



DEPARTMENT OF THE NAVY
USS TRENTON (LPD-14)
FPO NEW YORK 09588

LPD14:RLC:jl
5757
Ser 232
28 MAR 1984

From: Commanding Officer, USS TRENTON (LPD 14)
To: Director of Naval History (OP-09BH) Washington Navy Yard
Washington D.C. 20374

Subj: Command History

Ref: (a) OPNAVINST 5750.12C

Encl: (1) USS TRENTON (LPD 14) Command History for 1983

1. In accordance with reference (a), enclosure (1) is submitted.

A handwritten signature in cursive script, appearing to read "R. L. Cooper", is written over the typed name.

R. L. COOPER

Copy to:
COMPHIBRON TWELVE

COMMAND ORGANIZATION AND 1983 HIGHLIGHTS

1. Commanding Officer: Captain Ralph E. Whitby, Jr.
2. Homeport: Norfolk, Virginia
3. Command Association: Under administrative and operational command of Commander Amphibious Squadron FOUR from 1 January to 31 July 1983. 1 August to 31 December 1983 under administrative and operational command of Commander Amphibious Squadron TWELVE and Commander Amphibious Squadron FOUR, respectively.
4. Special Topics:
 - a. Public Relations: TRENTON made port calls overseas to the cities of Portsmouth, United Kingdom; Tromso, Norway; Dundee, Scotland; Rota, Spain and Haifa, Israel.
 - b. Significant Statistics:
 - (1) Salaries/Expenses: \$2,625,957.00
 - (2) Repair Parts and Ship Support: \$1,400,000.00
 - (3) Ship's Fuel Burned: 3,489,254 gallons
 - (4) Engine Miles Travelled: 35,260 miles
 - (5) Large Caliber Ammunition Expended: 125 rounds/3"50
 - (6) Safe Flight Deck Landings: 3,311
 - (7) UNREPS: 5

COMMAND NARRATIVE 1983

The New Year, 1983, found the TRENTON off the Virginia Capes participating in training operations for Air Force/Army Helicopter Flight Deck qualifications for special operations from 10-21 January. Captain R. E. Whitby, Jr. was her Skipper.

On January 31, TRENTON departed Norfolk for Morehead City, N.C., where the Marine contingent was onloaded on 1-3 February, for the upcoming Exercise Cold Winter 83 (TRENTON's second consecutive Northern European deployment). She was then enroute for Portsmouth, United Kingdom, February 16-19 where the ship received fuel and stores.

The TRENTON departed Portsmouth on 19 February enroute to SORREISA, Norway. On February 24 she arrived at SORREISA, where she conducted an improved beach survey, and found the beach unsafe for LST landing. The survey was conducted around the clock to maintain schedule in adverse weather.

February 25 found the TRENTON underway again, this time for TROMSO, Norway, where she arrived on the 26th. While there, the TRENTON hosted a luncheon for U.S. Ambassador Austed and selected VIP's. The luncheon proved to be an outstanding opportunity to improve the United State's NATO posture. Numerous tours were also conducted during this incident-free port visit.

The TRENTON departed Tromso on March 3, and rendezvoused with TASK Group 22.5 for reconnaissance of the MALANGEN FJORD. There she helped survey for possible Teamwork 84 landing sites.

The TRENTON was underway for Rombaken, Norway on March 8. She arrived on 10 March, and practiced landing operations. There TRENTON initiated an improved beach survey which confirmed an additional 300 yards of usable beachhead at Rombaken. During March 11-16, TRENTON supported the landing force on shore with daily boat and air operations.

March 17 marked the end of Exercise Cold Winter 83 as the TRENTON began backloading the landing force. Flexibility is part of the TRENTON's outstanding history, and she was thus called upon to embark excess equipment not planned for return to the United States.

With the backload completed on March 18, the TRENTON was again underway, this time for Dundee, Scotland. A violent storm interfered with this voyage, but the TRENTON braved the rough weather and was the only ship of TASK GROUP 22.5 to successfully transit the North Sea storm with no storm damage.

Dundee, Scotland was TRENTON's port visit during 21-24 March. Tours and much hospitality were shared with this gracious city.

On March 27 the TRENTON was in Rota, Spain for an agricultural washdown. While there, LCU operations were professionally executed

round the clock, to finish the evolution.

TRENTON arrived in Morehead City on April 18 and commenced off loading embarked troops. She returned to Norfolk the following day with embarked GATOR Cruise participants.

May and June were spent in port, as the TRENTON underwent numerous inspections, and open houses.

July began with the TRENTON holding operations off the Virginia Capes on the 5-8, and Exercise Cutlass Slash 83 found the TRENTON a ready participant as all ground work and planning were conducted by TRENTON who hosted the CATF conference.

The rest of July and August were spent on safety reviews and surveys. A ship's open house was again held on August 20-21.

September was highlighted by MARG workups, assist visits, ammunition onloads and the TRENTON's family picnic held on September 24. A good time was had by all at the feast, which included plenty of good food and free beverages.

On October 17, the TRENTON departed Norfolk to begin MARG 1-84. The 22 MAU was embarked at Morehead City on 18 October.

The TRENTON was diverted to Grenada on October 21 for contingency operations. TRENTON's preparations for MARG 1-84 paid dividends when she was called upon to conduct a short notice assault on Grenada. Her teamwork, flexibility and professionalism were evidenced daily in the rapidly changing Grenadian scenario. The TRENTON was positioned off Pearls Airfield to support both the troops ashore there and provide logistic support for the island's western side operations. Round the clock responsiveness allowed no call for support to go unanswered. TRENTON's flight deck and medical teams were superlative. Every aspect of Amphibious warfare was professionally executed during this short-notice operation.

On November 1, TRENTON was again involved in an assault, this time on Carriacou Island. She departed the following day for Beirut, Lebanon, to begin Multinational Peace Keeping Force Operations.

TRENTON arrived at Beirut on November 17, and began off loading Marines while commencing turnover with USS AUSTIN. On November 19, she assumed Multinational Peace Keeping duties as a member of TASK FORCE 61.

On December 10, the TRENTON suffered a casualty to her port sterngate hydraulic operating system. The sterngate was unable to be raised and secured. On December 11, the ship's force connected emergency raising gear and commenced seeking lee in Larnaca Bay, Cyprus. The sterngate was successfully raised on December 12, thus avoiding loss of sterngate to heavy seas.

The TRENTON then returned to the Beirut operations area, before departing to Haifa, Israel for repairs. TRENTON remained in Haifa from 14 December - 3 January, thus ending a year of successful operations.