

USS OGDEN (LPD-5)  
FPO SAN FRANCISCO 96601

LPD5/02:tn  
5750  
Ser 96  
5 MAR 1976

From: Commanding Officer, USS OGDEN (LPD-5)  
To: Director of Naval History (OP-09B9), Washington  
Navy Yard, Washington, DC 20390  
Subj: Command History for Calendar Year 1975; submission  
of  
Ref: (a) OPNAVINST 5750.12B  
Encl: (1) Chronology for Calendar Year 1975  
(2) Basic Narrative  
(3) Documentary Annexes  
1. In accordance with reference (a), enclosures (1) through  
(3) are submitted herewith.

  
W. F. SAUBERS

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COMNAVSURFPAC  
COMPHIBRON THREE  
CHINFO

USS OGDEN (LPD 5)  
1975 CHRONOLOGY

JANUARY

1ST-30TH PIER #8 BERTH 81N8, NAVSTA, SAN DIEGO, CALIF.

FEBRUARY

1ST-28TH PIER #8 BERTH 81N8, NAVSTA, SAN DIEGO, CALIF.

MARCH

1ST-5TH PIER #8 BERTH 81N8, NAVSTA, SAN DIEGO, CALIF.

5TH-14TH U/W CORONADO RDS. OPERATIONS

14TH-31ST PIER #4 BERTH 4, NAVSTA, SAN DIEGO, CALIF.

APRIL

1ST-14TH PIER #4 BERTH 4, NAVSTA, SAN DIEGO, CALIF.

14TH-19TH CAMP PENDLETON OPAREA

19TH-28TH PIER #3 NAVSTA, SAN DIEGO, CALIF.

28TH-30TH CAMP PENDLETON OPAREA

MAY

1ST-5TH CAMP PENDLETON OPAREA

5TH-6TH PIER "J" NAS, NORTH IS. SAN DIEGO, CALIF.

6TH-19TH PIER #3 NAVSTA, SAN DIEGO, CALIF.

19TH-20TH PIER #2 SEAL BEACH, CALIF.

20TH-31ST PIER #2 LONG BEACH, CALIF.

JUNE

1ST-6TH PIER #2 LONG BEACH, CALIF.

6TH-7TH ANCHORED CAMP PENDLETON, CALIF.

7TH-30TH MOORED STBD. SIDE TO USS THOMASTON, PIER #4  
BERTH 41N4, NAVSTA, SAN DIEGO, CALIF.

30TH BERTH 62S6, QUAYWALL PIER, NAVSTA, S.D. CALIF.

JULY

1ST-3RD BERTH 62S6, QUAYWALL PIER, NAVSTA, S.D. CALIF.

3RD-7TH U/W ENROUTE PORTLAND, OREGON

7TH-31ST PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

AUGUST

1ST-3RD PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

3RD-29TH DRYDOCK #2 SWAN ISLAND, PORTLAND, OREGON

29TH-31ST PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

SEPTEMBER

1ST-30TH PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

OCTOBER

1ST-31ST PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

NOVEMBER

1ST-9TH PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

9TH-15TH DRYDOCK #2 SWAN ISLAND, PORTLAND, OREGON

15TH-30TH PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

DECEMBER

1ST-31ST PIER #2, WILLAMETTE IRON & STEEL CO. PORTLAND, ORE.

USS OGDEN (LPD-5)  
1975

Narrative History for the USS OGDEN (LPD-5) for the year 1975

COMMANDED BY:

W.F. SAUBERS, Captain, U.S. NAVY

HOMEPORT:

San Diego, California (1 Jan. 1975-3 July 1975)  
Portland, Oregon (7 July 1975-31 Dec. 1975)

ASSIGNED TO:

Amphibious Squadron THREE

MISSION:

The mission of USS OGDEN (LPD-5) is to transport and land troops and their essential equipment and supplies by means of embarked landing craft, amphibious vehicles and helicopter lift.

NARRATIVE:

From 1 January through 5 March 1975, OGDEN was moored at U.S. Naval Station, San Diego, California. Most of this period was devoted to routine maintenance and preparations for the ship's overhaul. During this time of upkeep, the ship experienced INSURV, type commander maintenance and numerous inspections.

On 5 March OGDEN got underway for operations in southern California operating areas. Routine shiphandling and amphibious evolutions were stressed during this underway period as the ship had not been to sea in over three months. A burial at sea service was conducted for two former members of the Naval Service. On 14 March OGDEN returned to U.S. Naval Station San Diego and remained moored to pier 4 for the rest of the month conducting upkeep.

OGDEN spent the first two weeks of April in port making preparations for Operation Bell Buster. On 14 April the ship got underway with units from Helicopter Squadron 12 and Mine Countermeasures Unit, Detachment Bravo. OGDEN operated in the Camp Pendleton area until the 18th of April practicing mine countermeasures for the forthcoming exercise. Another burial at sea was held during this period using a helicopter to dispense the cremated remains after conducting memorial services. On 18 April the ship returned to U.S. Naval Station San Diego where she moored to pier 3. OGDEN departed for Operation Bell Buster on 28 April and proceeded to Camp Pendleton as the main unit in the advanced operating area. The ship conducted mine countermeasures until 4 May when the main body of the exercise task force arrived in the area and conducted the amphibious assault on the Camp Pendleton beach.

OGDEN returned to San Diego on 5 May and off loaded embarked units at pier "J", NAS North Island. On 6 May the ship moved to pier 3 at the Naval Station.

Routine upkeep was continued until 19 May when the ship got underway for a short repair availability at Long Beach Naval Shipyard. The ship made a brief stop at Seal Beach Ammunition Depot to off load ammunition prior to mooring the following day at the shipyard. On 20 May at 1720, HMS PERTH (D-38) collided with OGDEN at pier 2, berth 23, Long Beach Naval Shipyard. The incident occurred as PERTH attempted to moor ahead of OGDEN at the pier. Damage to OGDEN and PERTH was light with a minimal cosmetic scratch on OGDEN'S after port catwalk. On 23 May OGDEN received a report of a bomb threat against the ship at 0524. The ship was immediately evacuated and searched with negative results. Breakfast was partially served on the pier pending the outcome of the search and at 0645 the ship was remanned without further incident.

OGDEN got underway for San Diego on 6 June, returning to U.S. Naval Station, San Diego the following day where she moored outboard of USS TOMASTON at pier 4. OGDEN spent the rest of the month in port making preparations for transiting to Portland, Oregon, the site of her forthcoming overhaul. From 16 to 20 June OGDEN received a command inspection by Commander Amphibious Squadron Three, Captain M.J. Twite and his staff with satisfactory results. On 30 June OGDEN moved to pier 6 in order to load vehicles through the stern.

Vehicles, stores and personal property were loaded on board during the first two days of July and on the morning of the third, OGDEN got underway for Portland. The transit was in the nature of an extended dependents cruise as the ship had obtained permission to take 48 dependents (including some pets) on the voyage to Oregon. The ship continued steaming north along the California coast in ideal weather and all hands and guests participated in a picnic on the flight deck to celebrate the nation's 199th birthday. At 0500, 7 July, the special sea and anchor detail was set to cross the bar prior to navigating the Columbia River to Portland. After 12 hours of transit up the river, OGDEN moored at Willamette Iron and Steel Company in the Willamette River in downtown Portland Oregon. The following day, the acting mayor, Connie McCready officially greeted the ship and presented the crew with a bouquet of roses from "the City of Roses". OGDEN immediately went into full swing in the overhaul with the crew moving aboard a personnel barge and most of the stores off loaded from the ship. The remainder of July was completed without further incident.

The month of August saw OGDEN continuing her overhaul, moving into drydock number two at Swan Island from August 3rd to the 29th.

September was a routine month with the only notable event being the departure of USS HASSAYAMPA (AO-145) from the area which made Commanding Officer, OGDEN, SOPA Portland.

OGDEN continued to make satisfactory progress during the month of October as the overhaul continued. On 10 October the ship received a bomb threat and the ship and the personnel barge were evacuated. A thorough search revealed no bomb and the ship was remanned without further incident until 20 October when another bomb threat was received. This threat also proved false. The local FBI reported that bomb threats to ships and industrial activities were a common occurrence in the Portland area.

On 3 November, crewmember Fireman Ralph CHAIRA was killed in an automobile accident in Portland. On 9 November OGDEN again moved to drydock number 2 at Swan Island for her final period in the dock. The drydocking went smoothly and OGDEN returned to Willamette Iron and Steel on 15 November.

December was dedicated to the final push to complete the overhaul. Tragedy again came to OGDEN when the ship was notified of the death of FA Robert Wayne BROWN due to injuries sustained in a fall in Reno, Nevada. By the end of the month most of the work on the installation of a contaminated holding tank sewage/drainage system was finished and a complete modernization of the mess decks and the galley was finished allowing the crew to move back on board. Most of the new electronics equipment had been installed, including a satellite communications system and the boilers had achieved satisfactory light off. The crew was able to take a brief respite over the holiday period before the final three weeks of overhaul to come in January 1976.