



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

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


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Subj: USS DENVER (LPD 9) Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) 1968 USS DENVER (LPD 9) Command History  
(2) 1970 USS DENVER (LPD 9) Command History  
(3) 1980 USS DENVER (LPD 9) Command History

1. Enclosure (1) and (2) are forwarded as requested. Enclosure (3) is forwarded in accordance with reference (a).

  
J. C. TAYLOR  
By direction

Copy to:  
CINCPACFLT  
COMNAVSURFPAC  
COMPHIBGRUEASTPAC  
COMPHIBRON THREE  
COMPHIBRON SEVEN

USS DENVER (LPD 9)

1980 COMMAND HISTORY

As 1980 began, DENVER was conducting a FAST Cruise which provided the preliminary training prior to her first underway period of the new year. The 7th through the 11th of January the DENVER was conducting underway training exercises through General Quarters drills, Wet Well Operations, and Helo Operations. Following this short training period the USS DENVER provided visit ship services at the San Diego Broadway Pier from the 11th through the 13th to a sizeable number of visitors thru the rainy weekend. Along with the ship's tour the DENVER embarked one LCU, one BMU LARC, and a USMC Company of Combat personnel.

The 23rd through the 25th of January saw the DENVER underway to Seal Beach Weapons Station for ammunition off-load prior to deployment. The DENVER through the safe and efficient ammo handling was said to hold the record for ammo off-load at Seal Beach. This record is for time taken for the off-load to be completed.

The 28th of January provided a proposed day of boat operations off of the Silver Strand, however the operations were cut short due to torrential rains, with high winds and a high sea state. The DENVER then pulled in her anchor and set a course for Mazatlan, Mexico. For the transit to Mexico the DENVER accompanied the USS OGDEN (LPD 5) in which both units jointly participated in training exercises for the bridge, CIC, Signal Bridge, Radio, and Navigation teams. The Gunnery Division participated in a very successful gunnery exercise using a target ballon. Both units participated in leap fog drills for Junior Officer training. The Engineering Department conducted ECCET drills for Damage Control and Engineering Casualty proficiency.

February the 1st the DENVER and the OGDEN anchored out from the channel entrance to Mazatlan, Mexico. Both ship's company and the embarked Marine and ACU-1 personnel enjoyed maximum liberty from the 1st through the 5th of February with the transportation to and from the shore provided by LCM-8's attached to each of the ships from ACU-1. The DENVER pulled up anchor early on the 5th to return to San Diego. She conducted a Full Power run from the 5th through the 8th to return to San Diego ISE. The DENVER had completed the Full Power run arriving off of the Silver Strand on the 7th and remained off of the coast until she entered the channel on the 8th to return to the San Diego Naval Station.

Upon arriving at pier 11 NAVSTA San Diego the ship then prepared for upcoming scheduled Regular Overhaul. The 25th of February saw the DENVER shift from pier 11 to pier 9. Pier 9 was to be the base pier from which much of the ROH was to be conducted. February 25th was also the day of the ship's party held at the NAVSTA CPO Mess.

On the 29th of February the USS DENVER won the PHIBRON SEVEN Commodores Cup for atheletic competition for the second consecutive time. The final standing for the competitive cycle ending 31 January 1980 was as follows: (1) USS DENVER (2) USS TARAWA (3) USS ST LOUIS (4) USS BARBOUR COUNTY (5) USS SCHENECTADY (6) COMPHIBRON SEVEN (7) USS FORT FISCHER.

The month of March began with the repair parts off-load from the 4th through the 7th. The 7th of March was the commencement of the scheduled ROH for the USS DENVER. The 14 million dollar overhaul included repairs to most of DENVER's auxiliary engineering equipment, as well as extensive work on the ship's main boilers. Work in other areas included repairs in the air fuels systems and the resurfacing of the ship's flight deck.

Through the next eight months much of the evolutions were related to the ROH. Much of the Command History for this time frame is very abbreviated. March the 13th was the PHIBRON SEVEN Golf Tournament held at Admiral Baker Recreation Area. Many of the ship's company participated and several were lucky enough to come away with honors.

April the 28th marked the 25% completion point for the ROH. For the month of May the crew moved into the NAVSTA barracks on the 8th and 9th prior to the deadstick move to the dry dock facilities on the 12th of May.

The 4th of June provided the ship's company with the Career Information Day which provided the ship's company with much useful information of career opportunities. The DENVER returned to pier 9 in July and continued its ROH.

August the 1st the DENVER out-chopped from PHIBRON SEVEN and in-chopped into PHIBRON THREE. COMPHIBRON THREE then embarked on the DENVER. August the 18th and 19th was the date for the pre-LOE for the Engineering Plant.

September 2nd marked the 75% completion point for the ROH. On the 10th of September pre-LOE was conducted for the forward Main Machinery space. The 13th of the month was the ship's picnic held at the Admiral Baker Recreation Area. 17 September was the date on which the pre-LOE was conducted on the after Main Machinery space. The 18th and 19th of the month marked the successful completion of the LOE forward followed by the light-off on the 22nd. LOE in the after space was conducted on the 29th and 30th of September.

October the 9th and 10th were the successful completion dates of the LOE in the after Main Machinery space. The 17th of October was the date for the crew certification required for the various underway watch standers so as to certify the crew ready for sea, which was followed by the Dock Trails held on the 24th of October. October the 26th was the 12th anniversary of the USS DENVER's commissioning date of October 26th, 1968.

The month of November was the busiest month for the ship and her crew since her entering ROH in early March. From the 4th through the 7th the ship back loaded the spare parts required for regular maintenance and repair parts for the ship's requirements. The 7th of November marked the successful completion of the ROH. The 12th through the 17th of November marked the first underway period for the DENVER with transitting to Seattle, Washington. The trip to Seattle gave the crew the opportunity to work themselves back into seagoing shape. During the transit, the ship's company practiced its various amphibious operations, including the loading and transporting of Marines, flight deck operations and other such tasks. The trip also allowed many of the crew members to take a first hand look at the Seattle area from the 18th through the 20th. The DENVER was constructed in the Seattle area.

It must be noted that the DENVER accomplished an important and noteworthy feat transitting to Seattle by conducting a full power run for several hours. This feat for a ship just out of overhaul, is a very rare operation for any ship engineering plant to be able to successfully complete.

Upon coming out of overhaul, the DENVER found itself to be the holder of several Departmental Excellence awards won by various departments onboard, including Engineering, Operations, and Air Departments. The Amphibious Assault award was accorded the Deck and Operations Departments for various amphibious related exercises.

The DENVER returned to San Diego on the 26th of November for the Thanksgiving Holiday period. The successful completion of the transit to Seattle and back is an important indication of the dedication and determination of the crew of the USS DENVER to keep her the proud ship she is. The Executive Officer, CDR J.H. GOODWIN was relieved while the DENVER was in Seattle by LCDR M.E. MOFFAT. CDR GOODWIN's next assignment upon completion of required PCO programs is as the Commanding Officer of the USS MOUNT VERNON (LSD 39).

For the month of December the ship's schedule was not as fast or busily paced. The 12th of December marked the very successful ship's Christmas Party which hosted the sister ship USS OGDEN's dependents due to her present deployment to the Western Pacific. Puppets, professional clowns, a high school musical group, and of course Old Saint Nick provided the necessary atmosphere to help the children be aware that their father's and loved ones were thought of on this upcoming Holiday Season. Taped dependent family grams were filmed and forwarded to the crew of the OGDEN. The 15th through the 19th marked the successful completion of MTT Phase I for the Engineering Department.

The remainder of December was used for pre-stand down for the upcoming Christmas holiday period. On the 20th of December Midshipmen embarked for training. The remainder of the month was utilized as the Christmas stand down period and for preparation for the upcoming new year.