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U. S. S. CLEVELAND (LPD-7)
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LPD7/01:ps
5750
Ser: 609

26 SEP 1978

OPNAV REPORT 5750-1

From: Commanding Officer, USS CLEVELAND (LPD-7)
To: Chief of Naval Operations (OP-09B)

Subj: Command History, CY-1977; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command History Narrative of USS CLEVELAND (LPD-7)
(2) Roster of Officers serving in USS CLEVELAND (LPD-7)
(3) Biography of Captain James J. RIDGE, USN
(4) Biography of Captain Richard J. CAVICKE, USN

1. This report is submitted as an account of the activities of USS CLEVELAND (LPD-7) during CY-1977. CLEVELAND entered regular overhaul at the Long Beach Naval Shipyard, Long Beach, California on 14 January 1977 and remained at the LBNSY until 20 September 1977 at which time the Post-ROH shakedown period commenced with the return to Homeport of San Diego, California. CLEVELAND remained in the vicinity of San Diego conducting local operations during the balance of CY-1977.


R. J. CAVICKE

COMMAND HISTORY, USS CLEVELAND (LPD-7) CY-1977

USS CLEVELAND commenced 1977 by making final preparations for her Regular Overhaul, which began on 14 January 1977 at the Long Beach Naval Shipyard, Long Beach, California.

On 12 January CLEVELAND, towed by USS MOLALA (ATF-106) departed her homeport of San Diego, California enroute to the Long Beach Naval Shipyard. After a brief stop at Naval Weapons Station, Seal Beach, California for off-load of all ammunition on 13 January, CLEVELAND was then towed the short distance between Seal Beach and Long Beach and moored at Pier #6, Naval Support Activity, Long Beach, where she commenced initial preparations for entering the Long Beach Naval Shipyard and the commencement of what was to be an eight and one-half month regular overhaul.

The shipyard work commenced on schedule on 14 January with the riggers and various other workers from the shipyard shops setting up the support systems, i.e. temporary fire and flushing water piping and installation of additional electrical junction boxes and LP compressed air lines and manifolds throughout the ship. Also additional ventilation systems were added which would be necessary to support a full scale shipyard overhaul. In order to support the Ship's Force workload and to more easily coordinate the work to be accomplished on board CLEVELAND by shipyard workers, commencing 17 January, working hours were extended from 0700 to 1630. The following day began with an influx of shipyard personnel from most all of the shipyard shops and an Arrival Conference was held in the Wardroom between designated Ship's Force personnel and key shipyard supervisory personnel. At this same time CLEVELAND's Supply Department began its massive SOAP (Supply Overhaul Assistance Program) offload of all spare parts, and most other supply-related issue items. This ambitious job was completed by 21 March with all removed material being placed in storage warehouses ashore for inventory procedures related to a SOAP in conjunction with the ship's ROH.

The period from mid-January to early March saw most of CLEVELAND's main propulsion machinery, piping and valves disassembled and removed to the various shops for re-working. Additionally, all ballast tanks were opened and cleaned in preparation for preservation and painting.

On 2 March, after a brief postponement, CLEVELAND was moved to Dry Dock #1 and docked. The following day saw the commencement of the underwater hull, rudder, screw and maintenance phase of the overhaul commence. On 12 March

Enclosure (1)

the Mess Decks were closed for extensive re-work and the complete re-surfacing of the entire deck area along with the Galley, Bake Shop, Vegetable Preparation Room and Scullery.

CLEVELAND was undocked on 12 May after spending almost two and one-half months in the dock and the ship was moved pierside for continuation of yard and Ship's Force overhaul jobs.

On 25 May the completely refurbished Mess Decks were once again opened to Ship's Company - this was commemorated by a ribbon cutting ceremony and by a huge cake specially prepared for the occasion. The opening and cake cutting ceremony were witnessed by numerous visitors and Captain James J. Ridge, USN, Commanding Officer, sliced the first piece of cake.

From 13 June to 22 June the Ship's Material Inspection was conducted in #1 and #2 Main Machinery Spaces and also in #1 and #2 Shaft Alleys. In addition, the #1 and #2 Emergency Diesels were tested along with all After Steering machinery.

The last part of June and the month of July signaled the commencement of Main Propulsion Equipment re-installation and testing of the various components. The month of July ended with the inport refueling of CLEVELAND in preparation for initial light-off and further testing/certification of the ship's boilers and associated piping systems. This was accomplished on schedule and CLEVELAND successfully conducted her first Fast Cruise on 9 August.

On 13 August concurrent with the overhaul work, CLEVELAND was awarded several Type Commander's Departmental Excellence Awards. The Aviation Department was awarded the yellow "E" for Excellence; Operations Department the green "E" and Communications the green "C".

The 17th of August saw CLEVELAND's second Fast Cruise completed and final preparations for the Light Off Examination (LOE) in the #2 Main Machinery Space. This evolution was successfully completed and the ship received the Type Commander's certification that number #2 was "safe to steam."

The 18th of August signaled a brief pause in the busy preparations for CLEVELAND's return to steaming condition. An all hands ship clean up and flight deck dressing was

undertaken in preparation for the Change of Command scheduled for the following day. On Friday, 19 August Captain James J. RIDGE, USN was relieved as Commanding Officer by Captain Richard J. CAVICKE, USN who on this day became the 9th Commanding Officer of USS CLEVELAND. The principal speaker at the ceremony was Captain D. T. BRIDGE, USN, Commander Amphibious Squadron THREE and the ranking Flag Officer in attendance was RADM R. A. PADDOCK, USN, Commander Amphibious Group, Eastern Pacific.

On the following Monday all hands returned to the ship's busy schedule of preparing #1 Main Machinery Space for the Light Off Examination. This second similar evolution to the first, was conducted on 25-26 August and certified by TYCOM representatives. CLEVELAND was now ready to light off and steam all main machinery and auxiliary components after 7 months of overhaul activity.

Preparations for Dock Trials continued during the first part of September and on 8 September, after early morning light off of the boilers, the "Special Sea & Anchor Detail" was sounded and the ship commenced her first Dock Trials combined with a third Fast Cruise. This evolution was completed without incident; CLEVELAND was rapidly approaching the day that all mooring lines would be taken in and she would once again be underway on ship's power. Paralleling the preparations for steaming CLEVELAND, the Supply Department commenced their SOAP backload of thousands of line supply repair parts and other items which had previously been removed and screened ashore - this vital evolution was completed on 16 September.

Monday 12 September heralded the event that all hands had been so busily preparing for - the first sea trials - "Special Sea and Anchor Detail" was called away at 0830 with CLEVELAND underway from Pier #6, Naval Support Activity, Long Beach promptly at 1000 for three days at-sea. The next three days saw a myriad of evolutions taking place throughout the ship, the high point being a full power trial in which all propulsion and auxiliary machinery were successfully tested under maximum allowable operating parameters. CLEVELAND then returned to the pier on Thursday 15 September - one step closer to departure for homeport of San Diego.

The following Monday saw the completion of troop space equipment backload and the wrap up of CLEVELAND's stay in the Long Beach Naval Shipyard. The final day of Regular Overhaul occurred on Tuesday, 20 September, on schedule, and after eight and one-half months CLEVELAND was underway

at 1600 for night steaming enroute to Naval Weapons Station, Seal Beach for her ammunition backload. The ammunition loading evolution was completed the following day and by 1600, 21 September CLEVELAND was once again underway enroute San Diego. After night steaming and an additional day and night of various tests and seamanship evolutions, CLEVELAND returned to homeport - mooring to Pier #4, Naval Station, San Diego on Friday, 23 September.

The balance of September and most of October were occupied with numerous days of local operations under the guidance of the Type Commander's 600 PSI Propulsion Examining Board's Mobile Training Team. These engineering oriented evolutions, combined with casualty control drills and watch section exercises were geared to preparing the CLEVELAND for her first big and most important test - successful completion of the Operational Propulsion Plan Examination (OPPE). During this timeframe many other activities were taking place in Deck, Operations, Communications and Air Departments which were also milestones in CLEVELAND's return to active service as Flagship for Commander Amphibious Squadron THREE. These preparations were completed as scheduled and on 28 October the Broad Command Pennant of Commodore D. T. BRIDGE, USN, Commander Amphibious Squadron THREE was once again broken in CLEVELAND. This ceremony signaled the embarkation of the COMPHIBRON THREE Staff and the return to Flagship duties for CLEVELAND and her crewmembers.

The month of November passed as the previous month of October; the majority of the working days were occupied by either being underway conducting MTT Phase I and II engineering drills or inport San Diego busily preparing for the numerous TYCOM inspections scheduled and also preparing for the Fleet Training Group, San Diego Training Readiness Evaluation (TRE) leading to the upcoming period of Interim Refresher Training. On 29 November Commander Nathan L. ASTLEFORD, USN relieved Commander Daniel J. SULLIVAN, USN as Executive Officer of the Amphibious Flagship CLEVELAND.

As December, the final month of 1977, rolled around CLEVELAND and her crew faced the busiest month of the year. Paramount in each and everyone's mind was completion of final preparations for the OPPE scheduled for commencement on 19 December. The appointed day rolled around with the arrival of Captain D. G. HAY, USN, Senior Member of the CINCPACFLT 600 PSI PEB Team assigned to evaluate CLEVELAND's Engineering readiness and five other officer inspectors. OPPE had commenced. The morning and early afternoon of the day were devoted to various Engineering Department admini-

strative reviews and the written examinations followed by the oral interview phase of an OPPE. At 1600 CLEVELAND was underway for the actual "hands on" propulsion plant examination. The following day and a half saw intensive testing of all 3 engineering watch sections steaming CLEVELAND's propulsion plant coupled with a comprehensive material/safety inspection of all main and auxiliary machinery and systems by Captain HAY and the other members of the PEB. The OPPE was concluded by a Main Machinery Space Fire Drill during the return transit to port and CLEVELAND moored at Pier #8, Naval Station, San Diego at 1230, 21 December. A grade of conditional SATISFACTORY was adjudged for CLEVELAND by the Propulsion Examining Board Team.

The remaining 10 days of December were spent inport with the ship and crew enjoying some much deserved holiday leave, although intense preparations were still in the making in readying the ship and crew for the upcoming period of Interim Refresher Training to be followed by participation in a major amphibious exercise (READIEX 2-78) scheduled in January 1978.

The year 1977 ended much the same as it had started. CLEVELAND was moored pierside at Naval Station, San Diego. However, instead of preparing for Regular Overhaul, she was preparing for Interim Refresher Training, READIEX 2-78 and finally for deployment to the Western Pacific scheduled for March 1978.