



USS OGDEN (LPD-5)  
Fleet Post Office  
San Francisco 96601

LPD5  
5750  
Ser *078*  
28 March 1979

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 1978; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Basic Narrative for 1978  
(2) Statistical Data for 1978  
(3) Change-of-Command Pamphlet, 10Jan78  
(4) "Welcome Aboard" Pamphlet, 1978

1. In accordance with reference (a), enclosures (1) through (4) are submitted.

*A S Newman*  
A. S. NEWMAN

Copy to:  
COMNAVSURFPAC  
CHINFO

NARRATIVE HISTORY OF THE USS OGDEN (LPD-5)  
FOR THE YEAR 1978

COMMANDED BY:

T. C. STEELE, Captain, USN.....1 Jan - 10 Jan  
A. S. NEWMAN, Captain, USN.....10 Jan - 31 Dec

HOMEPORT:

San Diego, California

ASSIGNED TO:

Amphibious Squadron Three.....1 Jan - 31 Dec

MISSION:

The mission of the 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 helicopters.

NARRATIVE:

OGDEN spent the first four days of 1978 moored at the Naval Station, San Diego. Feverish attempts to obtain bunting and chairs for the upcoming Change-of-Command were ultimately successful and the ship got underway for Acapulco, Mexico on 5 January. She was accompanied by the USS BLUE RIDGE (LCC-19) with RADM PADDOCK (COMPHIBGRUEASTPAC) embarked.

Both ships dropped anchor in Acapulco Bay on the evening of 9 January. Liberty was sounded almost immediately and the duty section made the flight deck ready for the next day's ceremony. The Change-of-Command went flawlessly and was well attended. In addition to the officers and crew standing at parade rest in their tropical uniforms, there were over one hundred civilian and military guests, including the mayor of Acapulco. Captain Steele made a few remarks on the OGDEN's excellent crew and performance during his assignment, and how sad he was to leave. Captain Newman made a few remarks on the OGDEN's excellent crew and performance and how happy he was to be taking over. RADM PADDOCK then made a few appropriate comments and the perspiration stains on the crew's shirts grew larger and larger. The ceremony lasted just over an hour and was followed by an excellent buffet served on the flight deck.

After two more days of very pleasant liberty, the OGDEN and BLUE RIDGE raised anchor for the trip back to San Diego on 12 January. They arrived at the Naval Station on 16 January.

OGDEN began loading Marines and their equipment on 18 January in preparation for her part in REDIEX 2-78. The ship got underway on 23 January with 475 Marines on board and proceeded to an anchorage off the Silver Strand. After spending two days conducting Marine debarkation drills and training for our LCVP crews, the OGDEN raised anchor and joined the other amphibious units for an "opposed transit" to the Amphibious Operation Area on 25 January. By January 28 all units of CTF 176 were steaming in their assigned areas off San Clemente and hotly engaged in boat and flight operations. REDIEX 2-78 was finexed on 28 January and the backload of troops and equipment began. OGDEN returned to the Naval Station, San Diego on 2 February.

ENCLOSURE (1)

INSURV for the OGDEN began on 6 February. The next day was spent at sea conducting navigation checks, combat system checks and a full power run. The ship returned to its berth at the Naval Station the evening of 7 February and remained pierside until the INSURV critique on 10 February. The afternoon of 14 February saw the OGDEN once again departing San Diego, this time for an offload/onload of ammunition at Seal Beach. The ammunition loadout occupied most of 15 and 16 February, but by the morning of 17 February OGDEN was moored at San Diego, where we spent the remainder of February preparing for the 1978 WESTPAC deployment.

As March began, the pace of our preparations quickened. OGDEN received a SCAMP underwater hull cleaning during 1-3 March and Medical Department gave all hands their pre-deployment immunizations. On 8 March Deck Department began the grueling task of unloading tons of Marine Corps opportune lift. The oplit included several AV-8 aircraft which were griped down on the flight deck.

At 1000 on 17 March OGDEN's WESTPAC deployment began. As the ship pulled out of San Diego, a horde of bawling dependents nearly filled the pier where she had been berthed. The crew manning the rail in their service dress blues bore it all stoically. During the transit to Pearl Harbor OGDEN and its accompanying ships from Phibron Three participated in CONVEX 1-78, simulating merchant ships in an opposed Pacific convoy. On 18 and 20 March OGDEN was tasked to refuel the USS PEGASUS (PHM-1), a hydrofoil gunboat that was also transiting to Pearl Harbor. On the morning of 25 March the OGDEN arrived at Pearl Harbor. VADM S.L. GRAVELY sent the ship a message that same evening which stated in part, "...you are congratulated on your smartness and overall appearance. You are indeed a credit to the Third Fleet." Westpac 1978 was off to a good start.

After taking on stores of tropical fruit and celebrating Easter, the OGDEN got underway again on 27 March. This time the ship traveled in company with only the USS FREDERICK. The next stop on our transit was Kwajalein Island which we reached on the morning of 3 April. Taking time only to refuel, unload a "J" boat and grant some "dungaree liberty" to the crew, the OGDEN was underway that same afternoon for ENIWETAK. The ship arrived at ENIWETAK on 4 April. It took only a few hours to offload the "J" boat and other supplies OGDEN had brought, but the ship spent the night at anchor giving most of the crew a well-earned rest.

Leaving ENIWETAK the morning of 5 April, OGDEN and FREDERICK steamed toward their next destination, White Beach, Okinawa. On 7 April both ships officially chopped to Seventh Fleet and by 12 April they were offloading opportune lift on Okinawa. By the afternoon of 13 April OGDEN was headed North toward Japan's Inland Sea and the city of Iwakuni. The ship anchored off Iwakuni on 15 April and spent the day offloading the AV-8's onto barges. Raising anchor on 16 April, OGDEN left the Inland Sea and proceeded to Yokosuka Naval Station. Arriving there on 18 April, the ship spent the next week in repairs and upkeep, allowing the crew some much needed liberty.

Ogden left Yokosuka on 25 April for Numazu, Japan. Anchoring there at dawn on the 26th, the ship spent the day unloading the Marines of BLT 1/9. Ogden raised anchor the morning of 27 April and proceeded to Okinawa in company with the USS Cleveland and USS Frederick. After an unrep with the USNS MISPELLION on 29 April, the formation reached White Beach, Okinawa on the 30th. Ogden immediately began offloading BLT 1/9 and unloading BLT 2/4.

On 2 May the Ogden, with BLT 2/4 embarked, set off for a port visit to Kaohsiung, Taiwan, arriving there on 4 May. Liberty was excellent, but the highlight of the visit was a ship's party held at the Kennedy Hotel on 5 and 6 May. The morning of 8 May saw the Ogden steaming toward Chin Wan, Okinawa to participate in Landex 4-78. This exercise consisted of landing the marines of BLT 2/4 by helo and LCU. It lasted from 10 to 11 May. On 12 May the Ogden refueled from the USNS PASSUMPSIC and headed for Numazu. BLT 2/4 was offloaded at Numazu on 15 May. By the morning of 16 May, Ogden was moored once more at Yokosuka. The ship spent the next week undergoing repairs, upkeep, and a 3M inspection by the USS PRARIE.

On 24 May the Ogden headed for Okinawa again, this time to onload Marine Artillery Battalion 3/12. Arriving at White Beach on 26 May, the ship was fully loaded and underway the next morning for Inchon, Korea. Ogden entered the Wolmi Do Locks into Inchon's tidal basin on 31 May. Offload of 3/12 commenced as soon as the ship was pierside. While most of the crew enjoyed liberty in Seoul and Inchon, a dozen volunteers from the ship helped repair and repaint several buildings at the Hye Sim Won Orphanage as part of a COMNAVFORKOREA community relations project.

Ogden was underway for Numazu again on 4 June, dropping anchor there on the 8th and unloading BLT 2/4. Just before midnight of the same day, the onload was completed and the ship got underway for Pusan, Korea by way of the Shimonoseki Straits. Ogden arrived at Pusan on 11 June and on the 14th was underway for Exercise SSANG YONG IX. This amphibious exercise, held along the Korean coast near Pohang, involved Ogden, Cleveland, Frederick, and various units of the ROK Navy and Marines. The exercised was successfully completed on 17 June but the backload was interrupted on 18 June by the approach of Tropical Storm "Polly". Ogden took shelter in the typhoon haven of Chinhae, Korea. It was there the ship celebrated its 13th birthday on 19 June.

By the 20th the storm had safely passed, and Ogden transferred the last of its Marines to Pohang. On 21 June the ship vertreped with the USS MARS and proceeded to NAVORDFAC, Sasebo, Japan, arriving there on 22 June. Ogden spent the next few weeks undergoing repair and upkeep at Sasebo.

Ogden got underway for Inchon on 8 July, arriving there on the 10th. After unloading Artillery Battalion 3/12, Ogden set off for Okinawa on 11 July. 14 July found the Ogden moored at White Beach and offloading Marines. On July 15th, Ogden was underway for Pohang to pick up BLT 2/4. After a quick onload occupying 17 July, the ship steamed back to Okinawa, arriving on 20 July. BLT 2/4 was offloaded and BLT 2/9 was onloaded. On 21 July Ogden headed north to Numazu still again. With the Marines offloaded at Numazu on 24 July, the Ogden raised anchor that same evening and headed for Naha, Okinawa.

OGDEN was forced to take haven at Sasebo on 27 July by Typhoons "Wendy" and "Virginia". The ship stayed at the NAVORDFAC until 31 July when it continued its interrupted trip to Naha, arriving there on 1 August. On 3 August, having loaded six LCM-8 boats on the flight deck, the ship got underway for Subic Bay, PI. The OGDEN reached Subic on 5 August. The next three glorious weeks were spent undergoing repairs and upkeep for the ship and rest and recreation for the crew. It rained almost constantly, but nothing dampened the crew's enjoyment of their liberty.

On 26 August the ship got underway for White Beach, Okinawa to onload EASTPAC oplit. Arriving there on 30 August, OGDEN was underway the next morning. 31 August was OGDEN "Air Day". By late afternoon the ship had logged 203 safe landings and qualified 33 Marine helo crews for LPD deck landings. The Commanding General of the First Marine Air Wing sent his congratulations to the ship in a message, calling the day: "...a supreme example of teamwork and efficiency on the part of your Air Operations Department." The OGDEN then steamed toward Yokosuka, arriving there on 3 September.

The ship now made preparations for the return to San Diego. Messages arrived from CTF 76 and others informing us that we could "...reflect with pride on a job well done." Looking back on the hectic pace, most of the crew shared the feeling of an anonymous wag who composed the following theme song of ARG B:

WE'RE A POOR LITTLE ARG AND WE'VE LOST OUR WAY,  
BA, BA, BA.  
WE'RE LITTLE LOST SHIPS WHO HAVE GONE ASTRAY,  
BA, BA, BA.  
GENTLEMEN GATORS, OFF ON A SPREE,  
STREWN FROM HERE TO ETERNITY,  
LORD, THROW NO MORE TYPHOONS AT ME,  
BA, BA, BA.

The morning of 13 September, OGDEN got underway. She made brief stops at Guam on 17 September and ENIWETAK on 19 September before arriving at Pearl Harbor on the 27th. After quickly offloading some Oplit, the ship was underway again on 29 September and received a rousing welcome from the crew's dependents at San Diego on 5 October. The rest of the month was spent in a post-deployment standdown.

OGDEN remained pierside until 15 November when she steamed north for a port visit to San Francisco. The ship was also tasked to deliver a 50' utility boat to the USS WITCHITA undergoing overhaul at that port. The OGDEN arrived in the Golden Gate City on 17 November. While the crew enjoyed the city's numerous attractions, the OGDEN held "visit ship". In spite of rain, nearly 1200 people crossed the brow for a tour. On 20 November OGDEN was headed for Seal Beach for ammo offload. On 22 November, offload completed, she returned to San Diego.

On 28 November the OGDEN got underway for local operations in company with the USS CLEVELAND and USS POINT DEFIANCE. The next three days saw the ships involved in helo deck qualifications, unrep training with the USS CAMDEN and LCVP launching and retraction off the Silver Strand. On 1 December the ships returned to San Diego.

OGDEN's last underway period of the year occurred on 12 December when the ship held a "Dependents' Cruise." After a cookout on the flightdeck and a fly over by F-4's the ship returned to San Diego. OGDEN remained at the Naval Station for the rest of 1978.

USS OGDEN STATISTICAL DATA FOR THE YEAR 1978

COMMUNICATIONS

Messages Received.....21,350  
Messages Sent.....4,470

SUPPLY

OPTAR Expended:

    Equippage.....\$ 17,438.89  
    Repair Parts.....\$230,100.00  
    Consumables.....\$210,861.11  
    TOTAL.....\$458,400.00

GENERAL MESS CONSUMPTION

Beef.....68,725 Lbs.  
Pork.....13,874 Lbs.  
Chicken.....36,403 Lbs.  
Fish.....2,238 Lbs.  
Milk.....25,550 Gal.  
Bread.....22,081 Lbs.  
Coffee.....5,289 Lbs.  
Value of Stores Received.....405,167.00  
Meals Served.....398,994

MEDICAL

Sick Call Visits.....3,670  
Medevacs.....28  
Lab Tests Performed.....1,821  
Prescriptions Filled.....1,680  
Immunizations Given.....2,741  
X-Rays Taken.....24  
Physicals Performed.....451

DECK

Times Anchored (Port Anchor).....12  
Times Anchored (Starboard Anchor).....9

GUNNERY

Rounds Expended:

    Mount 31.....60  
    Mount 32.....76  
    TOTAL.....136

Days Guns Fired.....4

ENGINEERING

Engine Miles Steamed.....37,978  
Gallons DFM Burned.....4,117,373  
Feed Water Produced.....3,572,842 Gal.

ENCLOSURE (2)