



USS OGDEN (LPD-5)
Fleet Post Office
San Francisco, California 96674

LPD5/11:tef
5750
Ser 154
8 APR 1981

From: Commanding Officer, USS OGDEN (LPD-5)
To: Director of Naval History (OP-09BH)
Subj: Command History for Calendar Year 1980

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic Narrative
(2) Statistical Data
(3) "Welcome Aboard" Pamphlet
(4) "Welcome Aboard" Pamphlet

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

H. M. S. Gimber
H. M. S. GIMBER

NARRATIVE HISTORY OF
USS OGDEN (LPD-5)
FOR THE YEAR 1980

COMMANDED BY:

H. F. LYNCH, Captain, USN.....1 January - 26 November

H. M. S. GIMBER, Captain, USN.....26 November - 31 December

HOME PORT:

San Diego, California

ASSIGNED TO:

Amphibious Squadron SEVEN 1 January - 31 December

MISSION:

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

NARRATIVE:

USS OGDEN commenced 1980 moored at Naval Station, San Diego. Work was in progress to complete the few shipyard job orders that remained outstanding. Training programs were being developed for many upcoming inspections.

OGDEN got underway on 28 January with USS DENVER for Mazatlan, Mexico for a port visit. During the four day transit, both ships conducted gunnery exercises and engineering casualty control drills. OGDEN and DENVER anchored outside Mazatlan bay on 1 February. Embarked LCM-8 boats shuttled the crews to the city for liberty. After four days of sightseeing and enjoyment OGDEN and DENVER weighed anchor and steamed north. Engineering drills were again conducted providing valuable training for the engineers in preparation for the upcoming Operational Propulsion Plant Examination. On 8 February OGDEN moored at Naval Station, San Diego. While moored, Ogden's Engineering Department worked long hours to improve the material condition of all the engineering spaces. Extensive training of main propulsion plant personnel and damage control personnel was conducted. Both classroom lectures and hands-on walk-throughs were used to instruct personnel. For the next 5 underway periods concentration was on engineering casualty control drills, with other events being scheduled around this training. Several visits by COMNAVSURFPAC's Mobile Training Team also assisted the engineers.

During the underway period of 17-21 March OGDEN refueled from USNS TALUGA (TAO-62) which provided Deck Department personnel, in particular with valuable training in preparation for Refresher Training scheduled for May. On 30 April and 1 May the ship conducted Nuclear Weapons Refresher Training. A thorough review of weapon handling procedures and onboard security policies was conducted.

Refresher Training began on 5 May, and OGDEN got underway with Fleet Training Group observers embarked. Conducted during the first day were mutual towing exercises with USS WADSWORTH (FFG-9). An UNREP was conducted on 7 May with USS SAN JOSE (AFS-7). This first week also saw the exercising of repair locker teams with two exercise battle problems. Bridge personnel gained experience in monitoring the imposed battle damage, assessing its impact and coordinating simulated repairs. On 9 May OGDEN moored at Naval Station for the weekend.

Early Monday morning May 12 OGDEN got underway once again for the second and final week of Refresher Training. More Damage Control exercises were conducted. This time repair locker personnel exercised at NBC decontamination in response to a simulated nuclear attack. On Wednesday, 14 May, OGDEN conducted a gun shoot off San Clemente Island for Naval Gunfire Support qualifications. Also that week the Deck Department conducted a night UNREP with USS HALEAKALA (AE-25). The final battle problem of Refresher Training was held on Friday 16 May, and OGDEN received an overall grade of satisfactory. OGDEN then returned to San Diego to debark the observers for the last time and moor at Naval Station Pier 11.

On 28 May the Propulsion Examining Board came aboard to conduct an Operational Propulsion Plant Examination. The first day was spent giving exams to watchstanders and conducting pre-light off inspections. After hot checks had been completed on 29 May OGDEN got underway to conduct the necessary drills. By the afternoon of 30 May the examiners had reached a decision. An overall grade of unsatisfactory had been adjudged. OGDEN set forth to strengthen the weak areas and fill the gaps in watch sections. The following weeks were filled with training sessions and assist visits from the COMNAVSURFPAC Mobile Training Team.

On 25 June the Propulsion Examining Board returned for a re-examination. After safety checks and watchstander exams both boilers were lit off. Hot checks were made and OGDEN got underway for the underway drills. The board carefully observed the ship's engineering readiness and on 27 June awarded an overall grade of satisfactory. OGDEN moored at Broadway Pier and was Visit Ship for the weekend. Saturday and Sunday the ship was open for public visiting. On 30 June OGDEN returned to the Naval Station.

On 7 July OGDEN began Amphibious Refresher Training and it was an all hands effort. Condition 1A was set early in the morning and lasted into the night. The first week focused on amphibious assault vehicle launches. Underway launches were conducted on 9 and 10 July and static launches were held on 10 and 11 July. The second week concentrated on wet well operations with assault boats. Combat Information Center and the Signal Bridge worked in coordination to control boat waves to the beach. Because OGDEN progressed more rapidly than most ships, Amphibious Refresher Training was completed one full day earlier than expected. OGDEN returned to the Naval Station, San Diego on 17 July and moored at pier 11.

On 28 July a team from the Sub-Board of Inspection and Survey came aboard OGDEN to conduct an INSURV inspection. All departments were thoroughly inspected. On 29 July OGDEN got underway for a one day operational test of machinery and installed equipment. Upon return to port machinery and equipment were opened for a much more thorough inspection.

During early August OGDEN remained in San Diego preparing for an upcoming amphibious exercise, PHIBLEX 2-80, nicknamed Kernel Blitz, OGDEN was designated Primary Control Ship for this large two amphibious squadron exercise. The Operations Department spent many hours during early August assisting COMPHIBRON SEVEN to plan for this main exercise.

On 13 August OGDEN embarked the troops, vehicles and equipment of Brigade Service Support Group 9 and Battalion Landing Team 2/7 . 582 Marines embarked which constituted the largest group that OGDEN had embarked so far this year. Some adjustments in the daily routine were required, with twice as many men feed but the crew made those adjustments.

On 18 August OGDEN got underway in company with the ships of Amphibious Squadron SEVEN and Amphibious Squadron FIVE to conduct Exercise Kernel Blitz. The operation involved fourteen amphibious ships and fourteen supporting units. There were three rehearsals, on 19, 20 and 22 August, which were conducted off the Silver Strand of Coronado.

On the afternoon of 22 August the assault group got underway for an opposed transit to the Amphibious Operations Area. The screening units escorted the assault group, until arrival at anchorages off Camp Pendelton, CA. OGDEN, the first of 12 ships to anchor, anchored on the right flank of the boat lane. The CIC team and signal bridge worked in a well coordinated effort to control the assault assets. Total assets included 6 LCU's, 18 LCM-8 boats, 9 LCM-6 boats and 32 Amphibious Assault Vehicles. For three days boats shuttled Marines and their equipment to the beach. Helicopters were also used extensively to move the Marine forces to the beach. OGDEN's flight deck was kept busy conducting landings and takeoffs, 246 in all. On 27 August OGDEN turned over control of the boating assets to USS FORT FISHER (LPD-40) and got underway for San Clemente Island to conduct a Surface Ship Radiated Noise Measurement trial. The trial was to determine the cavitation speed of the propellers and to develop an underwater signature of the ship at various speeds. Upon completion OGDEN proceeded to San Francisco for a port visit.

On 29 August OGDEN moored at Pier 45 in San Francisco and the crew enjoyed four days rest and recreation in the Golden Gate City. On 2 September OGDEN got underway to return to San Diego.

The rest of September was spent in port in San Diego. Several inspection teams came aboard during the month. On 5 September an Explosive Safety Inspection was conducted. This inspection determined that the ship was properly prepared to store ammunition and weapons onboard. On 8-9 September the Personal Qualification Standards (PQS) Inspection team from USS PRAIRIE (AD-15) came aboard. They checked each work center's PQS records and progress charts. They also spot checked service records to ensure that completed PQS qualifications had been entered properly. The team graded the OGDEN satisfactory in all aspects. On 10 September OGDEN received a Combat Systems Readiness Test. This test determined that the two 3"50 cal. gun mounts were in good working order and that proper upkeep of the mounts had been conducted.

At noon on 11 September the OGDEN received tragic news, that 3 crewmembers had been killed in an automobile accident that morning. Memorial services, attended by all hands, were held on the flight deck on 17 September for MMFN F. K. KEMP II, BTFN C. M. KUNTZ, and FA J. GARCIA.

The COMNAVSURFPAC 3-M Inspection Team came aboard on 15-19 September to conduct an annual 3-M Inspection. Although only one department received an unsatisfactory, and the Damage Control Petty Officer's PMS was commended for its good organization and effectiveness, the ship received an overall grade of unsatisfactory.

On 25 September tragedy again befell OGDEN. The ship's Helo Crash Crane, being used to lower material to the pier, fell over the edge of the flight deck to the pier. Two line handlers on the flight deck were hurt, one seriously, and the crane operator, ASE3 M. F. GREGORY was fatally injured.

On 30 September OGDEN moved to La Playa Pier to onload MOGAS. After completion, as the ship returned to pier 11, heavy fog forced OGDEN to anchor in the bay and then later moor to Juliett Pier at Naval Air Station, North Island. On 2 October the fog lifted enough to allow OGDEN to move to pier 8 at the Naval Station.

A Dependents' Cruise, scheduled for 3 October, was cut very short due to a return of the fog. OGDEN got underway for about 40 minutes but only to turn around.

On 14 October OGDEN in company with the other Amphibious Squadron SEVEN ships got underway to begin a six month deployment to the Western Pacific. As we left San Diego Bay the squadron transited a swept channel through a simulated mine field, which required accurate navigation and careful ship control. During the transit to Pearl Harbor, a convoy exercise was conducted for about four hours each day. The ships simulated merchant vessels in a convoy. Maneuvers and communications were carried out in accordance with ACP-148(b) (Allied Guide to Masters). Numerous other exercises and drills testing our knowledge of Seventh Fleet publications filled in the time. Conning Officers got continuous training in station keeping. Also during the transit the troop spaces received finishing touches to ready them to receive the near continuous occupancy planned for the WESTPAC. Every bunk was ready, and each space had adequate locker space. The troop spaces were inspected by COMPHIBRON SEVEN during a visit in Pearl Harbor.

The squadron entered Pearl Harbor on 22 October. A very busy five days ensued. Last minute repairs to machinery were made by the shipyard, and numerous briefings were received to prepare the ship for Seventh Fleet operations. The crew enjoyed the Hawaii liberty.

On 27 October OGDEN departed Pearl Harbor to resume the transit to the Western Pacific. On 6 November OGDEN chopped to the Commander Seventh Fleet relieving USS DUBUQUE (LPD-8) and in company with USS POINT DEFIANCE (LSD-31) and USS PEORIA (LST-1183), as Amphibious Ready Group Bravo TG 76.4, proceeded to Buckner Bay, Okinawa arriving on 11 November. Two days were spent embarking Battalion Landing Team 2/4. A total of 844 troops embarked and 113 vehicles were loaded. OGDEN departed Buckner Bay on 13 November and transited to Ora Wan, Okinawa to load tanks. With the tanks aboard OGDEN began a transit to Subic Bay RP. Shortly after leaving Ora Wan 3 UN-1N helos flew aboard.

On the morning of 16 November, a shipmate HM2 M. A. DEPALMO, was lost at sea. The ship was thoroughly searched and OGDEN, the embarked helicopters and

P-3 Aircraft from Naval Station Cubi Point RP spent two days carefully searching the area where he had been lost. The efforts were unsuccessful and he was declared missing and presumed dead.

Early on 17 November OGDEN moored to NSD pier at Naval Station Subic Bay RP. More Marines were embarked. The total onboard rose to 863 personnel and 128 vehicles. At 1700 that afternoon OGDEN got underway to anchorage C-14 in preparation for the transit to Mindoro Island RP where the amphibious exercise, Exercise Valiant Blitz, would be conducted. PHIBRON SEVEN ships plus USS BLUE RIDGE (LCC-19), USS JOHN YOUNG (DD-973), USS BREWTON (FF-1086), USS JOSEPH STRAUSS (DDG-16), USS RATHBURNE (FF-1057), USS WHIPPLE (FF-1062), USS RAMSEY (FFG-2), USS ROBISON (DD-15) AND USNS NAVASOTA (TAO-106) were to participate.

On 18 November the first rehearsal was conducted at Paluan Bay, Mindoro. That night the assault force simulated an opposed transit under EMCON conditions to the Amphibious Operation Area. D-Day was 0900 19 November. OGDEN anchored on the left flank of the boat lane and was secondary control ship. The boat waves and serialized offload of equipment were closely monitored. The Air Department demonstrated its capabilities by loading troops on CH-46 and CH-53 aircraft in less than five minutes per load. In all 460 aircraft landings took place during the exercise.

23 November marked the end of the exercise and the beginning of the backload. OGDEN backloaded Marines and equipment from the beach and got underway for Subic Bay on 24 November. That night OGDEN moored at NAS Cubi Point where all of the troops and vehicles were offloaded.

The next morning final preparation for a change of command began. The flight deck was made ready and at 1000 on 26 November CAPT Hugh F. LYNCH CAPT, USN was relieved by CAPT Harry M.S. GIMBER III, USN. Just a few hours later OGDEN was underway to return to Mindoro for more retrograde backload.

On 27 November OGDEN anchored off Mindoro Island and backloaded 785 personnel and 164 vehicles. The next evening when all personnel and equipment had been onloaded and secured, OGDEN got underway for Buckner Bay, Okinawa. OGDEN arrived at Buckner Bay on 1 December and offloaded the Marines and equipment. OGDEN proceeded to Ora Wan on 3 December to conduct Amphibious Assault Vehicle launches. Both static and underway launches were conducted.

On 5 December OGDEN got underway for Subic Bay RP for a three week upkeep period. Upon arrival on 8 December work began immediately by Ship Repair Facility Subic personnel. The batter boards in the wet well were replaced and the B&A crane received extensive work. The boilers were opened to plug a ruptured superheater tube, then closed and tested. On 15 December Vice Admiral L. BAGGETT, Jr., Commander Naval Surface Force Pacific, and Rear Admiral G. B. SCHICK, Commander Amphibious Force Seventh Fleet made an official visit to the ship. On 24 December a sea trial was scheduled to check all machinery in an operational mode. OGDEN did not get underway because of a leak-by in the steam nozzle block to No.1 engine. On 27 December the main engines were satisfactorily tested and OGDEN got underway for Hong Kong B.C.C. in company with POINT DEFIANCE and PEORIA. OGDEN arrived in Hong Kong on 29 December. OGDEN moored to Royal Navy Bouy No.2 and commenced a four day port visit of the British Crown Colony. The year ended for OGDEN in Hong Kong.

COMMAND HISTORY FOR 1980
STATISTICAL DATA

ENGINE MILES STEAMED	22,225.7 NM
DFM USED FOR BOILERS	2,519,162 GAL
FUEL ECONOMY	.009 MPG
	111 GPM
JP5 USED FOR DIESELS	1,080 GAL
LUBE OIL USED	7,354 GAL
WATER DISTILLED, FEED	3,411,402 GAL
FRESH	3,520,293 GAL
HOURS STEAMED, UNDERWAY	2128
NOT UNDERWAY	1348
HOURS OF COLD IRON	5284
NUMBER OF TIMES ANCHORED AND CHAIN USED,	
PORT	26 TIMES
	1380 FATHOMS OF CHAIN
STARBOARD	20 TIMES
	1275 FATHOMS OF CHAIN
OPTAR DOLLARS SPENT	
REPAIR PARTS	238,400.00
CONSUMABLES	277,900.00
SHIP'S STORE SALES	214,987.00
ENLISTED DINING FACILITY STORES CONSUMED	
	438,526.00
HELICOPTER LANDINGS	1,408
HELICOPTERS REFUELED	136
JP5 ISSUED TO AIRCRAFT	15,907 GAL
RADIO MESSAGES SENT	8,560
RADIO MESSAGES RECEIVED	37,724
PAINT USED, HAZE GREY	675 GAL
WHITE	425 GAL
AMMUNITION FIRED	
3"50 cal	186 RDS
7.62 mm	1,300 RDS
12 GA	321 RDS
PERSONNEL VISITS TO SICKBAY,	
OUTPATIENTS	3,527
ADMITTED	97
PERSONNEL VISITS TO DENTAL	2,160
TEETH PULLED	300
WORSHIP SERVICES HELD	56
MEMORIAL SERVICES HELD	3
TOTAL MARINES EMBARKED	4,726