excellent.
3. Z-2-AA -- Basic AA high altitude attack shoot. Results: Outstanding.
4. Z-29-G -- Anti-mine gunnery (small arms) shoot. Results: Good.
5. Z-40-G -- Counter battery and destructive fire. Results: Satisfactory.

E. PUBLIC AFFAIRS

During the weekend of 30, 31 July, the OGDEN held open house at Broadway Pier, San Diego, California. Approximately 3,500 persons visited the ship during this time.

E. PUBLIC AFFAIRS CONTINUE

There was 100% participation in OGDEN'S Combined Federal Campaign as the ship registered \$3.40 per capita giving. A total of nearly \$3.000 was contributed in the Navy Relief Drive and the Combined Federal Campaign. Pictures of the carnival held aboard ship to raise money for the Navy Relief Drive appear in the cruise book. (Enclosure 7).

On two separate occasions, in September and October, OGDEN personnel responded to requests from the American Red Cross by donating 109 pints of blood.

On 19 October, two of OGDEN'S crew were commended by the Los Angeles Police for their quick action in handling traffic and aiding the police at the time of an aircraft crash in Los Angeles. (Enclosure 8).

F. AVIATION

On two separate training exercises in November and December, H-3 and H-2 helicopters from Squadrons HC-1, HS-8 and HS-10 from the Naval Auxiliary Air Stations Ream Field, Imperial Beach, California, and H-46 helicopters from Squadrons UMO-3, HMH-463, and MHTG-30 from Marine Air Station, El Toro, California, participated in a total of 399 landings.

An historical aviation and amphibious first was made on OGDEN on 28 November when OGDEN became the smallest ship to land the XC-142A experimental aircraft on her flight deck. The XC-142A is a tilt wing plane designed to take off and land vertically like a helicopter. It can also fly forward like a conventional aircraft. (Enclosure 9).

G. CHAPLAIN

During the year, Protestant Divine Worship was conducted aboard

G. CHAPLAIN CONTINUE

OGDEN every Sunday. A total of 900 men attended services. Nine Catholic Masses were celebrated during this period, with 158 in attendance. While at sea, the Catholic Lay Leader conducted eleven services with 435 in attendance.

Additional religious services conducted, primarily at sea, consisted of a bi-weekly rosary and devotional service. Occasional church parties left the ship to attend a church of their own preference.

The majority of time spent, and the most rewarding, was in counselling the ship's personnel and their dependents. The 1282 counselling interviews included home, hospital and brig interviews.

Additional duties were: supervision of the ship's Library, chairman of the Recreational Council, chairman of Correctional Counselling Board, moderator of group counselling of restricted men, chairman of Charity drives and coordinator of ship's social functions.

H. OPERATIONS

An extensive review was made of the command control requirements of CIC in mounting and controlling a simultaneous water-borne and helo-borne assault with embarked troops, boats, and helicopters. This review took place in conjunction with the LPD-4 and LPD-2 class. The results of these studies were applied to both modifications of existing LPD's and in those under construction.

The OGDEN hosted the initial West Coast Fleet Planning Conference on the Amphibious Assault ship, the LHA. This is a combined helicopter and

H. OPERATIONS CONTINUE

water-borne assault ship which is being designed for introduction into the fleet in 1975.

The initial evaluation of the XC-142 V/STOL aircraft from a LPD flight deck was made aboard the OGDEN. This successful event indicated that this type plane was completely compatible with the LPD type of assault ship.

The first large scale operation of the CH-53 (heavy marine helicopter) took place of the OGDEN. This event took place as OGDEN provided services for qualifying the first squadron of this type to deploy in the combat zone.

I. MEDICAL

During the entire year there was only one major injury, a puncture wound, with radial artery involvement, which resulted in five days of hospitalization.

One hundred and nine personnel donated blood to the Red Cross Blood-mobile in Long Beach, California. Two hundred others were rejected because they had recently been ashore in Vietnam.

More than 400 officers and enlisted men received the 3 agent stannous fluoride dental treatment given by the Mobile Dental Unit of the Naval Station, San Diego. This treatment has proved to be effective in maintaining oral health and preventing incidents of oral disease.