



DEPARTMENT OF THE NAVY
 USS DUBUQUE (LPD-8)
 FPO SAN FRANCISCO 96601

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From: Commanding Officer, USS DUBUQUE (LPD-8)
 To: Director of Naval History (OP-09B9)

Subj: Command History; submission of (U)

Ref: (a) OPNAVINST 5720.12B

Encl: (1) Chronology of USS DUBUQUE's Movements during
 period 1 January 1978 to 31 December 1978

1. (U) In compliance with reference (a), the history of USS
 DUBUQUE (LPD-8) for period 1 January to 31 December 1978 is
 hereby submitted.

2. (C) Basic History

a. (U) Command Organization

(1) During this period, USS DUBUQUE (LPD-8) served
 as a unit of Amphibious Squadron ONE. The ship was commanded
 by Captain David E. SIGSWORTH, USN, [REDACTED].

(2) Designation of Units Assigned. The following units
 were embarked in USS DUBUQUE (LPD-8):

(a) UDT TWELVE	30 AUG - 27 SEP
(b) TACRON ONE	30 AUG - 31 DEC
(c) MOBILE TRAINING TEAM	31 AUG - 8 SEP
(d) ACU ONE	31 AUG - 31 DEC
(e) 1st RADIO BATT, KMAS	9 SEP - 27 SEP
(f) 25th INFANTRY DIV. SCHOFIELD	9 SEP - 27 SEP
(g) 2nd Battalion, 9th Marines	5 OCT - 9 OCT
(h) 1st Battalion, 9th Marines	9 OCT - 13 OCT
(i) SRF GUAM CIVIL SERVICE	10 NOV - 22 NOV
(j) 1st Battalion, 9th Marines	18 DEC - 31 DEC
(k) BMU ONE	31 AUG - 31 DEC

(3) Commanding Officer, USS DUBUQUE (LPD-8) was assigned
 additional duties as CTG 76.5, 20 SEP 1978 - 31 December 1978.

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*b. (C) Summary of Operations. On 1 January 1978 DUBUQUE was moored at Willamette Iron and Steel Company Pier, Portland, Oregon for a regular overhaul period. The ship remained at WISCO Pier Portland, Oregon until completion of regular overhaul on 7 June 1978.

On 8 June 1978 DUBUQUE got underway for sea trials to transit the Columbia River and then conduct two full power trials in a Pacific Ocean area near Astoria, Oregon. During the course of the sea trials, DUBUQUE became the only LPD to successfully make the required shaft RPM for FULL POWER. DUBUQUE returned to WISCO PIER Portland, Oregon after successful completion of sea trials on 9 June 1978.

USS DUBUQUE departed Portland, Oregon on 12 June 1978 to return to San Diego, California. Ship's company dependents were guests aboard DUBUQUE in transit to its former homeport. The ship arrived in San Diego on 15 June 1978.

During the 10 week period following DUBUQUE's arrival in San Diego, the ship participated in an intense training cycle in preparation for WESTPAC deployment. On 20 June 1978, Fleet Training Group Representatives came aboard to conduct the Training Readiness Evaluation to assess the ship's readiness to commence Interim Refresher Training. Upon completion of TRE the ship departed that evening for Seal Beach, California for ammunition onload. DUBUQUE successfully completed a safe ammunition onload and returned to San Diego on 22 June 1978. On 25 June DUBUQUE embarked seventeen midshipmen, three first class and fourteen third class, to participate in PACTRAMID III summer training.

DUBUQUE participated in Interim Refresher Training during the period 26 June - 7 July and satisfactorily completed all required evolutions. The ship returned to San Diego, California to prepare for Amphibious Refresher Training and an ensuing WESTPAC deployment.

DUBUQUE's Supply Department successfully completed its Annual Supply Inspection held 13-14 July.

Mobile Training Team was aboard 19-21 July to observe Engineering Casualty Control drills.

Amphibious Refresher Training, held in SOCAL OPAREAS, commenced 24 July and lasted through 4 August. DUBUQUE exercised its capability to safely and efficiently carry out all evolutions required to support Amphibious Operations.

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The approach was slow, deliberate, and safe. Repetition and experience in the various evolutions contributed to proficient execution. The specific exercises included Assault Boat Lowering and Hoisting, Assault Boat Beaching and Retracting, Boat Group Tactics, Control of Ship to Shore Movement, LVT Ship to Shore Movement, and Embarking and Debarking Assault Boats and Amphibious Vehicles. Casualties were imposed at key stations to both material and personnel. DUBUQUE personnel were alert, safety-conscious and ready. DUBUQUE successfully passed the final battle problem and completed AMPHIB REFTRA on 4 August 1978.

The ship returned to San Diego and spent the next four weeks in final preparation for the Western Pacific deployment.

A dependents cruise was sponsored on 29 August in conjunction with Sea Trials. 108 personal guests and dependents age 8 and older enjoyed the cruise through SOCAL OPAREAS.

On 31 August 1978 DUBUQUE got underway for a Western Pacific deployment scheduled to last through 11 April 1979. The ship departed San Diego for Pearl Harbor, Hawaii as a unit of TU 36.9.7 which also included the USS OKINAWA (LPH 3), USS VANCOUVER (LPD-2), USS MONTICELLO (LSD-35), USS RACINE (LST-1191), USS DURHAM (LKA-114), USS FRESNO (LST-1182), USS CAYUGA (LST-1186). Commodore SPRUNK, COMPHIBRON ONE was OTC embarked in OKINAWA. The squadron simulated merchant ships in convoy from San Diego to Pearl Harbor, and participated in a series of training exercises under the direction of COMTHIRDFLT.

The ship's personnel were proud to have begun a seven and one-half month deployment after completing overhaul just less than three (3) months previous. Things were hectic to say the least, but all hands were justly proud of what was accomplished in material readiness and personnel training. Few other ships have been faced with the tight schedule demands that DUBUQUE had to undertake: REFTRA, MTT, AMPHIBREFTRA, FUELING, TAV, INSPECTIONS, LOADOUTS, many working parties, and some liberty. The demands in WESTPAC were anticipated as many and great, but the command had already survived the roughest part. It had learned what to do and how to accomplish its mission.

The transit convoy arrived in Pearl Harbor, Hawaii on 7 September 1978 for a two (2) day period of onloading and refueling.

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Departing Pearl Harbor on 9 September 1978, CO DUBUQUE was OTC of Task Element 36.9.7 with the USS DURHAM and USS CAYUGA to Enewetak Atoll, arriving on 18 September 1978. During the next few days, DUBUQUE operated as a wet-well repair site for Enewetak's LCM-8's.

The remaining units of Amphibious Squadron ONE arrived at Enewetak Atoll on 19 September 1978 along with the ships of Amphibious Squadron THREE. There were 18 ships anchored inside the atoll composing the largest group of amphibious ships assembled at Enewetak since World War II. The primary reason for this gathering was to conduct a proper turnover of amphibious responsibilities for Seventh Fleet Operation.

On 20 September 1978, DUBUQUE got underway for APRA HARBOR GUAM having officially assumed responsibility as Commander Task Group 76.5 (Amphibious Ready Group Bravo) to begin assigned duties in the Seventh Fleet. USS DURHAM, USS CAYUGA, and USS FRESNO, along with DUBUQUE, composed the units of Amphibious Ready Group Bravo. Hence, DUBUQUE would act as flagship for CTF 76, Commander Amphibious Forces Seventh Fleet and the staff would embark later in the deployment.

The ship steamed in company with the USS MONTICELLO and USS CAYUGA in transit to APRA HARBOR GUAM. Arriving 25 September 1978, repairs were made to DUBUQUE's No. 2 boiler at SRF Guam. On 29 September 1978, the ship got underway to steam independently to Buckner Bay, Okinawa to deliver the Okinawa Opportune OPLIFT.

Having completed its transit to WESTPAC on 2 October, DUBUQUE stayed in Okinawa only long enough to deliver an OPLIFT and to pick up Marine beach grating for delivery to Numazu, Japan. The grating however was rodent infested and had to be returned to Okinawa prior to departure from Buckner Bay.

The ship anchored in Numazu, Japan for a full day of on-loading 2nd Battalion 9th Marines. DUBUQUE realized its primary mission as troop carrier in transporting these Marines back to Okinawa, offloading BLT 2/9 on 9 October, and then onloading 1st Battalion 9th Marines on 10 October for transport back to Numazu.

DUBUQUE returned to Numazu on 13 October wary of Typhoon Ora which started as a tropical storm between Guam and the Philippines but took a turn toward the North-East following the ship's track. BLT 1/9 was offloaded commencing on arrival and the ship departed Numazu 14 October on a typhoon evasion course in the direction of Tacloban, Leyte, Philippines.

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After successful typhoon evasion, the ship arrived in Tacloban, Leyte, Philippines on 19 October for a four day liberty port visit in celebration of the 34th anniversary of General MacArthur's amphibious landing. DUBUQUE was the only U.S. Navy ship present and ships company enjoyed the planned festivities and overwhelming hospitality of the people of Tacloban. Ship's personnel participated in a civic action project which included the painting of school buildings. A DUBUQUE marching unit was composed and led through the streets of Tacloban as part of the annual parade. The command's athletic teams competed with the teams of Tacloban in basketball, softball, and volleyball. Tacloban's mayor and 40 other guests were welcomed aboard for a luncheon and tour. 60 children from a local orphanage enjoyed the visit aboard. Conduct of DUBUQUE personnel was exemplary and a memorable time was enjoyed by all.

DUBUQUE got underway for Subic Bay, R.P. on 23 October electing to transit a southern route just North of Mindinao. At the same time, Typhoon Rita was moving directly towards the Philippines and was projected to pass through the vicinity of Subic Bay, R.P..

On 25 October, just two hours prior to scheduled Subic Bay Harbor entry, DUBUQUE commenced typhoon evasion and headed south toward the Sulu Sea. The maneuver was successful and timely and so the ship avoided Typhoon Rita and resumed transit to Subic Bay, R.P. on 26 October via a passage East of Mindoro Island, R.P..

The ship arrived in Subic Bay, R.P. on 28 October and enjoyed a brief upkeep period prior to getting underway 5 November.

Typhoon Rita took its toll on Enewetak Atoll and again DUBUQUE was selected to provide wet well support for damaged Enewetak support boats. After a brief stop in Apra Harbor Guam on 9 November for refueling and OPLIFT for Enewetak, DUBUQUE resumed its transit to the Atoll and arrived on 14 November. Round the clock repair operations to Enewetak's support boats commenced that day and the command was commended for the quickness and quality of the repairs it effected.

Repairs were completed by 19 November and DUBUQUE commenced return transit to Subic Bay, R.P. that day. The ship stopped for a fueling and OPLIFT at Apra Harbor on 22 November and resumed its trek to Subic Bay, R.P. via the San Bernadino Strait.

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DUBUQUE arrived at Subic Bay, R.P. on 27 November to start an availability lasting through 12 December.

Underway 13 December, DUBUQUE steamed to Numazu, Japan to onload BLT 1/9. The ship arrived at Numazu, Japan on 18 December and completed the onload the same night.

During this time frame a presidential announcement establishing the "normalization of relations" with the People's Republic of China commencing 1 January was made. The possibility of unfavorable reaction by the Taiwanese made DUBUQUE's scheduled visit to Kao-Hsiung, Republic of China doubtful.

DUBUQUE got underway from Numazu, Japan on 19 December in company with the USS DURHAM and USS FRESNO without confirmation of its next port of call. The schedule remained intact and the ship arrived with the USS FRESNO at Kao-Hsiung Harbor the morning of Christmas Eve.

Navy and Marine personnel exhibited exemplary conduct and experienced no political friction in Kao-Hsiung during the port visit lasting through 27 December. Christmas dinner was celebrated on board the ship and the crew of DUBUQUE enjoyed Christmas in the company and comaradarie of each other.

Both DUBUQUE and USS FRESNO departed Kao-Hsiung Harbor on 28 December to rendezvous with the USS DURHAM in transit to Hong Kong, B.C.C.. DUBUQUE arrived in company with the USS FRESNO and USS DURHAM in Hong Kong on 29 December to enjoy the celebration of a New Year and the remembrance of an eventful year.


CHARLES W. CULLEN

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CHRONOLOGY OF USS DUBUQUE'S MOVEMENTS DURING PERIOD
1 JANUARY 1978 TO 31 DECEMBER 1978

1 January		Moored Willamette Iron and Steel Company Pier, Portland, Oregon
8 June	0723	Underway for Sea Trials
9 June	2246	Moored WISCO Pier, Portland, Oregon
12 June	1730	Underway for San Diego, California reassigned homeport
15 June	1634	Moored Pier 6 Naval Station, San Diego, California
20 June	1710	Underway for ammo onload, NWS, Seal Beach, California
21 June	0730	Moored at Naval Weapons Station, Seal Beach, California
22 June	0928	Underway for Naval Station, San Diego, California
	1845	Moored Pier 6 NAVSTA, San Diego, California
27 June	1836	Underway for Interim Refresher Training SOCAL OPAREAS
29 June	1719	Anchored in vicinity of ASW School San Diego Harbor
30 June	1229	Underway for SOCAL OPAREAS
	1611	Anchored in FTG Anchorage 213 San Diego Harbor
	1711	Underway for Pier 12 NAVSTA San Diego
	1810	Moored Pier 12 NAVSTA San Diego
3 July	0809	Underway for SOCAL OPAREAS
	1953	Moored Pier 12 NAVSTA San Diego

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3 August	1643	Underway for SOCAL OPAREAS
	2102	Anchored off Coronado Roads
4 August	0907	Underway for Pier 12 NAVSTA San Diego
	1046	Moored Pier 12 NAVSTA San Diego
24 August	1026	Underway for Pier 8 NAVSTA San Diego
	1115	Moored Pier 8 NAVSTA San Diego
29 August	0937	Underway for Dependents Cruise SOCAL OPAREAS
	1632	Moored Pier 8 NAVSTA San Diego
31 August	0902	Underway for Pearl Harbor, Hawaii and WESTPAC deployment
7 September	1433	Moored Berth K-11 NAVSTA Pearl Harbor, Hawaii
8 September	0728	Underway for Pier K-7
	0811	Moored Pier K-7
	1326	Underway for Pier K-8
	1415	Moored Pier K-8
9 September	1402	Underway for Enewetak Atoll
18 September	0741	Anchored Enewetak Atoll
	0815	Underway to shift anchorage
	0836	Anchored Enewetak Atoll
20 September	1438	Underway for Apra Harbor Guam
25 September	0732	Moored Berth S-22 Apra Harbor Guam NAVSTA Guam
29 September	0829	Underway for Buckner Bay, Okinawa, Japan

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2 October	1417	Moored Army Pier Bravo, Buckner Bay, Okinawa, Japan
	1629	Underway for Numazu, Japan
	1936	Anchored in Buckner Bay, Okinawa, Japan
	2041	Underway for Numazu, Japan
5 October	0628	Anchored at Numazu, Japan
6 October	0559	Underway for Okinawa, Japan
9 October	0557	Anchored Oura Wan
	1044	Underway for Buckner Bay, Okinawa, Japan
	1324	Moored Army Pier Bravo, Buckner Bay, Okinawa, Japan
10 October	2004	Underway for Numazu, Japan
13 October	0610	Anchored Numazu, Japan
14 October	0540	Underway for Tacloban, R.P.
19 October	0802	Anchored San Pedro Bay, Tacloban, R.P.
23 October	0813	Underway for Subic Bay, R.P.
25 October	0522	Commenced Typhoon Rita evasion; enroute Sulu Sea
26 October	1849	Enroute Subic Bay, R.P.
28 October	0946	Moored Boton Wharf Subic Bay, R.P.
5 November	1530	Underway for Apra Harbor, Guam
10 November	0911	Moored Berth S-2 Apra Harbor Guam
	1716	Underway to Enewetak Atoll
14 November	0753	Anchored Enewetak Atoll
19 November	0914	Underway for Apra Harbor, Guam

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22 November	0930	Moored Berth S-1 Apra Harbor, Guam
	1602	Underway for Subic Bay, R.P.
27 November	1358	Moored Alava Pier Subic Bay, R.P.
13 December	0832	Underway for Numazu, Japan
18 December	0639	Anchored Numazu, Japan
19 December	0600	Underway for Kao-Hsiung, Taiwan
24 December	0905	Moored Inner Harbor, Pier 10, Kao-Hsiung Harbor, Taiwan
28 December	0900	Underway for Hong Kong Harbor, B.C.C.
29 December	1006	Moored Buoy A-35 Hong Kong Harbor, B.C.C.

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