U. S. S. CLEVELAND (LPD-7)
FLEET POST OFFICE
SAN FRANCISCO 96601

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OPNAV REPORT 5750-1

From: Commanding Officer, USS CLEVELAND (LPD-7)
To: Director of Naval History (OP-09B9), Washington Navy Yard, Washington, D.C. 20390

Subj: Command History, CY-1978; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command History Narrative of USS CLEVELAND (LPD-7)
(2) WESTPAC Cronology of operations March-October 1978
(3) Enewetak Wetwell Support Organization
(4) Enewetak support/lessons learned
(5) Change of Command program, Commander Amphibious Group ONE/COMPHIBFORSEVENTH Fleet held on board USS CLEVELAND 24 June 1978 at White Beach, Okinawa, Japan
(6) Roster of officers serving in USS CLEVELAND (LPD-7) during CY-1978
(7) Biography of Captain Charles H. KINNEY, USN
(8) Change of Command program, USS CLEVELAND 14 DEC 78

1. This report is submitted as an account of the activities of USS CLEVELAND (LPD-7) during CY-1978. CLEVELAND's employment during 1978 entailed the preparation for WESTPAC deployment on 17 March 1978 where the ship served as flagship for COMPHIBFORSEVENTHFLT and was also concurrently command and control ship for Amphibious Ready Group (ARG) BRAVO. Return to home port of San Diego on 5 October 1978 signalled the completion of a seven month tour of duty as a unit of the U.S. SEVENTH Fleet in the Western Pacific. The remainder of 1978 was devoted to post-voyage upkeep and to EASTPAC operations in the waters off southern California.

C. H. KINNEY

Copy to:
CINCPACFLT

COMMAND HISTORY OF
USS CLEVELAND (LPD-7) FOR
CY-1978

PART I - Narrative of CLEVELAND's Pre-deployment Activities - 1 January - 16 March 1978

The beginning of 1978 saw CLEVELAND moored at Naval Station, San Diego busily preparing for for a two week period of Interim Refresher Training (IRFT) to be conducted by Fleet Training Group (FTG), San Diego. CLEVELAND was underway on 10 January and during the following 10 days various IRFT evolutions were successfully conducted including gunnery exercises at San Clemente Island and extensive amphibious wet well operations on 18 January 1978. CLEVELAND climaxed her refresher training by the successful completion of the traditional FTG, Final Battle Problem followed by offload of FTG observers and return to pierside for weekend liberty for crew members.

The following Monday, 23 January 1978 CLEVELAND was underway once again for participation in READIEX 2-78, a major THIRD Fleet training exercise with Commander Amphibious Squadron THREE and Staff embarked. As a member of TF-176 (Blue Forces) CLEVELAND further embarked the men and equipment of Regimental Landing Team (RLT) SEVEN for the transit and opposed amphibious assault of Orange Forces holding the western shore of San Clemente Island. The successful landing was carried out on 29 January with all boats away at 0640 to the beach. The tactical backload RLT-7 was completed by midnight of 31 January with CLEVELAND underway for Task Force formation steaming on the morning of 1 February. Upon completion of Task Force steaming exercise on 2 February, CLEVELAND returned to the Camp Pendleton debarkation OPAREA and RLT-7 elements were off-loaded to the beach. Following the off-load CLEVELAND returned to moor at Naval Station San Diego completing an eleven day operating schedule.

CLEVELAND was underway on the following Monday, 6 February, to commence preparations for the Operational Propulsion Plant Examination (OPPE) scheduled for 17 and 18 February while underway. The week of 6 - 10 February 6 members of the COMPHIBGRUEASTPAC Mobile Training Team (MTT) were on board, conducting extensive Engineering Casualty Control Training/ Drills for CLEVELAND's Engineers.

CLEVELAND was adjudged ready for the conduct of the OPPE and the CINCPACFLT 600 PSI Propulsion Examining Board under the command of Captain D. G. Hay, USN embarked at 0730 on 17 February. The following 2½ days were spent with CLEVELAND and her engineering plant and Engineers under going stringent written/oral/operational scrutiny of the Propulsion Examining Board Officers. Upon return to port on 19 February, CLEVELAND was provisionally certified to the Type Commander as qualified for full plant steaming operations.

During the period 20 February - 16 March CLEVELAND was busily preparing for overseas movement which entailed a myriad of evolutions both operational and administrative. An all-day Dependents Cruise was held on 23 February upon the return of the ship from her ammunition on-load at Seal Beach Naval Weapons Station. In addition to the Dependent's Cruise, a "CLEVELAND Family Picnic Day" was held at Admiral Baker Field on 4 March and the following Monday saw the commencement of final preparations for the ship's departure to WESTPAC on 17 March. A large amount of equipment was on-loaded for OPLIFT to Hawaii, detachments of TACRON ONE, Beach Master Unit ONE and Assault Craft Unit ONE embarked on 13 March followed by the arrival of 28 Naval Junior Reserve Officer Training Candidate passengers on 16 March. These youngsters from the Arizona NJROTC Program were integrated with the CLEVELAND crew for the ships transit from San Diego to Pearl Harbor.

By 0900 on 17 March all preparations for deployment had been completed and the start of CLEVELAND's 1978 WESTPAC deployment was signaled by the stationing of the Special Sea and Anchor Detail at 0900 and the departure to pierside of all dependents and guests. CLEVELAND was underway on schedule at 1000, 17 March 1978 enroute to the Western Pacific and another tour of duty as a member of the U.S. SEVENTH Fleet.

PART II - Narrative of CLEVELAND's SEVENTH Fleet Deployment - 17 March - 6 October 1978

After loadout and departure from homeport on 17 March 1978, USS CLEVELAND first participated in a squadron convoy exercise from San Diego, to Pearl Harbor. During this first leg of the WESTPAC transit, CLEVELAND was the squadron flagship; the convoy Commodore and his staff were embarked as OCE for the seven ship sail exercise. During the eight day transit to Pearl Harbor wartime convoy conditions were simulated and numerous convoy submarine evasion tactics were exercised as directed by the convoy Commodore. CLEVELAND's CIC acted for both the Squadron Commander's and the convoy Commodore's staff watch officer. The PHIBRON's sparkling entry to Pearl Harbor with CLEVELAND at the van was singled out for praise by the THIRD Fleet Commander.

After arrival at Pearl Harbor and embarking elements of the 31st MAU, and elements of BLT 1/3 CLEVELAND moved to the Kanoehe side of the island and participated in three days of Marine Corps helicopter familiarization operations. The ship departed Hawaii on the second leg of the WESTPAC transit on 1 April enroute to Wake Island and a rendezvous with USS TRIPOLI (LPH-10) for transfer of COMPHIBRON THREE and staff, along with the 31st MAU elements and elements of BLT 1/3. The helicopter transfer of staff and embarked Marines and equipment between CLEVELAND and TRIPOLI was completed in 10 hours and on 11 April CLEVELAND continued her WESTPAC transit and arrived at White Beach on 16 April to assume duties as flagship for CTF-76 and the role of Amphibious Ready Group BRAVO (ARG "B") Commander (CTG 76.5). CLEVELAND was immediately underway enroute Yokosuka, Japan for a brief SRF availability arriving on 19 April. During the six day availability at SRF Yokosuka, final operational briefings were completed between CTG 76.5 (CO, USS CLEVELAND) and the two subordinate elements (USS OGDEN and USS FREDERICK). During this same timeframe advance elements of BLT 1/9 were embarked and preparations were completed to embark BLT 1/9 at Numazu on 26 April.

Upon arrival of ARG "B" at Numazu on 26 April, troop/equipment embarkation operations commenced immediately and all elements of BLT 1/9 were completely backloaded that day; TG 76.5 was underway that evening enroute to White Beach and off load operations scheduled for 30 April. The three day transit included TG 76.5 formation steaming and an UNREP of the Task Group by USNS MISPILLION (TAO-105) on 29 April.

ARG "B" arrived White Beach on schedule where offload of BLT 1/9, onload of BLT 2/4, and a CTF-76 inspection of the ship took place concurrently. Upon completion of the shift of BLT's, CLEVELAND departed for a four day port visit to Keelung and return to White Beach on 9 May and the official visit of General Kurisu, Chairman of the Joint Staff, Japanese Self Defense Forces which included amphibious operations briefings. General Kurisu was accompanied by General Loveing, USAF, Commander, U.S. Forces Japan and all were given an indoctrination ride out and into CLEVELAND's well on board an LCM-8.

The first amphibious operation of the deployment commenced at Kin Blue Beach on 10 May with a landing exercise composed of rehearsal landings of elements of BLT 2/4 as well as a D-Day landings. A tactical air control exercise with CLEVELAND as OTC was conducted concurrently with the LANDEX. All events were completed as scheduled. On the final day USS CLEVELAND, as command ship of ARG "B", entered the AOA at 0600 and the H-Hour landings commenced at 1000 with backload completed by 1930 and TG-76.5 underway enroute Numazu for BLT 2/4 offload. An UNREP of TG-76.5 by USNS PASSUMPSIC (TAO-107) was completed on 12 May with TG-76.5 arriving at Numazu on 15 May. Another one day offload was completed at Numazu and CLEVELAND departed for Yokosuka and a three week SRF Yokosuka/USS PRAIRIE (AD-15) availability. During the period 16 May to 6 June USS CLEVELAND underwent an extensive upkeep as well as a TYCOM Formal 3-M Inspection.

During the same timeframe, final operational planning was completed for the combined/joint BLTEX 2-78 scheduled for the Pohang, Korea OPAREA on 14-19 June 1978. To insure that the joint US/ROK Operation Order for BLTEX 2-78 was finalized and complete agreement existed between US/ROK combined forces, CTG-76.5 and staff members visited ROK counterparts for planning conferences at Pohang, Korea on 17 May and again at Seoul, Korea on 31 May. Upon return of CTG-76.5 and staff on 2 June final wrap up of the CTG-76.5/SSANG YONG IX 246 page OPORDER was completed with final distribution of copies taking place on 5 June.

CLEVELAND completed the SRF/PRAIRIE availability on schedule and with the remainder of TG-76.5 was underway for Pusan, Korea and BLTEX 2-78 on 7 June via the Straits of Shimonoseki. During the three day Pusan stop (11-13 June), 11 Phase I Summer Cruise Midshipmen were embarked and integrated into the BLTEX 2-78 command and control organization on board CLEVELAND. On 15 June after a night of joint USN/ROKN tactical maneuvering, the entire allied task force with CO, USS CLEVELAND as OTC,

commenced entry into the AOA with the first wave of landing craft away at 0400. During this six day exercise, CLEVELAND was primary control ship for all surface craft, control platform for all air, NGFS and artillery supporting arms coordination as well as CATF's command, control and communications flag ship. The exercise met every one of the Fleet Commander's and host nation's objectives. Concurrent with conduct of BLTEX 2-78 a Japanese movie crew was embarked in USS CLEVELAND during the exercise and undertook the shooting of film footage for the movie "INCHON."

Due to deteriorating weather conditions and the approach of typhoon Polly, the tactical withdrawal of elements of US/ROK forces was accelerated and TG-76.5 departed the AOA by midnight of 19 June. Partial offload of BLT 2/4 was accomplished under storm conditions at Pohang and TG-76.5 sailed on typhoon evasion course for Chinhae harbor to ride out typhoon Polly.

While waiting the passing of Polly at Chinhae, house cleaning preparations commenced to ready CLEVELAND as the officiating platform and official reception place for the CTF-76 Change of Command scheduled for 24 June. With Polly's eye passed and only heavy rains remaining, ARG "B" offloaded the remainder of BLT 2/4 and CLEVELAND sailed for White Beach. Upon arrival at White Beach on 23 June, CLEVELAND found good weather and took advantage of it to complete final preparations for the next day's official function. A time-limited yet thorough ship clean-up included re-painting of the flight deck and was followed by arrangement of the ceremonial area. Saturday 24 June saw the CTF-76 Change of Command Ceremony take place as RADM D. S. Jones, USN relieved RADM J. H. Morris, USN. Approximately 75 official U.S. military including CLEVELAND's Fleet and Type Commanders' and ranking Japanese civilian/military were on board along with various news media. Those present regarded the event as an unqualified success.

In response to emergent SEVENTH Fleet commitments of wet well support operations at Enewetak and ex-U.S. Army watercraft lift requirements, CLEVELAND sailed to Naha, Okinawa on 25 June and commenced flight deck loading of four LCM-8's to be transported to Guam while enroute to Enewetak. CLEVELAND was the first of many PHIBRON THREE ships to be deck loaded with LCM-8's and was the "drawing board" model for subsequent extensive squadron load outs. Hoisting was by a previously inactivated 100-ton YD operated by recently trained personnel but safe loading and securing for sea were completed on the night of 26 June and CLEVELAND sailed on schedule heavily loaded, for Enewetak via Guam 27 June.

A five day transit was concluded with CLEVELAND's arrival at Apra Harbor Guam, on 1 July. After mooring at NSD Guam the four LCM-8's were offloaded and prepositioned logistic supplies and needed spare parts for the wet well boat repair effort at Enewetak were taken aboard. CLEVELAND sailed for Enewetak on 2 July 1978 after debarking the 11 Phase I Summer Cruise Midshipmen and embarking 10 SRF Guam civilian workers and one USN repair technician.

Arrival and anchoring in the lagoon at Enewetak Atoll on the morning of 4 July signaled the immediate commencement of a 24 hour-a-day, five day wet well support and repair effort invovling every CLEVELAND crew member. An innovative concept of three eight-hour-shift repair teams was evolved whereby most all engineering personnel joined the repair effort and their normal inport assignments/watches were assumed by other CLEVELAND crewmembers not directly involved in boat repair operations. During CLEVELAND's five day stay at Enewetak, 12 of the 13 boats assigned to the Navy Element of the Joint Task Group, Field Command, Defense Nuclear Agency were floated into the wet well and docked. Final wrap-up showed that 75% of all desired or planned repair/maintenance work was accomplished by the integrated repair teams consisting of men from USS CLEVELAND, ACU-1 Detachment and civilians from SRF Guam. This was made possible by hard work, team spirit and flexibility. The effort touched every man on board CLEVELAND whether they took direct part in the wet well suppor/repair effort or were utilized to take someone else's normal job. Successful completion of the most work possible under austere and arduous working conditions and extremes of heat and humidity was heralded by the receipt of many plaudits from higher authority. In the forefront of these plaudits was that received from Commander Field Command, Defense Nuclear Agency, Brigadier General Tate, USA: "During my visit to Enewetak 7-11 July 1978, I had the opportunity to observe CLEVELAND's 4-8 July wet well support of the Navy Element, Joint Task Group. I was impressed. The ship's crew, working around the clock, interfaced smoothly with personnel of the Navy Element and Naval Ship Repair Facility (Guam), to repair the majority of the craft in a short period of time. The quality of the ship's crew was also reflected in their good discipline while on liberty. There were no incidents during the visit and Atoll personnel have a very favorable impression of the CLEVELAND. During my enjoyable and informative visit aboard CLEVELAND, I saw a clean and well maintained ship. All hands can be proud of a difficult job done well at Enewetak." This was followed by accolaides by other seniors in the operational/administrative chain of command from Fleet Commander to Type Commander, with CTF-76/COMPHIBGRU ONE saying in essence "CLEVELAND continues to excel."

CLEVELAND forwarded a detailed report and departed Enewetak on 9 July enroute to Pohang, Korea under XSOA in order to resume her previously scheduled ARG "B" tasks. After a brief fuel stop at White Beach on 16 July, CLEVELAND arrived at scheduled destination of Pohang on 17 July. While at Pohang 10 Phase II Summer Midshipmen were embarked for their summer training indoctrination cruise. Underway again before midnight marked the successful completion of yet another one day backload in heavy rains of the Marines of BLT 2/4 and their equipment.

CLEVELAND arrived at Kin Red Beach and then White Beach on 21 July for rapid offload of BLT 2/4 elements and onload of BLT 2/9 for movement to Numazu. Sailing prior to noon on the 23rd signified a complete BLT offload/onload in approximately 30 hours. The transit to Numazu was completed on schedule 26 July and BLT 2/9 Marines and their equipment were offloaded with CLEVELAND underway for Subic Bay by 2100.

The transit to Subic Bay was accomplished by an "end run" between tropical storms "Wendy" and "Virginia" by the CLEVELAND. Due to high winds and rough seas, CLEVELAND was forced on several evasion courses but arrived at Subic Bay on 2 August just one day later than planned.

Preparation for CLEVELAND's second combined/joint amphibious exercise (Exercise Tempo Caper) commenced at once and final details of the joint US/Republic of the Philippines OPORDER were solidified and necessary last minute changes were published. The OPORDER for Exercise Tempo Caper was promulgated via naval message vice printing of a formal bound doument. This method proved very successful and changes were much more expeditiously distributed to necessary addresses. The 10 Phase II Summer Cruise Midshipmen debarked on 6 August.

On 8 August, CLEVELAND as CTG-79.6 was underway in company with USS JOHN PAUL JONES (DDG-32) and USS HULL (DD-945) and three RP Navy units. High winds and seas made the primary operating area of Botolon Point, Zambales untenable due to inherent dangerous boating conditions; therefore rehearsal landings were shifted to the alternate landing site in Subic Bay.

This exercise, already complicated by weather, was highlighted by the effective cooperation and combined efforts of the U.S. Navy, Army, Air Force and Marines working with the Navy, Army, Air Force and Marines of the Republic of the Philippines. It was the first time in anyone's memory of the combination of these forces in one exercise. The five day operation was brought to a successful conclusion on 12 August at which time

CLEVELAND returned to Subic Bay on the 13th of August for offload of embarked units followed by an immediate transit to Manila for a scheduled four day port visit. At the conclusion of the Manila visit, CLEVELAND returned to Subic Bay on 17 August to commence her second SRF/Tender upkeep, this time with SRF Subic/USS GOMPERS (AD-37). This evolution had been highlited earlier by COMNAVSURFGRU WESTPAC's notification that CLEVELAND was one of only 10 of the 28 units enrolled who had achieved the much sought after goal of 1% or less in the automated WESTPAC Work Package error rating category. The final tally showed CLEVELAND in this superior category three of the five months enrolled.

CLEVELAND successfully completed the 2½ week availability with sea trials on 2 September and after final loadout of stores and the Marines and equipment of the 31st MAU, departed Subic Bay on 4 September enroute to a five day port visit in Hong Kong, arriving there on the 6th. This visit was highlited by an opportune meeting of two CLEVELANDs, USS CLEVELAND and the Cleveland Symphony Orchestra. 20 members of the orchestra were guests on board 10 September and reciprocated by hosting CLEVELAND personnel to the evening performance at Hong Kong City Hall Theater where were mementos were exchanged. CLEVELAND departed Hong Kong on 11 September 1978 enroute Guam for another leg of the PACOM watercraft redistribution evolution, with a brif UNREP with USNS Passumpsic (TAO-107) on 13 September. On 17 September 1978 another offload/onload of watercraft at Guam was conducted and CLEVELAND was again underway with the remainder of TG-76.5 enroute back to Enewetak for delivery of four refurbished assault craft to the Navy Element, JTG, FCDNA. At Enewetak CLEVELAND rejoined the other ships of PHIBRON THREE for turnover of ARG "A" and ARG "B" duties to the inchopping units of PHIBRON ONE. This was accomplished on 19 and 20 September after which CLEVELAND sailed with PHIBRON THREE to outchop enroute Pearl Harbor for the offload of elements of the 31st MAU. Arriving 27 September 1978 CLEVELAND successfully completed the last debark evolution of the 1978 WESTPAC deployment. Prior to sailing for homeport on 28 September 1978 the much awaited "Tiger Cruise" was commenced and over 50 Tigers were embarked and reunited with their sponsors for the cruise to San Diego.

CLEVELAND arrived back at her homeport of San Diego on 5 October 1978 having been gone a total of 203 days during the deployment, of which 187 were spent as "steaming days" underway.

USS CLEVELAND (LPD-7) WESTPAC DEPLOYMENT - MARCH-OCTOBER 1978

CHRONOLOGY OF OPERATIONS

DATES	OPERATIONS
17 MAR - 25 MAR	Enroute Pearl Harbor, Convoy Exercise
25 MAR - 27 MAR	Inport Pearl Harbor, Load BLT 1/3 & 31st MAU Elements
28 MAR - 31 MAR	U/W Assault Team Training
31 MAR - 01 APR	Inport Pearl Harbor
02 APR - 11 APR	Enroute Wake Island with BLT 1/3 & 31st MAU Elements
11 April	Assumed Duties CTG-76.5
11 APR - 15 APR	Enroute Buckner Bay, Okinawa
16 April	Inport Buckner Bay, Offload OPLIFT
16 APR - 18 APR	Enroute Yokosuka, Japan, formed ARG "B"
19 APR - 25 APR	Inport Yokosuka, Japan
25 APR - 26 APR	Enroute Numazu, Japan with ARG "B"
26 April	At anchor Numazu, Japan, onload BLT 1/9
26 APR - 30 APR	Enroute Buckner Bay, Okinawa ARG Operations
29 April	UNREP with USNS MISPILLION (TAO-105)
30 APR - 02 MAY	Inport Buckner Bay, Okinawa, Offload BLT 1/9 Onload BLT 2/4, ARG "B" separated
02 MAY - 03 MAY	Enroute Keelung, Taiwan, Taiwan Straits Patrol Asset Independently
03 May - 07 MAY	Inport Keelung, Taiwan for Port Visit
07 MAY - 08 MAY	Enroute Buckner Bay, Okinawa
09 MAY - 11 MAY	CASEX-FAMEX-LANDEX Chin Wan with ARG "B"

Enclosure (2)

DATES	OPERATIONS
11 MAY - 14 MAY	Enroute Numazu, Japan, ARG Operations
12 May	UNREP with USNS PASSUMPSIC (TAO-107)
15 May	At anchor Numazu, Japan, offload BLT 2/4
16 MAY - 07 JUN	Enroute Yokosuka, Japan, inport Yokosuka, Japan for upkeep, ARG "B" separated
07 June	Enroute Numazu, Japan with ARG "B"
08 June	At anchor Numazu, Japan, onload BLT 2/4
09 JUN - 11 JUN	Enroute, Pusan, Korea
10 June	ARG "B" transit Shimonoseki Straits
11 JUN - 13 JUN	Inport Pusan, Korea for BLTEX presail and port visit
14 JUN - 19 JUN	Participating in IX/BLTEX 2/78 Pohang, Korea
19 June	Enroute Chin Hae, Korea, evading Typhoon Polly
20 JUN - 22 JUN	ARG "B" separated, enroute White Brach, Okinawa with brief stop at Pohang, Korea to offload BLT 2/4
23 JUN - 25 JUN	Inport Buckner Bay, Okinawa for CTF-76 Change of Command
25 JUN - 30 JUN	Enroute to Guam with stop on 26 June at Naha to load 4 LCM-8s
30 JUN - 01 JUL	Inport Guam to offload 4 LCM-8s
01 JUL - 04 JUL	Enroute Guam to Enewetak
03 July	Safety Stand Down
04 JUL - 09 JUL	Anchored Enewetak for Wet Well Support
09 JUL - 15 JUL	Enroute Enewetak to Buckner Bay, Okinawa

DATES	OPERATIONS
15 July	Brief stop inport Buckner Bay, Okinawa
15 JUL - 18 JUL	Enroute from Buckner Bay, Okinawa to Pohang, Korea
18 July	Brief stop Pohang, Korea for backload BLT 2/4
18 JUL - 21 JUL	Enroute Pohang, Korea to Buckner Bay, Okinawa
21 JUL - 23 JUL	Inport Buckner Bay, Okinawa to offload BLT 2/4 and onload BLT 2/9
23 JUL - 25 JUL	Enroute Buckner Bay, Okinawa to Numazu, Japan
25 JUL - 26 JUL	Anchored Numazu, Japan for BLT 2/9 offload and BMU embarkation
26 JUL - 02 AUG	Enroute Numazu, Japan to Subic Bay, Philippines while evading typhoons Virginia and Wendy
02 AUG - 07 AUG	Inport Subic Bay, Philippines for SRF
02 August	TEMPO CAPER Pre-sail Brief
07 AUG - 13 AUG	Partcipating Operation TEMPO CAPER
13 August	Inport Subic Bay, Philippines for offload and then enroute to Manila, Philippines
14 AUG - 17 AUG	Inport Manila, Philippines for visit, enroute to Subic Bay, Philippines with guest cruise
17 AUG - 02 SEP	Inport Subic Bay, Philippines for upkeep
02 September	Underway sea trials, return back to Subic Bay, Philippines
02 SEP - 04 SEP	Inport Subic Bay, Philippines for upkeep
04 SEP - 06 SEP	Enroute Subic Bay, Philippines to Hong Kong
06 SEP - 11 SEP	Inport Hong Kong, exchange visit with Cleveland Symphony Orchestra

DATES	OPERATIONS
11 SEP - 17 SEP	Enroute Guam, Marshall Islands
17 September	Transfer Army watercraft Guam, Marshall Islands
17 SEP - 19 SEP	Enroute Enewetak, Marshall Islands
19 SEP - 20 SEP	ARG "B" Turnover
20 SEP - 27 SEP	Enroute Pearl Harbor, Hawaii
27 SEP - 29 SEP	Inport Pearl Harbor, Hawaii
29 SEP - 06 OCT	Enroute San Diego, California, Tiger Cruise

ENEWETOK WET-WELL SUPPORT ORGANIZATION

1. The ship's work schedule during the period of support operations (4-8 July 1978) were as follows:

0400 - Reveille
0400 - 0530 - Breakfast
0430 - Relieve the Watch
0500 - Well Deck Crew Watch Rotation
0540 - Quarters
0545 - Officers' Call
0600 - Turn To
0830 - 0930 - Light Meal for Well Deck Crew
0900 - Relieve the Watch
1130 - Knock off Ship's Work//Liberty Call for Two Sections
1200 - 1330 - Lunch
1300 - Relieve the Watch//Well Deck Crew Watch Rotation
1700 - 1830 - Dinner
1800 - Relieve the Watch
1900 - Eight O'clock Reports
2000 - Liberty Expires//Taps
2030 - Light Meal for Well Deck Crew
2100 - Relieve the Watch//Well Deck Crew Watch Rotation
2330 - 0030 - MIDRATS
0001 - Relieve the Watch

2. The Engineer Officer was designated Enewetok Project Officer.

3. Ensign Beres was designated Shore Liaison Officer.

4. Department Head Action:

a. Engineer and First Lieutenant provided names of personnel to Supply Officer for Well Deck meal periods listed above. Provided Engineer Watch Officer commuicantions to the OOD on the Bridge.

b. Supply Officer provided meals for Well Deck Crews as listed above. Also, provided storekeeper support during all working hours.

c. Navigator provided a Quartermaster of the Watch to affix ship's position every half hour.

d. Senior Watch Officer and Section Leaders manned the following watches:

(1) Normal inport watches to include OOD, POOW and MOOW on the Bridge (24 hours). (Relieve the watch in accordance with the basic schedule above) POOW on the Quarterdeck 0900 & 2100.

Enclosure (3)

(2) The Fire Party was provided from duty section.

(3) Boat Crews (2).

(4) DC Central Watch (7 PO's).

(5) Anchor Watch.

5. To meet the Enewetok requirements, the days duty was assumed by two of the ship's duty section in accordance with the following rotation:

	4 JUL	5 JUL	6 JUL	7 JUL	8 JUL
DUTY SECTIONS	I/II	II/III	III/IV	IV/I	I/II
OFF DUTY SECTIONS	III/IV	I/IV	I/II	II/III	III/IV
CDO: 4th LT [redacted];	5th LT [redacted];			6th LCDR [redacted]	
7th LT [redacted];	8th LT [redacted]				

6. Liberty. The island of Enewetok is a relatively desolate and small Pacific atoll. Its only inhabitants are a limited number of military and civilians on unaccompanied duty. There is no civilian community or liberty area. Limited basketball, tennis, softball athletic facilities are available. There is also a salt water swimming pool. In accordance with the schedule in paragraph 5. above, two sections per day are authorized liberty for organized activities from 1130-2000 daily. Welfare and Recreation recommended activities to be held ashore in Enewetok and also aboard CLEVELAND.

WORK SECTIONS

SECTION I - 0500-1300

CWO2 [redacted] - Section Leader
EMC [redacted] - Section CPO
EN1 [redacted] - Section LPO

R Division	A Division	E Division
HT2 [redacted]	MM2 [redacted]	EM2 [redacted]
HT3 [redacted]	MMFN [redacted]	EM3 [redacted]
HTFN [redacted]	ENFN [redacted]	EM3 [redacted]
HT3 [redacted]	MR2 [redacted]	FN [redacted]
HTFN [redacted]		EMFN [redacted]
HTFN [redacted]		

SECTION II - 1300-2100

LT [redacted] - Section Leader
ENC [redacted] - Section CPO
HT1 [redacted] - Section LPO

R Division	A Division	E Division
HT2 [redacted]	EN3 [redacted]	EM2 [redacted]
HT3 [redacted]	FA [redacted]	EM3 [redacted]
HTFN [redacted]	MRFN [redacted]	EM3 [redacted]
HTFN [redacted]		EM3 [redacted]
HTFN [redacted]		IC3 [redacted]
FA [redacted]		

SECTION III - 2100-0500

CWO4 [redacted] - Section Leader
HTC [redacted] - Section CPO
EN1 [redacted] - Section LPO

R Division	A Division	E Division
HT2 [redacted]	EN3 [redacted]	EM2 [redacted]
HT3 [redacted]	EN3 [redacted]	EM3 [redacted]
HTFN [redacted]	MR3 [redacted]	FN [redacted]
HT3 [redacted]	ENFN [redacted]	FA [redacted]
HTFN [redacted]		IC3 [redacted]
HT2 [redacted]		

In event of a fire, the work sections will act as the inport emergency fire party along with normal duty sections assigned personnel.

WATCH STANDERS/TROUBLE CALL

Boat Engineer

(2) ENFN [redacted], FN [redacted]

A/C Plant Trouble Call/AC&R Watches

(3) MM1 [redacted], EN2 [redacted] & EN3 [redacted]

IC Electrician/Gyro Watch

(2) IC2 [redacted], IC2 [redacted]

Main SWBD/Duty Electrician

(5) EM1 [redacted], EM3 [redacted], EMFN [redacted], EM3 [redacted], and EMFN [redacted]

MR Shop

(2) MR1 [redacted], MRFN [redacted]

Ballast Control

HT3 [redacted] (Section I Work Section)

ER09

HT2 [redacted] (Section III Work Section)

ENEWETOK SCHEDULE BY DAY

Wednesday 5 July 0001 Retard clocks 24 hours to conform with +12Y Time Zone

Tuesday 4 July 0500 - Reveille
0530 - 0630 - Breakfast
0630 - Navigation Detail
0700 - Sea & Anchor Detail
0800 - Anchor Enewetok Island, Commence Arrival Conference//Upon conclusion of Arrival Conference, commence Enewetak working schedule
1600 - Tours for Enewetak Personnel
1700 - 1900 - Cook out on the Flight Deck for Enewetak personnel & crew

Wednesday 5 July - Enewetak Working Schedule
1300 - Operations Department Party

Thursday 6 July - Enewetak Working Schedule

Friday 7 July - Enewetak Working Schedule
Officers visit Enewetak personnel

Saturday 8 July - Enewetak Working Schedule

Sunday 9 July - 0715 - Sea & Anchor Detail
0800 - Underway for White Beach Okinawa
Revert to regular routine

Monday 10 July - 0001 advance clocks 24 hours to conform with -12M time zone

ENEWETAK SUPPORT/LESSONS LEARNED

1. CLEVELAND provided wet well support to Navy Element Enewetak 4-9 July 1978, the following is a report of this event describing shipboard organization, special events, liberty, impact items, detailed schedule of events and wet well support lessons learned.

2. Organization. CLEVELAND organized the work force based on the following assumptions:

a. Work to commence immediately upon arrival.

b. Wet well support required around the clock.

c. High heat of the day could be avoided for non wetwell work by using tropical hours.

d. Liberty after sundown was to be avoided.

e. The number of personnel on liberty at any given time was to be limited to 100-130.

All of these assumptions proved to be true and the work force was organized as follows: A, E, and R Divisions were relieved of all watches except 2 stations, (these watches were assumed both by other Engineering personnel and personnel from non-Engineering divisions). A, E, and R Divisions as well as officers and CPO's from the Engineering Department were organized into three 8 hour shifts and worked in the well around the clock. Normal working hours for the remainder of the crew were from 0600-1130. Duty section watches were stood by personnel from two (of the normal four) duty sections and two duty sections were granted liberty from 1300-2000. The ship's routine, in cluding meal hours, was realigned to provide meals compatible to both well deck and topside watch rotation times.

3. Special Events. During CLEVELAND's stay the Joint Task Group Commander on Enewetak, COL Bauchspies, USA, hosted a visit by Commander Field Command, Defense Nuclear Agency, BGEN Tate. CLEVELAND CO, XO, and several officers attended a cookout at the JTC billeting area Friday 7 July. BGEN Tate, COL Bauchspies and several other Joint Task Group and Element officers and civilians attended a dinner on board CLEVELAND the following evening.

4. Liberty. The Enewetak personnel enjoy a spartan life and what few amenities they have, were generously shared with CLEVELAND's crew. A small (75 persons maximum) open-air club "The Tradewinds" was opened at 1300 for the sale of beer and soda, hot dogs, hamburgers and pizza were sold from 1500 on. Swimming was allowed along most of the lagoon side of the Atoll, including an area directly in front of the Tradewinds. CLEVELAND Shore Patrol worked with JTG MP's and there were no incidnets. A small exchange was open after 1730. Few pursuits were available other than swimming, skin diving, softball, shell collecting and relaxing at the Tradewinds. The crew had been well briefed as to what to expect at Enewetak, and as a result the limited liberty and austere facilities were no surprise and were enjoyed to the maximum.

5. Impact Items.

a. Although west of the International Date Line, Enewetak observes plus 12 (Y) Time Zone.

b. The military effort on Enewetak is commanded by a Joint Task Group Staff with subordinate elements of USN, USA and USAF personnel.

c. Also attached to the Island are personnel from the Department of Energey, a food service DOD contractor, and several civilian contractors and research organizations including mid-Pacific marine laboratories.

d. Autovon access is available from Enewetak.

e. Enewetak broadcasts AFRTS taped television programing from 1800 until midnight.

f. Enewetak working hours are from 0700 to 1700 six days a week.

g. CLEVELAND carried 10 SRF Guam workers and one SRF Guam BT1 leader from Guam to Enewetak. All SRF workers were intergrated into CLEVELAND's work shifts and remained at Enewetak upon CLEVELAND's departure.

6. Detailed Schedule of Events.

4 July
0800 - Anchored
0900 - Arrival Brief Enewetak Navy Element & CLEVELAND
1000 - Commenced setting keel blocks for LCU's
1500 - Brought LCU 1532 into well. Repairs accomplished; replaced port and starboard shafts, replaced port and starboard screws, cleaned sea chests, steam cleaned

strainers, welded sockets for lifeline stanchions, welded cracks in skegs, replaced port and starboard cutlass bearings.

5 July

0815 - Mike-8 (Maggie 4) alongside sideport for electrical repairs to primary charging/starting circuit, and charge batteries.

1200 - Completed repairs to LCU-1532, kicked it out of well.

1240 - Brought LCU 1505 into well. Repairs accomplished; manufactured new sked cage, repair 3 holes in hull, fix anchor windlass, repair broken lifeline stanchions, replace worn hull zincs, dewater flooded voids. (unable to repair leaky fuel tank due to standing fuel in voids to be welded).

1945 - J-5 (Taxi One) alongside outboard of Mike 8 (Maggie 4) for repairs to primary charging/starting circuit.

6 July

0430 - Completed repairs to Mike-8 (Maggie 4) and J-5 (Taxi One).

1800 - Completed repairs to LCU 1505, kicked it out of well.

1800 - Took LCU 1552 into well. Repairs accomplished; replaced starboard shaft and culass bearing, replaced sections of missing skeg cage, patch hole in hull, replace hull zincs.

2200 - 2 Mike 8's (Maggie 6 and 9) alongside for electrical repairs.

7 July

0700 - 2 Mike 8's alongside completed.

0730 - Completed LCU 1552, kicked it out, changed keel blocks for Mike boats.

1200 - LCM 8329 and LCM 8217 in the well. Repairs accomplished to LCM 8329; replaced starboard screw and rudder, welded hole forward of skeg, replaced hull zincs, repair crack in skeg, installed alternator on port engine, replaced 4 batteries, rewired starboard starter circuit, replace rudder bushing. Repairs accomplished to LCM 8217; removed rudders, screws, shafts, welded plates over stern tubes.

2000 - LCM-3 (Blue Jay 3) alongside, flooding. Dewatered, LCM-3.

2100 - Completed repairs to LCM's 8217 and 8329, kicked them out of the well.

2300 - LCM 3 and LCM 6 (Blue Jays 2 and 3) in the well forward, LCM's 8075 and 8262 (Maggie 4 and 6) aft. Repairs accomplised to Blue Jay 3; removed rudders, screws,

shafts, welded plates over stern tubes. Repairs accomplished to Blue Jay 2; replaced both screws, one rudder, repairs accomplished to Maggie 4; replaced rudder and rudder bushing. Repairs accomplished to Maggie 6; replaced cutlass bearing, replaced hull zincs, replaced rudder bushing, rewound starter, replaced both screws. Also overhauled one P-250 for Navy Element.

8 July
2100 - Completed repairs to Blue Jay 2 and 3, and Maggie 4 and 6, kicked them out.
2200 - Took one LCM 6 forward, and two LCM 8's (Maggie 7 and 8) aft. Repairs accomplished; LCM-6 unable to repair 3 holes in hull due to insufficient time; partial repair of rudder, welding portion completed; removed screw. Maggie 7; replaced hull zincs, repaired large hole in hull, dewatered flooded voids, replaced rudder and screw. Maggie 8; replaced hull zincs, repaired port engine exhaust line, repaired crack in hull at the skeg, repaired rudder lower mount, replaced missing bolts.

9 July
0350 - Ceased repairs, cleared well deck.
0430 - Kicked out all boats.
0530 - Floated keelblocks out of well.
0630 - Dry well.
0800 - Underway.

7. Lessons Learned.

a. Advance preparations by wet well ship.

(1) Ship should stock the following items as a minimum:

12 bottles of oxygen
6 bottles of E-6011 acetylene
100 pounds of E-6011 welding rod
40 pounds of 7018 welding rod
50 pounds of 310-15 stainless steel welding rod
Portapower jack with attachments
1 foot section of 3 and 15/16 inch diameter brass round stock
4FT x 4FT of ¼ inch steel plate
4FT x 4FT of 3/8 inch steel plate
1 ten foot section of 8 inch channel
Minimum of 5 floodlights
3 Devcon kits.

(2) All of A, E, and R Divisions were divided into three shifts with an officer and CPO in each shift. All A, E, and R watches were covered by other divisions or departments with exception of AC&R watch and switchboard watch. The senior MR was on call 24 hours a day, and trouble calls of an urgent nature were dispatched from the well deck crew on duty. A, E, and R Division work and PMS could not be accomplished during this period and was rescheduled.

b. Advance preparations by Navy Element Enewetak and boat crews which could save time in the well deck:

(1) If at all possible, remove any oil from boat voids or bilges prior to entering well deck. Only means of removal by ship is with a 4 inch eductor and buckets. Water removal in the well deck is time consuming, but was often unavoidable.

(2) Electrical wiring diagrams should be placed onboard any boat going out for electrical repairs.

(3) Loosen or where possible remove manhole covers accessing voids which have holes requiring repair. As a minimum, have manhole cover securing nuts free on the studs.

c. Keel blocks.

(1) Keel blocks are 60 feet long x 2 feet high; their length made them very unwieldy to position/reposition. Recommend blocks be separated or cut in two and used in two rows.

(2) The 60 foot keel block required seven 17K lashing assemblies each to secure them to the deck. The well had to be dry when securing the blocks, but they were easily floated into initial position with two feet of water in the well.

(3) After the blocks were lashed down, it was necessary to ballast down with the sterngate raised to 60 degrees to prevent waves from rolling the blocks under the lashings. Once at desired depth, the sterngate could be lowered fully.

(4) Despite full ballasting (which produced 8 feet aft and 3.5-4.0 feet forward in the well). The keel blocks reduced the effective depth such that only the Mike-3's and 6's could be positioned forward in the well; Mike-8's were kept aft.

d. LCU screw removal.

(1) A wire strap was placed around screw and a chainfall connected to a well deck cloverleaf. Tension was main-

tained while a sledge hammer was applied to the back side of the screw hub it popped free.

e. LCU shaft removal.

(1) Remove screw.

(2) Remove bolted covers or rudder.

(3) Remove shaft coupling from forward end of shaft.

(4) Remove shaft through hole in rudder.

NOTE: If coupling is frozen to forward end of shaft (all shafts pulled by CLEVELAND were frozen to coupling), continue.

(5) Break coupling.

(6) Pull shaft as far aft as possible, then cut shaft aft of and as close to the stern tube packing box as possible.

(7) Lift out the coupling and short section of shaft and remove to Machine Shop. Drill out/press out pins, bolts, shaft stub; save coupling and if possible, the pins.

(8) Pull external remnant of shaft aft through the hole in the rudder.

f. LCU Cutlass bearing replacement.

(1) Remove shaft.

(2) Remove (drill out) set screws in Cutlass housing.

(3) Use cutting torch with oxidizing flame to burn rubber out of bearing.

(4) Use 14 inch power hacksaw blade as a "bucksaw" to cut through the brass Cutlass bearing sleeve.

(5) With a cold chisel, roll the edges of the cut inward until a gap is visible between the two edges of the cut.

(6) Using a one foot length of 3 and 15/16 inch brass roundstock, drive the old Cutless sleeve out using either portapower jack against the rudder or sledge hammer. (Care must be exercised not to bend the rudder post)

(7) On all new cutlass bearings installed by CLEVELAND, it was necessary to remove .002 to .008 inch with files from the new cutlass bearing to fit into the cutlass housing.

(8) Drive the new cutlass bearing into the housing in the same manner as the old was driven out.

(9) Replace set screws.

g. LCU shaft installation.

(1) All new shafts were too large to fit into the coupling; it was necessary to take a lathe cut inside the coupling to permit insertion of the shaft.

(2) One new shaft had no keyway for the coupling and two shafts had no pin/bolt holes. All were corrected in the Machine Shop.

h. Mike-6 rudder replacement.

(1) Rudder and post are an integral assembly and normal removal is down through the hull. Supported by the two foot keel block, clearance from the rudder to the well deck was insufficient to permit removal in one piece.

(2) Cut the rudder post at the top of the rudder and hull penetration.

(3) Weld a flange onto rudder post stub, similar flange onto new rudder; bolt together.

8. Gas free testing was an integral and critical aspect of all hull welding preliminary procedures.

9. Lessons learned letter by USS MONTICELLO was of considerable value in CLEVELAND preparations.

10. Scope of repairs included: rudder, screw, zincs, shaft replacement; welding holes and cracks in boat hulls; dewatering flooded voids; repairing stanchions; repairing primary starting/charging circuits; welding patches onto hull and repairing skegs. Many boats are former Army steel hulled and boat haven parts do not fit, all parts must be manufactured or provided by Navy Element Enewetak. Ingenuity will be taxed, each boat is a challenge. No repair is "according to the book".