

COMMAND HISTORY 1982

The year started with Denver observing her post-deployment leave and upkeep, having returned from WestPac 23 December 1981.

In February Mobile Training Team (MTT) Phase I was completed. A boiler inspection was conducted, finding the boilers satisfactory.

On February 4th and 5th, members of the Gunnery Division attended Naval Gun Fire Support School.

The Dental Department purchased a portable air compressor in March. This compressor allows the Dental Department to function independently of the ship's low pressure air system when that system is secured.

Denver commenced her two-month PRAV period March 22nd.

April was a heavy month for the Operations Department. From April 2-16 the Annex Field Change Installation Team was aboard. From April 7-9 the Operations Specialists and Electronics Warfare Technicians attended the Radar Navigation CIC Team Training. From April 26-30 the Operations Department was involved with anti-ship missile defense training.

April 20th marked the day when Mrs. [REDACTED] relieved Mrs. [REDACTED] of duties as Denver's ombudsman.

Repairs on the 50-foot whip antenna assembly, which was damaged in late 1981 continued during the first half of 1982. After procurement of parts, SIMA San Diego with the assistance of ship's force, rebuilt a new platform which was installed in May. After testing by SIMA and ship's force, the casualty was completely corrected by 8 June 1982.

On Friday, May 14th, Denver steamed from the 32nd Street Naval Station to Broadway Pier, San Diego, where it remained over the weekend conducting open house in observance of Armed Forces Day.

A command picnic, sponsored by Welfare and Recreation was held on Saturday May 22nd, at Admiral Baker Field, San Diego. More than 300 crewmembers and family attended.

It was on May 28th that LCDR Robert C. Giffen III relieved CDR Michael E. Moffat of duties assigned as Executive Officer of USS Denver.

On June 7th, Denver was underway to participate in the 1982 Portland Rose Festival. The ship embarked 100 Marines with tanks, LVTs, artillery and infantry equipment at Camp Pendleton. On the evening of June 10th Denver moored starboard side to Terminal One Commercial Pier Berth 106, Portland, Oregon. Because of her mast height, Denver was unable to pass beneath the Morrison Bridge, resulting in her being positioned a short distance away from the ceremony area. Minimum tours were conducted because of location.

On June 14th, Denver was underway for San Diego. On the morning of June 17th, a burial at sea was conducted by LCDR [REDACTED], Denver's chaplain. Eleven boxes of ashes were dispersed in the SOCAL Ops area.

On June 22nd, Denver embarked 250 Marine Reservists from California, South Carolina and Maryland for LVT operations off of Camp Pendleton. Three landings were conducted on the 24th and 25th. While loading Marines into LVTs for amphibious landings on the 24th, an LVT moved on the impact ramp after its parking brake failed pinning PFC Robert Clifton Jackson, USMCR, [REDACTED] between it and a second LVT. Hospital Corpsmen were called to the scene. As a result of the accident, PFC Jackson was pronounced dead by the onboard Medical Officer. Injured with a chest contusion was CPL [REDACTED], USMCR, [REDACTED]. He was MEDEVACed to Naval Regional Medical Center, San Diego. Also injured was LCPL [REDACTED] USMCR, [REDACTED]. He suffered superficial trauma to the chest and was returned to duty. The three were members of Charlie Company, 4th Landing Support BN, Charleston, South Carolina.

Also in June, a MTT Phase II was conducted, and the inspection team ruled the ship was not yet ready for an Operational Propulsion Plant Reexamination (OPPRE).

In July, LCDR [REDACTED] relieved LT [REDACTED] as Dental Officer.

Also in July a second MTT Phase II was precluded by the material status of the plant.

From August 16th-27th, the ship underwent Refresher Training. The Engineers passed the DC and propulsion sections with excellent grades. Medical training was good enough to merit a letter of commendation to the H-Division training petty officer. The Air Department achieved grades of outstanding in refresher training, as did the Operations Department.

Amphibious refresher training was conducted September 20th through October 1st, with a grade of outstanding on the rehearsal battle problem and excellent on the final battle problem. The Engineering Department took but was unable to pass a third MTT Phase II. On September 21st, Denver's flight deck was certified for AV-8 harrier Jump-Jet operations. Five landings and takeoffs were conducted.

Denver participated in Fleet Week '82 in October. Moored at Pier 35, San Francisco, Denver hosted an open house the 16th, 17th and 18th of October. A total of 5,400 individuals toured the ship.

The Dental Department and spaces were inspected by the Force Dental Officer in October. Denver obtained the grade of C-1 in Dental readiness. It was in this same month that Denver's personnel roster was entered into the ship's computer by the Dental Department for records verification.

Denver's participation in a MIDPAC exercise was cancelled due to an extended availability during November to prepare the ship for deployment.

Also in November, LCDR [REDACTED] Engineer Officer was assigned temporary additional duty, and was relieved by CW04 [REDACTED] while awaiting LCDR [REDACTED]'s relief. In addition a 3-M inspection conducted during early November was not passed.

During that availability, three AN/USQ-69 data terminal sets were installed by Sperry Univac Corporation with NAVELEX assistance. Two units were installed in radio central and one in flag message center. These units are primarily used for outgoing message preparation with the option of direct use on-line with the NAVMACS system. Each unit includes one keyboard video data terminal, one TTY printer, one TTY reperforator and one transmitter distributor. The units operate on low level keying. These units enable tape message preparation to be accomplished in roughly half the time required on standard AN/UGC-6 TTY tape cutting machines.

In December, three KY-58 (TSEC) crypto encoders were installed with the assistance of NAVELEX VALLEJO. The KY-58 system is an encryption device for UHF voice R/T circuits.

On the engineering side, Denver failed to pass two additional MTT Phase IIs in December. The team however decided Denver was marginally ready for OPPRE. Denver unfortunately failed OPPRE, indicating that more ECETT training was required. Personnel changes during that period included LT [REDACTED]'s assignment as Engineer Officer, LTjg [REDACTED]'s assignment as MPA and LTjg [REDACTED]'s assignment as A/E Division Officer.

On December 23rd, Captain Duane F. Greenhoe relieved Captain Robert W. Peacher as Commanding Officer of USS Denver.

The Air Department received its second consecutive readiness "E" and passed its biennial Aviation Readiness Evaluation inspection.

Expenditures as reported by the Supply Department for total ship's repair for 1982 was \$332,642.44.