



DEPARTMENT OF THE NAVY  
USS DENVER (LPD-9)  
FPO SAN FRANCISCO 96601

LPD9/JFF:jn  
5750 001  
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27 JAN 1972

OPNAV REPORT 5750-1

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Classified upon removal of enclosures

From: Commanding Officer, USS DENVER (LPD-9)  
To: Director of Naval History (OP-09B9), Washington Navy Yard,  
Washington, D. C. 20390

Subj: Command History; submission of (U)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) 1970 Command History of USS DENVER (LPD-9)  
(2) Documentary Annex (Post Deployment Report)  
(3) Documentary Annex (Copies of significant Messages)

1. In accordance with reference (a), enclosures (1), (2) and (3) are submitted.

R. E. BOBAMER

DECLASSIFIED BY: CNO (N09N2)  
OPNAVINST 5513.16 SERIES  
DATE: NOV 2005

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On 1 January, 1970, the USS DENVER (LPD-9), commanded by Captain Herbert W. CARR, USN, [REDACTED], was moored in her homeport, Long Beach Naval Station, Long Beach, California. The flagship for Commander, Amphibious Squadron SEVEN spent most of the month of January preparing for her first deployment to the Western Pacific.

On 5 January, DENVER got underway for independent steaming and gunnery exercises, returning on 6 January to Todd Shipyard, San Pedro, California. Finishing touches were performed to insure maximum readiness for the cruise ahead. On 27 January, DENVER shifted berths to Long Beach Naval Station and embarked Assault Craft Unit ONE, Detachment BRAVO and 90 vehicles and 58 pallets of cargo, totaling 210 tons for Okinawa.

On 31 January, DENVER was underway for Okinawa in accordance with Commander, Amphibious Squadron SEVEN Operations Order #301-70. Other units joining for the transit were the USS ALAMO (LSD-33), USS ANCHORAGE (LSD-36), and USS MONTICELLO (LSD-35). Officer in tactical command was Commander Task Unit 16.8.1, Captain B. R. DODSON, USN, [REDACTED], Commander, Amphibious Squadron SEVEN, embarked in DENVER.

Underway training included a gunshoot on 2 February and an underway replenishment from the USS KAWISHIWI (AO-146) on 5 February. While the DENVER was alongside the port side of the KAWISHIWI with two fuel rigs connected, the MONTICELLO made contact with the KAWISHIWI while approaching her starboard side at 0908W on 5 February, coordinates 25° 28' N, 157° 19' W. DENVER executed emergency breakaway procedures and no personnel or material casualties resulted on DENVER. The KAWISHIWI received \$19,000 damage and the MONTICELLO \$25,000 but both ships were left capable of carrying out assigned missions and no personnel were injured. Underway replenishment was resumed after a short delay and completed without further incident. The Commanding Officer of the DENVER was directed to conduct an informal investigation of the incident by Commander, Amphibious Squadron SEVEN.

On 10 February, ALAMO and ANCHORAGE were detached and DENVER proceeded independently for Okinawa. On 11 February, DENVER passed from the operational control of Commander, U. S. First Fleet to that of Commander, U. S. Seventh Fleet and Commander, Amphibious Squadron SEVEN became Commander Task Unit 70.0.4. DENVER moored at U. S. Naval Station, White Beach, Buckner Bay, Okinawa on 16 February to offload cargo, and debark 12 United States Marine Corps enlisted men and take on fuel. Upon completion, DENVER was underway on 17 February for Subic Bay, Republic of the Philippines with Commander, Amphibious Squadron SEVEN embarked, and arrived 20 February to moor outboard of the USS MONTICELLO.

Captain John L. KAUTH, USN, [REDACTED], boarded prior to getting underway from Subic to prepare to relieve Captain CARR. A briefing was held aboard the USS VANCOUVER on 23 February concerning turnover of Amphibious Ready Group BRAVO. On 24 February, DENVER took PTF-5 into the well deck for offload in Da Nang, Republic of Viet Nam, and departed Subic.

An extensive anti-air gunnery exercise was held on 24 February as Captain KAUTH was familiarized with the DENVER and at 1620H on 25 February Captain J. L. KAUTH relieved Captain H. W. CARR of command before the assembled crew on the flight deck.

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Encl (1)

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On 26 February, DENVER arrived in Da Nang and offloaded PTF-5 from the well deck, 6 USMC personnel, 28 USMC vehicles, weighing 69 tons and 166 pallets of "Project Handclasp" material weighing 93 tons. LCU-1622 was secured in the well deck for transfer to Subic and the ship was underway for Subic the same day.

DENVER arrived in Subic Bay on 28 February, offloaded LCU-1622 and an 8 man crew and moored outboard of USS JASON (AR-8). On 2 March, Commander, Amphibious Squadron SEVEN became Commander Task Group 76.6. On 3 March, DENVER was underway for Da Nang as part of "Keystone Bluejay" lifts to remove Marines from Viet Nam. Over 1434 tons were loaded, including 164 vehicles, trailers, and tanks, during a 13 hour loadout upon arrival on 5 March. One USMC officer and one USMC enlisted accompanied the cargo when on 5 March the DENVER departed for Okinawa.

Cargo and passengers were offloaded when DENVER reached Buckner Bay, Okinawa and Commander, Amphibious Squadron SEVEN departed on 9 March on temporary additional duty orders to Commander, Amphibious Forces, U. S. Seventh Fleet.

DENVER was underway for Da Nang on 10 March. Commander, Amphibious Squadron SEVEN returned to his flagship when DENVER reached Da Nang on 13 March. Two fuel pontoons were loaded for delivery to DENVER's next stop Vung Tau, and the DENVER left Da Nang on the same day.

DENVER quickly offloaded the two fuel pontoons the afternoon of 14 March in Vung Tau, Republic of Viet Nam, and was underway for Singapore, expecting to arrive there 17 March. However, DENVER was diverted by operational commitments and the trip was delayed and finally cancelled while the DENVER was involved in the SS COLUMBIA EAGLE incident.

Two crew members seized the COLUMBIA EAGLE by force and used a bomb scare to force 24 crew members to abandon ship using both lifeboats aboard. The cargo of 3,500-500 pound bombs and 1,225-750 pound bombs, intended for use by U. S. Air Force bases in Thailand, associated fuses and ignitors made this very believable. The merchant ship RAPPAHANOCK picked up the lifeboats and crew members and sounded the alarm. DENVER was diverted by Commander, U. S. Naval Forces, Philippines, to attempt intercept of the COLUMBIA EAGLE by COMUSNAVPHIL 150730Z March 70.

The COLUMBIA EAGLE was within the 12 mile territorial limit claimed by Cambodia before DENVER could reach the scene. At all times, DENVER was careful to insure it remained outside claimed Cambodian waters as directed by higher authority. DENVER anchored at 0951U on 16 March, 15.6 miles from the Cambodian coast in the Gulf of Siam. The U. S. Coast Guard Cutter MELLON (CG-717) joined shortly thereafter with Commander, Amphibious Squadron SEVEN as senior officer present afloat embarked in the DENVER.

Two CH-53 helicopters were landed on DENVER from bases in Viet Nam to assist in visual surveillance. DENVER acted as communications relay station between the COLUMBIA EAGLE and various interested commands and surface observation platform for movements of COLUMBIA EAGLE.

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On 17 March, the helicopters were detached and DENVER and Commander Amphibious Squadron SEVEN departed for Singapore passing on scene command to USCGC MELLON.

On 18 March, at 0636H DENVER set course for a return to a position further outside Cambodian waters. DENVER's flight deck was considered a desirable asset in the event early release of the COLUMBIA EAGLE was obtained and it should prove desirable to fly the crew members already rescued at sea back to the area for rejoining the COLUMBIA EAGLE. At 2359H on 18 March, DENVER anchored in the Gulf of Siam 17.0 miles from the coast of Cambodia, 10° 15' N, 103° 28.8' E, and Commander Amphibious Squadron SEVEN resumed on scene commander. On 20 March, DENVER had an underway replenishment with the USS TOLOVANA (AO-64). After being refueled and reprovisioned, DENVER returned to anchor 13 miles from the coast of Cambodia, 10° 15.75 N, 103° 37.1' E.

The Cambodian domestic political crisis and ouster of Prince Sihanouk made resolution of the matter difficult. When the two hi-jackers had turned themselves over to Cambodian authorities, negotiations for release of the COLUMBIA EAGLE appeared to be a lengthy prospect. With the danger removed from the situation, DENVER's presence was no longer warranted and DENVER was detached at 1403H on 27 March by Commander, U. S. Naval Forces, Philippines to proceed to Da Nang.

DENVER had an underway replenishment from the USS PROCYON (AF-61) and took on 27 loads of stores totaling 23 tons on 28 March.

On 29 March, as part of the planned redistribution of Marine Corps material, some 941 tons of bulk cargo and 233 vehicles were loaded for transport to Okinawa. Upon completion of loading and refueling, DENVER was underway on 30 March for Buckner Bay, Okinawa. On 1 April, Commander Amphibious Squadron SEVEN assumed Commander Task Group 76.5. Upon arrival on 2 April, offload commenced. With completion on 3 April, DENVER was underway for Sasebo, Japan, and arrived on 4 April for an upkeep period.

On 15 April, DENVER, SEMINOLE (LKA-104), and USS MONTICELLO (LSD-35) left Sasebo for Okinawa to load 2nd Battalion, 4th Marines, Battalion Landing Team. On 16 April, arrived at Buckner Bay, Okinawa and commenced loading of Marine battalion landing team personnel and equipment aboard ships of Amphibious Ready Group BRAVO. On 20 April, DENVER was enroute to Ora Wan, Okinawa in company with MONTICELLO and SEMINOLE to take on 11 tracked amphibious vehicles (LVT's). On completion of loading, the three ships were underway for Subic Bay, Commander Task Group 76.5 as officer in tactical command.

On 22 April, a surface gunnery exercise was carried out by the DENVER and on 23 April, the 11 LVT's were launched in Subic Bay while the DENVER was underway at 5 knots. Upon mooring, Battalion Landing Team 2nd Battalion, 4th Marines was offloaded from the three ships. DENVER's share consisted of 35 officers and 669 enlisted USMC and 69 vehicles. LT COL Michael J. GOTT, USMC, Commanding Officer of the battalion landing team and Commander Task Group 79.4, embarked in the DENVER, led the offload. The Marines conducted tactical training while the DENVER prepared for a series of wet

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well deck lifts.

On 25 April, DENVER anchored in Subic Bay while LCM-8's 862 and 864 were loaded with training ammunition for the Marines. Upon completion of ammunition offload, PTF-3 entered the well deck, was secured for sea, and DENVER departed for Da Nang independently, conducting an anti-air gunnery shoot while in the Subic operations area.

On 27 April, entered Da Nang Harbor, offloaded PTF-3 and took YFU-67 and PTF-11 into the well deck for transfer to Subic and then underway for Subic Bay. DENVER arrived in Subic and offloaded YFU-67 and PTF-11, refueled, and then got underway for Da Nang, continuing scheduled wet well lifts. On 1 May, DENVER arrived in Da Nang and took LCU 1628 into the well deck and got underway for Subic. On 3 May, LCU 1628 was delivered at Subic Naval Station and DENVER moored outboard of the PT DEFIANCE.

DENVER had been maintaining a 120 hour readiness posture since 1 April. That is, 120 hours from notification, DENVER could be in the amphibious objective area, Viet Nam's Military Region I. As the battalion landing team was backloaded, the Amphibious Ready Group reaction time was upgraded to 48 hours. On 6 May, the 11 LVT's were loaded on the DENVER and a surface gunnery shoot and ship drills were held in Subic fleet operation areas. DENVER returned to anchor in Subic Bay and prepared for an amphibious landing exercise using Subic Bay training areas. On 6 May, the amphibious training exercise was postponed as DENVER and Commander Task Group 76.5 were ordered to be within 48 hours of I Corps Tactical Zone, Republic of Viet Nam. DENVER moored on 7 May to complete backloading of Marine Battalion Landing Team, then loaded LVT's and LCM-8's 867, 862, 919, and 932 on 8 May and departed Subic Bay with MONTICELLO to take station off the Vietnamese coast within 75 nautical miles of 14° 30' N, 116° 00' E.

On 9 May, DENVER and MONTICELLO joined formations with USS TIOGA COUNTY (LST-1158), USS WASHTENAW COUNTY (LST-1156), and USS SEMINOLE (LKA-104) for tactical maneuvers. Amphibious Ready Group BRAVO reaction time was downgraded to 120 hours that same day. The Task Group proceeded to Subic Bay and DENVER moored for upkeep on 10 May.

On 18 May, DENVER was underway with the other four ships of Amphibious Squadron SEVEN for amphibious training and Hong Kong. DENVER also obtained 2 UH-1E helicopters and support detachment as an after-effect of the increased readiness posture.

On the way to Hong Kong, underway replenishment for fuel was held with the USS TOLOVANA (AO-64) and an anti-air gunnery shoot conducted. Frequent use of the helicopters was made for administrative runs and supply assistance.

While entering Hong Kong Harbor, the USS WASHTENAW COUNTY collided with the KOTA SELATAN of Singapore registry in dense fog, with visibility 300-400 yards at 0828I on 23 May in the inbound tanker lane of Tathong Channel, 22° 15' 53" N, 144° 14' 47" E. No personnel casualties resulted but a considerable amount of damage to the WASHTENAW COUNTY took place. The WASHTENAW COUNTY followed the other ships to anchorage in Hong Kong Harbor

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once the port was satisfied she would not be in danger of sinking or leaking oil in the harbor. DENVER shipfitters gave extensive assistance (10 men expending 352 man-hours) to patching the 6 foot by 30 foot hole on the port quarter of the WASHTENAW while Commander Task Group 76.5 conducted a formal one officer investigation. Upon completion of initial repairs, WASHTENAW COUNTY, accompanied by TIOGA COUNTY, left for Subic on 29 May for additional repairs. DENVER and remaining units of Amphibious Squadron SEVEN also left for Subic in company on 29 May and arrived on 31 May.

On 2 June, DENVER was underway to anchor off of Zambales Beach, Subic Bay, for amphibious landing exercise with other members of Task Group 76.5. Wet net training, rehearsal landing, and critique culminated in exercise assault landing and withdrawal at Green Beach, Zambales. Upon completion of the exercise, DENVER moored to a buoy from 4 June until DENVER departed Subic Bay for Mindoro, Republic of Philippines on 8 June. The WINDHAM COUNTY (LST-1170) and USS DURHAM (LKA-114) joined DENVER on 9 June to conduct operations. DENVER conducted aerial surveys of Mindoro Beaches centered on 13° 20.9' N, 120° 28.6' E and 13° 28' N, 120° 46' E using embarked UH-1E helicopters. On 11 June an underway replenishment was conducted with USS CALIENTE (AO-53). Upon completion DENVER proceeded independently to Subic Bay on 13 June where DENVER moored until 15 June. On 15 June, DENVER anchored off Green Beach, Subic Bay, and conducted independent ship exercises and wet net training along with the DURHAM and WINDHAM COUNTY. On 16 June, Commander Amphibious Forces, United States SEVENTH Fleet made an informal visit to Commander Task Group 76.5 aboard the DENVER. On 17 June, DENVER conducted surface gunnery exercises in Subic operations area then returned to anchorage near the amphibious landing area, Subic Bay.

On 18 June, an amphibious landing exercise rehearsal was held and the actual assault on 19 June, including LVT operations. On 21 June, DENVER moored for offload of marines to engage in field training in Subic area. Six Philippine naval officers reported aboard for observation of amphibious operations as DENVER commenced an upkeep period lasting until underway for counterbattery and destructive fire exercises in Subic operations area on 27 June. Also on 27 June, Commander Task Group 76.5 shifted his broad command pennant to DURHAM. General drills and exercises continued until anchoring on 28 June for conduct of rehearsal assault with DURHAM, MONTICELLO and WINDHAM COUNTY. At that time, Commander Task Group 76.5 shifted his broad command pennant back to DENVER.

On 1 July, DENVER was underway to conduct anti-air gunnery exercises with Commander Task Group 76.5 embarked on DURHAM. Nearly 300 rounds were fired as 6 target sleeves were shot down. Exercises continued the following day. Upon completion of anti-air gunnery exercises, DENVER returned to Subic on 2 July and moored. On 3 July, DENVER and MONTICELLO got underway for Manila, Philippine Islands, arriving on 4 July with DENVER pier side.

DENVER was underway for Mindoro for amphibious operations on 7 July and rendezvous was made with DURHAM, WINDHAM COUNTY, and MONTICELLO. Officer in tactical command was Commander Task Group 76.5 who was flown back aboard DENVER at 1540H. Rehearsal was held on 8 July and assault on 9 July. Upon completion of withdrawal on 10 July, DENVER and Task Group 76.5

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got underway for Subic Bay, Republic of the Philippines and arrived at 1500H that day and proceeded to offload the surgical team resupply block, beachmaster unit detachment, Philippine Naval observers, and tactical air control squadron detachment as preliminary to July 15 stand-down of Amphibious Ready Group BRAVO to free ships to carry out lifts scheduled for increment IV of redeployment of Marines in Viet Nam. Code name for this series of lifts was Keystone Robin (Alfa) starting 9 July.

On 10 July at 2350H, DENVER got underway for Okinawa and steamed in formation with DURHAM and MONTICELLO. DENVER arrived at Ora Wan Bay and offloaded 11 LVT's on 13 July. The two UH-1E's also departed returning to Futema Air Station. After this, DENVER proceeded pierside at White Beach Naval Station, Okinawa to complete the offload of 2nd Battalion, 4th Marines Battalion Landing Team.

At 150200Z JUL 70, Task Group 76.5 was disbanded and DENVER became a unit of Task Group 76.6 for special operations. Commander Amphibious Squadron SEVEN assumed duty as Commander Task Group 76.6. On 15 July, DENVER was underway independently for Keelung, Taiwan, arriving on 16 July, then enroute to Da Nang on 17 July via the Formosa Straits.

On 20 July, DENVER moored in Da Nang and loaded aviation ground equipment of the 1st Marine Air Wing detachment for Iwakuni, Japan. 268 USMC personnel, 194 vehicles weighing 618.4 short tons, 202.8 metric tons of cargo, and 54.3 short tons of cargo comprised the load. DENVER was underway for Iwakuni that same night.

On 25 July, at 1252 local time, ship's mast caught on overhead cable stretching between Tsuwaji Jima and Muwa Jima at position 33° 59.1' N, 132° 31.8' E. The cable was left intact but the ship's TACAN antenna was torn off, crashing on the signal deck. Some \$10,000 damage resulted but no personnel casualties were sustained. DENVER arrived that day in Iwakuni without further incident and commenced offload from anchorage. Upon completion DENVER was underway for Yokosuka, Japan on 26 July to have mast repairs made. Commander Task Group 76.6 conducted a formal board of inquiry in Yokosuka, where DENVER arrived on 28 July. While at the U. S. Naval Station there, repairs and refueling were conducted.

On 2 August, DENVER was underway for Sattahip, Thailand arrived pierside 10 August. A liberalized liberty policy enabled most of the crew to visit Bangkok despite the 5 hour roundtrip busride.

While in Sattahip, Rear Admiral JINAWAT, Commanding Officer of Sattahip Naval Station, made a visit to DENVER on 10 August and Admiral CHERDCHAI, Commander in Chief Royal Thai Fleet, visited on 11 August.

DENVER was underway for Da Nang on 15 August. Upon arrival in Da Nang on 18 August, equipment of the 1st Marine Air Wing detachment and 1st 8" Howitzer Battalion detachment was loaded aboard. 263 USMC personnel (66 for Okinawa, 197 for Iwakuni), 14 pallets and 1 Conex Box, and 125 USMC vehicles (18 for Okinawa, 107 for Iwakuni), totaling 1330 metric tons and 250 short tons of cargo for Okinawa/Iwakuni were loaded in seven hours.

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Upon completion, DENVER was underway for Subic, arriving 20 August to refuel and exchange four CH-46D helos from Da Nang for four CH-46A helicopters for return to Okinawa. DENVER was underway the same day, arriving pierside at Buckner Bay, Okinawa on 22 August to offload material as part of Keystone Robin (Alfa) lifts. On 23 August, DENVER departed for Iwakuni with remaining cargo.

DENVER arrived, unloaded, and departed from Iwakuni on 24 August, completing her second Keystone Robin (Alfa) lift. Typhoon Billie delayed DENVER's Arrival in Subic until 28 August. DENVER and PAUL REVERE (Commander, Amphibious Forces U. S. Seventh Fleet embarked) steamed in company from 27 August until arrival in Subic with Commander Amphibious Squadron SEVEN in tactical command while tactical drills were conducted. DENVER anchored in Subic Bay on 28 August until pier space was available on 29 August for upkeep.

Upon completion of fueling and boiler maintenance, DENVER was underway 4 September to commence DENVER's third Keystone Robin (Alfa) lift. Loading was completed the same day and DENVER departed for Okinawa with Commander Amphibious Squadron SEVEN shifting his broad command pennant to MONTICELLO prior to DENVER's getting underway. The load included detachments of the 1st Marine Division and 1st Marine Air Wing. 173 USMC and 2 USN personnel embarked for return to the United States, 1 USMC to be transferred to Okinawa, 674 metric and 219 short tons of cargo for Okinawa, 205 metric and 102 short tons of cargo for the United States, and 114 vehicles for the United States and 44 for Okinawa comprised the load.

On 8 September, Commanding Officer of DENVER became acting Commander Amphibious Squadron SEVEN while Captain DODSON was on leave. Later that day, USS COHOES (ANL-78) reported danger of going dead in the water due to problems with both D. C. ship's service generators. Commander Amphibious Forces U. S. Seventh Fleet directed DENVER to render assistance as necessary and DENVER began the difficult task of locating a small ship in rough seas. With the assistance of a Navy P3 aircraft, the COHOES was located at 082200Z and DENVER sent parts and technical assistance over by the whaleboat while preparing to tow if necessary in position 23° 08' N, 125° 00' E.

After cleaning injection system and fuel oil pump, generators were reported satisfactory at 090308Z September but speed limited to 9.5 knots due to the inability of the COHOES to start number one engine. A wiped main bearing in the air starting distributor was not available through the supply system nor could DENVER fabricate it. DENVER escorted COHOES to White Beach, Okinawa arriving 101200Z September without incident. Upon arrival, COHOES reported no further assistance required from DENVER and DENVER proceeded to offload material and refuel until 0345Z on the 17th of September when she got underway for Del Mar, California and the completion of her first Western Pacific deployment.

On 15 September, Commander Amphibious Squadron SEVEN broke his broad command pennant in PT DEFIANCE and on 18 September DENVER chopped to the operational control of Commander U. S. First Fleet. At 0720T on 23

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September DENVER arrived at Del Mar, California to commence offload from anchor. At 1000T, Commander Amphibious Squadron SEVEN reembarked in DENVER. On 24 September, DENVER returned to Long Beach Naval Station and an enthusiastic reception.

Preparations were quickly underway to repair the wear to the ship's machinery imposed by the long cruise. Boiler inspections on 1 and 2 October, ammunition offload and defueling of JP-5 and automotive gasoline tanks on 7 October were in preparation for the move to Bethlehem Steel Corporation Shipyard in San Pedro, California on 9 October. A period of restricted availability followed from 12 October to 31 October so that many systems could be dismantled, inspected and repaired.

On 31 October, DENVER returned to the U. S. Naval Station, Long Beach and at 1015, 2 November, Captain John L. KAUTH, USN, relieved Captain B. R. DODSON, USN as Commander Amphibious Squadron SEVEN in ceremonies aboard DENVER. Following the ceremonies, the broad command pennant shifted to PT DEFIANCE.

DENVER engaged in independent ship's exercises from the afternoon of 2 November until 6 November including gunnery exercises on the 3rd, 4th (towed sled shoot with USS KOKA (ATA-110), and 5th. DENVER returned to Long Beach on 6 November.

On 9 November, in solemn ceremonies and with full military honors, QMC James E. BRASWELL, USN (Retired) was buried at sea from the flight deck of the DENVER while underway for Del Mar, California. Upon arrival, LVT training was held at anchor with Marines from the Del Mar boat basin.

On 10 November, DENVER arrived at North Island Naval Air Station, San Diego, received eight salvage pontoons in her well deck for transfer to Mare Island and an F-4 aircraft for helicopter transfer to Raytheon Co., Santa Barbara, then returned to pierside Long Beach to prepare for a dependents' day cruise the following day. DENVER and DURHAM in company gave the families of their crews an impressive demonstration of amphibious operations, including a simulated amphibious assault on Willow Cove, Santa Catalina. DENVER returned to port that afternoon.

On 12 November, DENVER was underway for San Francisco with DURHAM to take maximum advantage of damage control and fire-fighting schools at Treasure Island. On 13 November, antenna radiation test patterns were run off Pt. Reyes, north of San Francisco. Upon completion, the eight pontoons were delivered to Navy Shipyard, Mare Island and DENVER moored at U. S. Naval Air Station, Alameda.

On 20 November, DENVER was underway for Long Beach offloading the F-4A by helicopter pick up off of Goleta Pt. (near Santa Barbara) and delivering a LCM-6 from Mare Island to Long Beach Naval Station upon arrival 21 November.

23 to 25 November was devoted to a 3M inspection of DENVER and on November 25 Commander Amphibious Squadron SEVEN shifted his broad command pennant from PT DEFIANCE to DENVER. Commanding Officer, DENVER became acting

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Commander Amphibious Squadron SEVEN from 2 December to 5 December while Captain MERRICK was on leave.

On 4 December, a Commander Amphibious Forces U. S. Pacific Fleet electronic/combat information center visit/assist team visited DENVER to conduct an informal review of operational procedures and equipment training readiness status.

On 5 December, approximately 600 people visited DENVER as part of the Long Beach Big Brothers Visit from 1145-1400.

On 7 December, Commander Amphibious Squadron SEVEN shifted his broad command pennant to PT DEFIANCE as DENVER was underway for amphibious training at anchor off Del Mar, returning to Long Beach on 9 December to prepare for the American Ordnance Association cruise on 10 December.

Commander Amphibious Squadron SEVEN shifted his pennant back to DENVER for the American Ordnance Association cruise. Helicopter operations with CH-53 and CH-46 helicopters from Marine Air Group 56, wet well operations and mock amphibious assaults, towed sleeve and sled gunnery shoots proved to be very popular with the 400 guests. DENVER returned to Long Beach the afternoon of the 10th and went into a maximum leave/liberty policy while pierside the remainder of December. On 18 December at 0845U, Vice Admiral Nels C. JOHNSON, Commander Amphibious Forces U. S. Pacific Fleet, met aboard DENVER with the Commanding Officers of all amphibious ships in Long Beach at the time.

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<u>Date</u>	<u>Rounds</u>	<u>Type</u>
5 Jan	4	VTF
14 Feb	4	VTF
24 Feb	94	VTF
22 Apr	71	VTF
10 Jun	40	VTF
17 Jun	128	VTF
27 Jun	49	HC
1 Jul	323	VTF
2 Jul	276	VTF
3 Nov	326	VTF
4 Nov	244	VTF
5 Nov	357	VTF
14 Dec	<u>64</u>	VTF
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<u>Date</u>	<u>Port</u>	<u>Ship's Company &amp; Staff</u>		<u>Marines</u>	
		<u>Officers</u>	<u>Enlisted</u>	<u>Officers</u>	<u>Enlisted</u>
16 Feb	Okinawa	39	537		
20 Feb	Subic	40	538		
28 Feb	Subic	40	506		
5 Mar	Da Nang	38	505		
9 Mar	Okinawa	39	537		
13 Mar	Da Nang	40	517		
14 Mar	Vung Tau	42	517		
29 Mar	Da Nang	42	525		
2 Apr	Okinawa	40	525		
4 Apr	Sasebo	42	525		
16 Apr	Okinawa	40	525		
27 Apr	Da Nang	42	510		
29 Apr	Subic	42	510		
1 May	Da Nang	42	510		
3 May	Subic	42	510		
10 May	Subic	40	525		
23 May	Hong Kong	40	525	25	600
31 May	Subic	40	525	25	600
13 Jun	Subic	40	525	25	600
19 Jun	Subic	40	500	25	669
2 Jul	Subic	42	510	25	600
4 Jul	Manila	28	440	25	602
10 Jul	Subic	40	480	35	720
13 Jul	Okinawa	40	480	35	720
16 Jul	Keelung	40	480		
20 Jul	Da Nang	40	480		
25 Jul	Iwakuni	40	480		
28 Jul	Yokosuka	40	480		
10 Aug	Sattahip	40	480		
15 Aug	Da Nang	40	480		
17 Aug	Subic	40	470		
22 Aug	Okinawa	40	470		
24 Aug	Iwakuni	40	470		
28 Aug	Subic	40	470		
6 Sep	Da Nang	40	470		
10 Sep	Okinawa	40	470	9	121
24 Sep	Long Beach	38	505		
5 Nov	Long Beach	28	395		
10 Nov	San Diego	31	475		
13 Nov	San Francisco	31	398		
10 Dec	Long Beach	26	413		

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