



**DEPARTMENT OF THE NAVY**

USS SHREVEPORT (LPD 12)  
FLEET POST OFFICE  
NEW YORK 09501

LPD12/hk1  
5750  
Ser 95-74  
19 February 1974

From: Commanding Officer, USS SHREVEPORT (LPD-12)  
To: Director of Naval History (OP-09B9), Washington  
Navy Yard, Washington, D. C. 20390

Subj: Calendar Year 1973 Command History (OPNAV Report 5750-1)

Ref: (a) OPNAVINST 5750.12B

Encl: (1) 1973 History of USS SHREVEPORT (LPD-12)

1. In accordance with reference (a), enclosure (1) is forwarded.

A handwritten signature in black ink, appearing to read "C. A. Karvala", is written over the typed name.

C. A. KARVALA

Copy to:  
CINCLANTFLT  
COMPHIBLANT  
COMPHIBGRU TWO  
COMPHIBRON TWO

## 1973 HISTORY OF USS SHREVEPORT (LPD-12)

With HSL 30, TACRON 22 and FLTCORGRU detachments embarked, SHREVEPORT under Captain W. A. GURECK, USN deployed from Norfolk on 4 January with Amphibious Squadron TWO for her first tour of duty with the Sixth Fleet in the Mediterranean. The squadron stopped at Morehead City, North Carolina to embark "A" and "B" companies of BLT 1/6 and the staff of the 32nd Marine Amphibious Unit. From there, the ship left for Rota, Spain where, as flagship for PHIBRON TWO, SHREVEPORT hosted the relief of PHIBRON FOUR and commenced her Mediterranean deployment as a unit of CTF 61.

The task force left Rota on 16 January and went around the corner of Spain for a rehearsal landing at Carboneras, Spain scheduled for 17 January. The landing was called off due to the high seas and the ship got underway for Cannes, France that evening.

SHREVEPORT put into Cannes harbor on Friday, 19 January for three days of liberty. The ski trip to Auron was a popular tour and the short train ride to Monaco was made by many people.

SHREVEPORT got underway from Cannes on 22 January for Monte Romano, Italy. The squadron travelled the long way, around Corsica and Sardinia and then back north on the eastern side of the islands to the assault anchorage off the Italian mainland. SHREVEPORT arrived there on 24 January and was immediately into condition 1A for the rehearsal landing ashore. COMSIXTHFLT, Vice Admiral G. E. MILLER visited the squadron's ships to "welcome PHIBRON TWO" to the Sixth Fleet. He observed the landing from SHREVEPORT. The next day, the 25th, the main landing was held and SHREVEPORT launched her marines ashore for the first time in Med 1-73. On Sunday, 28 January the marines were backloaded. The next day SHREVEPORT got underway for Palma de Mallorca, Spain.

We arrived at Palma on 1 February for four days of liberty on that island. Many people saw the interior of the island on the Fiesta Bar B Q tour and the Drach cave tour.

On 5 February SHREVEPORT left Palma for Malaga, Spain for the pre-operation conference with the Spanish forces and a helo VERTREP. The squadron arrived there the next afternoon and then left the morning of the 7th in company of the Spanish LST CONDE DEL VENADITO and LSD GALICIA. SHREVEPORT arrived at Carboneras, Spain on the ninth of February and anchored off the beaches. The rehearsal landing was observed by the United States' ambassador to Spain, the Honorable H. Rivero accompanied by General Galinsoga, Commandante of the Spanish Marine Corps, Vice Admiral de Leste, Assistant Chief of Staff of the Spanish Navy, Vice Admiral G. E. MILLER, COMSIXTHFLT and Major General BALDWIN, Chief of the Joint Military Advisory Group, Spain. COMPHIBRON TWO hosted the dignitaries onboard SHREVEPORT for luncheon.

The marines were backloaded on the 13th and 14th and the ship got underway for two and a half weeks at sea, exercising at General Quarters and other drills during the transit to Souda Bay, Crete. We anchored in the bay on 19th of February and waited for nightfall to begin our participation in the National Week exercise with most of the rest of the Sixth Fleet and some Italian and Turkish ships.

That evening we steamed around the island of Crete hugging the coastline in total EMCON and rendezvoused with the rest of TF 60 the next morning. On Saturday, 24 February, National Week was concluded and many participants anchored in Augusta Bay, Sicily in the shadow of Mt. Etna.

We left Augusta Bay on the afternoon of the 25th and took the slow route to Brindisi, Italy arriving Tuesday, 1 March. From Brindisi many of the crew took one of the two tours to Rome or one of the tours to the countryside. We left Brindisi on 6 March to go to Timbakion, Crete to let off the marines for their exercises ashore while the ship went to Athens.

SHREVEPORT arrived at Timbakion about midnight on the 7th of March. H-Hour was two hours later. The offload was completed that day and the ship went to Athens, arriving Friday, 9 March.

SHREVEPORT anchored in Athens bay for our seven day visit. Many tours were provided for the Athens area and some even got out to Delphi and Rhodes.

Friday, 16 March SHREVEPORT got underway again for Timbakion to stand duty as support ship for the marines ashore. After arriving there Saturday, SHREVEPORT had the first Mediterranean beach party the next morning. The winds were a little rough for sailing, and the water cold for swimming, but volleyball and softball were the official activities of the day along with hot dogs and beer.

On Tuesday, 20 March the rest of the task force joined SHREVEPORT and about half of the marines ashore were backloaded. On Wednesday, 21 March SHREVEPORT got underway with the USS PONCE (LPD-15) for Izmir, Turkey to pick up the Turkish allies who would be participating in the next exercise with TFs 61 and 62. After arriving in Izmir Thursday afternoon, SHREVEPORT onloaded about 300 Turkish marines and their officers. The ship left that evening for Naples, Italy under the operational control of COMDINAVONE, Captain Vural of the Turkish Navy. SHREVEPORT arrived there Monday morning, 26 March for the pre-operation conference with the Italian and the Turkish participants in the exercise. SHREVEPORT left that afternoon under the operational command of COMDINAVTRE, Rear Admiral E. Consolo of the Italian Navy.

SHREVEPORT arrived at Porto Scudo, Sardinia early Wednesday morning, 28 March. H-Hour for the rehearsal landing was 0800 that morning. With us for the landing were the Italian LST CAROLE and Admiral Consolo's flagship the LKA ETNA. The Turkish destroyers IZMIT and ISKENDERUN with American destroyers DUPONT, BARRIE and SPRINGFIELD, COMSIXTHFLT's flagship, were also with us.

The landing on 29 March was observed by Admiral W. F. BRINGLE, CINCUSNAVEUR, General E. C. JONES, CINCUSAFE, Admiral G. Roselli-Lorenzini, Chief of Staff of the Italian Navy, General V. Lucertini, Chief of Staff of the Italian Air Force, General A. Giacolone, Chief of Staff of the Italian Army and Vice Admiral G. E. MILLER, COMSIXTHFLT, among others. COMSIXTHFLT hosted a luncheon for the dignitaries onboard SHREVEPORT's LCU 1650.

On Monday, 2 April SHREVEPORT completed the backload of the Turkish and American marines and went back to Naples for what was supposed to be one day of liberty. The ship arrived in Naples Tuesday, 3 April and anchored at anchorage y2. Boating was cancelled after most of the crew had gone ashore and were therefore unable to get back to the ship. On Wednesday, 4 April as SHREVEPORT was preparing to get underway from Naples to Izmir to drop off our Turkish marines, it was noticed that the sterngate would not raise. The Turks were transferred to the PONCE for transportation back to Izmir while SHREVEPORT tried to repair the sterngate. A technician came from NAVSEC, PHILADELPHIA to aid the SHREVEPORT engineers, but to no avail. The ship was moved from Anchorage y2 to pier 54 to anchorage y2 and finally to pier 33 at the SEBN shipyard of Naples for repair.

With the sterngate repaired, SHREVEPORT left Naples for Palma, Spain on 19 April. The ship remained there through Easter until the 28th of April. Many wives had come over from the states. The weather was beautiful and there were many division parties.

After leaving Palma on the 28th, SHREVEPORT went to Timbakion, Crete to participate in PHIBLEX 11-73, a joint exercise ashore with the United States Seventh Army from Stuttgart, Germany. The marines of TF 62 joined up with "C" Company of the 7th Army ashore and swept through the area training and drilling over the same ground that the German paratroopers dropped in World War Two when they were invading the eastern Mediterranean. While at Timbakion the weather was perfect - so the squadron had its first squadron party ashore. On SHREVEPORT there was a flight deck Bar B Q at which the ship's band, UNDERWAY, played for the crew's enjoyment.

The marines were picked up and SHREVEPORT left Timbakion on 11 May for Patras, Greece. The ship spent two days in Patras and then left for the island of Corfu, Greece. SHREVEPORT arrived at Corfu on 15 May where we enjoyed the Greek resort island with a great number of British tourists.

SHREVEPORT left Corfu on 20 May for Brindisi, Italy again where, on 21 May SHREVEPORT off loaded LSU and MAU with a number of vehicles for preliminary desnailing. From there the ship left for Venice, Italy, the best overall. There is no doubt that it was the most expensive. The ship remained in Venice for four days and left on the 27th. SHREVEPORT sailors manned the rail when the ship pulled out, and the Venetian citizens and tourists lined the banks of the Grand Canal.

After leaving Venice, SHREVEPORT returned to Brindisi to pick up the equipment that was dropped off and then continued to Athens, Greece for the last liberty port in the Med. When the ship arrived in Athens 1 June, there were fifteen other ships, British, Greek and American, present in the bay. The FORRESTAL left early and the MOUNT WHITNEY came in. The next day the GUADALCANAL came in, the first ship of PHIBRON SIX to go to the Med. Numerous conferences were held to discuss the last operation for PHIBRON TWO and finally all left, heading west. SHREVEPORT dipped down to Souda Bay, Crete to pick up some midshipmen for their summer cruise and then sped to Porto Scudo, Sardinia for PHIBLEX 12-73. Under the operational control of PHIBGRU TWO, SHREVEPORT with USS PORTLAND arrived early as the "advance force ops", two days before the rest of the multinational fleet.

The rest of the fleet got there in the evening of 13 June and early morning of the 14th. The marines were landed ashore for two days of operations and then picked up again on the afternoon of the 15th. From there SHREVEPORT went straight for Toulon, France where the marines planned to use their water supplies to desnail the ship and pass the Health department (Preventive Medicine Unit) inspection. After three days of hard work, going twelve to fifteen hours a day, SHREVEPORT passed the set sail for Rota, Spain for OUTCHOP. The ship arrived there on 21 June and completed the turnover to PHIBRON SIX quickly. SHREVEPORT turned over to USS NASHVILLE (LPD-13) and at noon PHIBRON SIX assumed TF 61. The early bird flight left Rota for Oceana Air Station, Virginia at midnight with Commodore PALMER remaining behind to see them off. Then he got into his gig and returned to SHREVEPORT which, at 0100 got "underway for the US of A".

After six months of deployment, SHREVEPORT was not yet scheduled to rest. While steaming west, the ship had a gun shoot during which a record of 243 rounds were shot. SHREVEPORT also did a series of DivTacs and Leapfrog drills almost daily. An Admin Inspection by COMPHIBRON TWO was conducted on 29 June.

SHREVEPORT arrived at Morehead City, North Carolina at 0700 on 2 July to off load the marines of BLT 1/6. The customs agents came aboard as the Marines went off. All was completed and SHREVEPORT got underway for Norfolk, Virginia at 1530 that afternoon. The ship arrived at anchorage

LA 7 to let LCU 1650 ashore with vehicles and other personnel at 0730. The ship then passed through the Chesapeake Bay-Bridge/Tunnel and went on to Pier 7. On the pier was a large number of dependents and the PHIBLANT band. SHREVEPORT moored at 0943, the brow was down and people were leaving by 1000, commencing the thirty day standdown period.

During the competitive year ending 30 June 1973, SHREVEPORT's Deck Department received the Amphibious Assault Award, Communications received the departmental "C" for excellence and Engineering, Operations and Air Departments received their departmental "E"s", each repeating for the second year in a row.

On 23 August SHREVEPORT hosted COMPHIBRON TWO's change of command at which Captain C. V. MERRELL, USN relieved Captain F. F. PALMER, USN. Vice Admiral C. E. BELL was the principle speaker.

27 August marked the first time SHREVEPORT got underway since her return from the Mediterranean. She left South Annex for the Virginia Capes Op Area where a number of drills were conducted over the next four days. On Friday, 31 August SHREVEPORT moored at Pier 3 of the Naval Station.

On Wednesday, 26 September SHREVEPORT completed successfully her annual Nuclear Technical Proficiency Inspection.

On Monday, 1 October SHREVEPORT got underway for local operations in the Virginia Capes Op Area.

On Monday, 1 October SHREVEPORT got underway with the FAIRFAX COUNTY for local operations in the Virginia Capes Op Area and some practice Amphibious landings at Onslow Beach, North Carolina. On 3 October SHREVEPORT scored a PHIBLANT first by serving as the first amphibious ship to receive the Army Sky Crane helicopters.

On 4 October SHREVEPORT moored at the Craney Island fuel depot to off load 200,000 gallons of fuel. This raised the draft of the ship enough so that on 5 October the ship was able to moor at the East Quay Wall of the Naval Amphibious Base, Little Creek.

On Wednesday, 31 October SHREVEPORT hosted the COMPHIBLANT change of command at which Vice Admiral F. W. VANNOY, USN relieved Vice Admiral C. E. BELL, USN. The honorable John W. WARNER, the Secretary of the Navy, spoke at the ceremony and Admiral R. W. COUSINS, USN, CINCLANTFLT, accepted the relief.

On Monday, 5 November SHREVEPORT left Little Creek harbor for two days of steaming and our annual Operational Readiness Evaluation observed by COMPHIBRON TWO. After the drills on Tuesday and Wednesday, SHREVEPORT moored to South Annex pier to continue preparing for her upcoming deployment to the Caribbean.

Friday, 16 November marked SHREVEPORT's second change of command. Captain Curtis A. KARVALA, USN relieved Captain William A. GURECK, USN as Commanding Officer. At the ceremony held in the well deck COMPHIBRON TWO, Captain C. V. MERRELL was the principal speaker and accepted the relief.

On Wednesday, 12 December SHREVEPORTers celebrated the ship's third birthday and the commencement of the Christmas holiday leave period.

1973 closed out with SHREVEPORT moored at South Annex, completing preparations for her February deployment with PHIBRON TWO as CARE 1-74.

In 1973 SHREVEPORT received five departmental awards for operational excellence and successfully completed two major inspections for 1974 competition. SHREVEPORT also successfully defended her Admiral's Cup title won in 1972 presented for forces afloat atlantic excellence despite missing the first six competitive months due to her deployment.



DEPARTMENT OF THE NAVY  
USS SHREVEPORT (LPD 12)  
FLEET POST OFFICE  
NEW YORK 09501

430  
093H  
5H  
16 November 1973

From: Captain William A. GURECK, U.S. Navy  
To: Commander, Amphibious Squadron TWO

Subj: Relieving of command USS SHREVEPORT (LPD 12)

Ref: (a) U.S. Navy Regulations, 1973  
(b) BUPERS Order number 055183(1) to Captain William A. GURECK, USN  
(c) BUPERS Order number 051560 to Captain Curtis A. KARVALA, USN

1. In accordance with reference (a), I report having been relieved this date of the command of the USS SHREVEPORT (LPD 12) by Captain Curtis A. KARVALA, USN, in compliance with references (b) and (c).
2. A thorough inspection of the USS SHREVEPORT (LPD 12) has been made by me in company with my relief.
3. The crew was exercised at general quarters and general drills.
4. The following have been turned over to my relief:
  - a. All unexecuted orders.
  - b. Corrected copies of Fleet, Force, and Unit instructions, including letters.
  - c. Audit of postal accounts and effects.
  - d. The combination of the confidential locker and all keys normally kept in the Captain's cabin.
5. In accordance with RPS 4H, all RPS distributed materials have been inventoried, the records have been audited, and the signed reports have been filed.
6. I have signed the log, fitness reports of officers and other papers requiring signature to date, and have submitted my own fitness report to Commander, Amphibious Squadron TWO.
7. Upon completion of the inspection, the crew was mustered at quarters and the orders turning over the command were read.
8. The present status of the general mess as of 13 November is an under issue in the amount of \$1100.00.

27 NOV 1973



9. The status of the ship's Annual Planning Figure as of 10 November is as follows:

Annual Planning Figure received	\$157,822.00
Obligations to 1 November	64,646.83
Annual Spending Plan	65,200.00

10. Status of Logistics readiness is as follows:

a. All equipment installed or removed since the last overhaul are reflected in the ship's COSAL, or have been reported to the Allowance List Maintenance Activity in accordance with BUSHIPSINST 4441.72.

b. All Controlled Equipage deficiencies have been reported to COMPHIBLANT in accordance with the Equipment/Equipage Replacement/Shortage Program.

c. The authorized quantities of SIM repair parts and consumables are either on board or on order.

d. 73% of the allowed quantities of vehicle lashing gear are on board.

e. Provisions are 96% on board in accordance with CINCLANTFLT OORDER 1-74, Annex F.

11. Custody record cards are on file for all articles of Controlled Equipage as set forth in NAVSUP Manual, paragraphs 36055 - 36058.

12. I have reviewed with my relief the latest financial reports of the recreation fund and officers' mess. The activities are in a satisfactory financial condition.

13. The material condition of the ship is satisfactory.

14. The personnel condition is satisfactory.

15. The following inspections have been completed satisfactorily on the dates indicated:

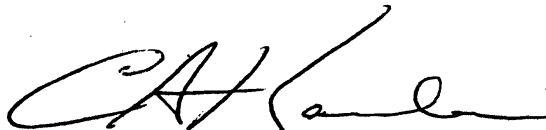
a. Operational Readiness Inspection (7 November)

b. Annual Supply Inspection (12 November)

c. Electronics and antenna systems material inspection (13 November)

  
W. A. GURECK

On inspection of the USS SHREVEPORT (LPD 12), I found conditions as reported above.



C. A. KARVALA

Copy to:  
CINCLANTFLT  
CNO

↑ COMPHIBLANT  
COMPHIBGRU TWO