

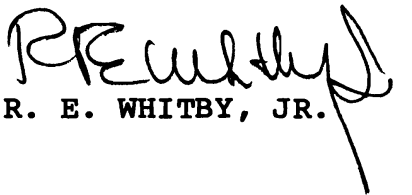


DEPARTMENT OF THE NAVY  
USS TRENTON (LPD-14)  
FPO NEW YORK 09588

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5750  
Ser:

From: Commanding Officer, USS TRENTON (LPD-14)  
To: Director of Naval History (OP-09BH)  
Subj: 1982 Command History (OPNAV Report 5750.1)  
Ref: (a) OPNAVINST 5720.12C  
Encl: (1) Command Organization and 1982 Highlights  
(2) Summary of Operations  
(3) 1982 Command Narrative

1. Enclosures (1) through (3) are forwarded in accordance with reference (a).

  
R. E. WHITBY, JR.

Copy to:  
COMNAVSURFLANT  
COMPHIBGRU TWO  
COMPHIBRON FOUR  
COMPHIBRON EIGHT

COMMAND ORGANIZATION AND 1982 HIGHLIGHTS

1. Commanding Officer: Captain Elmore K. Hannah, Jr., 1 January to 13 August 1982; Captain Ralph E. Whitby, Jr., 13 August to 31 December 1982.

2. Homeport: Norfolk, Virginia.

3. Command Association: Under administrative and operational command of Commander Amphibious Squadron EIGHT 1 January to 31 December 1982.

4. Special Topics:

a. Public Relations:

(1) TRENTON made port calls overseas to the cities of St. Thomas, Virgin Islands; Roosevelt Roads, Puerto Rico; Rota, Spain; Barcelona, Spain; Berbera, Somalia; Hodeidah, North Yemen Arab Republic; Ashdod, Israel; Athens, Greece; Marseille, France; Portsmouth, UK; Wilhelmshaven, West Germany and hosted over 3,300 visitors during open house and special tours.

(2) TRENTON, on 13-14 November, held an open house at the Naval Base, Norfolk, Virginia and entertained over 1,000 guests.

(3) TRENTON rendered much needed medical aid to the civilian populus of Berbera, Somalia while visiting the city from 15 March to 22 March 1982.

b. Statistics:

(1) Salaries/Expenses: \$2,400,000.00.

(2) Repair Parts and Ship Support: \$1,000,000.00

(3) Ship's Fuel Burned: 4,159,698 gallons.

(4) Engine Miles Traveled: 36,782.2 miles.

(5) Large Caliber Ammunition Expended: 259 rounds of 3" 50 caliber.

(6) Safe Flight Deck Evolutions:

(7) UNREPS: 10.

Enclosure (1)

c. Special Certifications/Qualifications/Awards:

- (1) Received OPPE certification 14 June 1982.
- (2) Received Air Excellence Award.
- (3) Received Amphibious Assault Excellence Award.
- (4) Received Gunnery Excellence Award.
- (5) Received Operations Excellence Award.
- (6) Received Engineering Excellence Award.
- (7) Received Damage Control Excellence Award.
- (8) Received COMPHIBRON EIGHT "BATTLE E" Award.
- (9) Passed the Supply Management Inspection 5 August 1982.
- (10) Received Communications "C" Award.

d. Summary Information:

(1) TRENTON received praise for fire fighting efforts and medical assistance rendered the USS NEWPORT the night of 18 March during a class Bravo fire in a main engineering space while anchored in Berbera, Somalia. TRENTON's efforts contributed greatly toward minimizing excessive damage on the NEWPORT.

(2) TRENTON personnel from all divisions combined resources to form a temporary mobile repair squad with the intention of repairing two North Yemen Gunboats. The gunboats were rendered operational prior to TRENTON's departure and the operation contributed significantly to North Yemen/American relations.

(3) TRENTON suffered one loss of life with the drowning of GMGSN Stephen Scott Lucas, 8 October 1982 in Portsmouth, UK.

(4) TRENTON participated in presidential support operations off the coast of Rome, Italy between 3 June - 7 June 1982.

SUMMARY OF OPERATIONS 1982

1 JAN - 18 JAN INPORT NORFOLK, VA; UPKEEP  
19 JAN ENROUTE MOREHEAD CITY, N.C.  
20 JAN INPORT MOREHEAD CITY, N.C.; MARINE ONLOAD  
21 JAN - 24 JAN ENROUTE VIEQUES; COMPUTEX 2-82  
25 JAN TURNAWAY LANDING VIEQUES; INPORT ROOSEVELT  
ROADS, PUERTO RICO  
26 JAN INPORT ST. THOMAS, VIRGIN ISLANDS  
27 JAN INPORT ROOSEVELT ROADS, PUERTO RICO  
28 JAN - 8 FEB ENROUTE ROTA, SPAIN  
9 FEB - 12 FEB INPORT ROTA, SPAIN; INCHOP  
13 FEB - 15 FEB ENROUTE GARRUCHA, SPAIN  
16 FEB - 21 FEB AT ANCHOR GARRUCHA, SPAIN; PHIBLEX 2-82  
22 FEB - 23 FEB ENROUTE BARCELONA, SPAIN  
24 FEB - 27 FEB INPORT BARCELONA, SPAIN  
28 FEB - 1 MAR ENROUTE CAPO TEULADA SARDINIA; TRANSIT PHASE  
2 MAR - 8 MAR AT ANCHOR CAPO TEULADA SARDINIA; SARDINIA '82  
9 MAR - 10 MAR ENROUTE AUGUSTA BAY, SICILY  
11 MAR - 13 MAR ENROUTE PORT SAID  
14 MAR TRANSIT SUEZ CANAL; INCHOP PACFLT  
15 MAR - 22 MAR INPORT BERBERA, SOMALIA  
23 MAR - 26 MAR ENROUTE MOMBASSA, KENYA  
27 MAR CROSSED THE LINE; SHELLBACK INITIATION  
28 MAR - 3 APR AT ANCHOR MOMBASSA, KENYA; VALIANT USHER 3-82  
4 APR - 9 APR ENROUTE HODEIDAH, NORTH YEMEN; OUTCHOP PACFLT  
10 APR - 13 APR AT ANCHOR HODEIDAH, NORTH YEMEN  
14 APR - 16 APR ENROUTE SUEZ CANAL  
17 APR TRANSIT SUEZ CANAL  
18 APR - 21 APR INPORT ASHDOD, ISRAEL  
22 APR - 24 APR ENROUTE ATHENS, GREECE  
25 APR - 1 MAY INPORT ATHENS, GREECE; VISIT FROM COMSIXTHFLT  
2 MAY - 3 MAY ENROUTE SAROS BAY, TURKEY  
4 MAY AT ANCHOR SAROS BAY, TURKEY; REHEARSAL LANDING  
4 MAY - 9 MAY ENROUTE CAPO TEULADA, SARDINIA  
10 MAY - 15 MAY AT ANCHOR CAPO TEULADA, SARDINIA; DISTANT DRUM  
'82  
16 MAY - 17 MAY ENROUTE MARSEILLE, FRANCE  
18 MAY - 2 JUN INPORT MARSEILLE, FRANCE; UPKEEP  
3 JUN - 7 JUN PRESIDENTIAL SUPPORT OPS, ROME, ITALY (COAST)  
8 JUN - 11 JUN ENROUTE ROTA, SPAIN  
12 JUN - 14 JUN OPPE  
15 JUN - 16 JUN INPORT ROTA, SPAIN; OUTCHOP SIXTHFLT  
17 JUN - 27 JUN ENROUTE MOREHEAD CITY, N.C.  
28 JUN INPORT MOREHEAD CITY, N.C.; MARINE OFFLOAD  
29 JUN ENROUTE NORFOLK, VA  
30 JUN - 19 AUG INPORT NORFOLK, VA; UPKEEP

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20 AUG	ENROUTE WILMINGTON, N.C.
21 AUG - 23 AUG	INPORT WILMINGTON, N.C.; MARINE ONLOAD
24 AUG - 7 SEP	ENROUTE ESBJERG, DENMARK; UNITED EFFORT/SHORT ENGAGEMENT
8 SEP	INPORT ESBJERG, DENMARK; OFFLOAD
9 SEP - 10 SEP	ENROUTE PORTSMOUTH, UK
10 SEP	INPORT PORTSMOUTH, UK; ONLOAD
10 SEP - 12 SEP	ENROUTE ESBJERG, DENMARK
13 SEP	INPORT ESBJERG, DENMARK; OFFLOAD/NORTHERN WEDDING
14 SEP - 16 SEP	AT ANCHOR ESBJERG, DENMARK; INCHOP CINCUSNAVEUR
17 SEP - 18 SEP	ENROUTE ARHUS, DENMARK
19 SEP - 20 SEP	AT ANCHOR ARHUS, DENMARK; ONLOAD
21 SEP	AT ANCHOR GLATVED, WEST GERMANY
22 SEP	ENROUTE PUTLOS, WEST GERMANY
23 SEP - 26 SEP	AT ANCHOR PUTLOS, WEST GERMANY; BOLD GUARD '82
27 SEP - 28 SEP	ENROUTE WILHELMSHAVEN, WEST GERMANY
29 SEP - 3 OCT	INPORT WILHELMSHAVEN, WEST GERMANY
4 OCT - 5 OCT	ENROUTE PORTSMOUTH, UK
5 OCT - 14 OCT	INPORT PORTSMOUTH, UK; AG WASH
15 OCT	ENROUTE MOREHEAD CITY, N.C.
16 OCT - 17 OCT	AT ANCHOR LYME BAY, UK; STORM HAVEN
18 OCT - 28 OCT	ENROUTE MOREHEAD CITY, N.C.
29 OCT	INPORT MOREHEAD CITY, N.C.; MARINE OFFLOAD
29 OCT	ENROUTE NORFOLK, VA
30 OCT - 12 DEC	INPORT NORFOLK, VA; UPKEEP/TRAINING
13 DEC	SHIFT TO LITTLE CREEK AMPHIBIOUS BASE
14 DEC - 31 DEC	INPORT LITTLE CREEK, VA; UPKEEP/IMAV/TRAINING

## COMMAND NARRATIVE

The New Year, 1 January 1982, saw TRENTON making final preparations for sea for the upcoming Mediterranean deployment, MARG 1-82. MARG 1-82 commenced 19 January 1982 and was comprised of three units; USS TRENTON, USS NEWPORT and USS NASSAU. Marine Corps and special task units embarked on TRENTON included: MSSG-34, BLT 1/8, Marine Special Forces RECON, UDT-21, UDT-22, BMU-2 and ACU-2. TRENTON was commanded by Captain Elmore K. Hannah, Jr. with Commanding Officer of Embarked Troops Major Dave Buckner. Officers in Charge of the embarked BMU/ACU and UDT detachments were CWO Hal Smith and LT Dennis Franklin, respectively.

After a one day transit to Morehead City, N.C. on the 19th, the Marine contingency was unloaded and TRENTON was underway for a turnaway rehearsal landing 25 January in Vieques. During the southward transit, TRENTON participated in COMPUTEX 2-82 with other transiting units. The exercise reinforced procedures on anti-shipping doctrine and gave TRENTON valuable experience in simulated wartime steaming. After the Vieques landing TRENTON made two short port visits to St. Thomas, Virgin Islands and Roosevelt Roads, Puerto Rico, then began the eastern transit to Rota, Spain for INCHOP. The transit was rocked by 20 foot seas the majority of the distance but a great deal of onboard and combined ship training was

Enclosure (3)

carried out in spite of the weather. TRENTON arrived on time in Rota on the 9th of February and relieved the USS RALEIGH after a smooth turnover on the 12th.

TRENTON's next commitment was PHIBLEX 2-82, an amphibious landing at Garrucha, Spain. After a 2 day transit, TRENTON arrived in Garrucha on the 15th of February and anchored in preparation for the operation. PHIBLEX 2-82 involved only MARG 1-82 ships and embarked elements and allowed the combined forces to work out coordination difficulties without the pressure of a full scale NATO Exercise. The rehearsed landing was conducted on the morning of the 16th with D-Day the morning of the 17th. The operation lasted through 21 February with selected backload being concluded that day. PHIBLEX 2-82 was a total success and brought all hands to a full state of readiness for the next exercise; NATO, Sardinia '82.

From 24 - 27 February TRENTON conducted a combined port visit and safety stand down in Barcelona, Spain. All hands greatly enjoyed the Spanish port visit and comported themselves commendably throughout. On the 28th of February, TRENTON anchored off La Madelena in preparation for the Sardinia '82 pre-assault transit to Capo Teulada. The transit lasted from approximately noon the 1st until noon the 2nd of March and involved TRENTON in a Blue Force/Gold Force wartime scenario. Upon arrival in Capo Teulada, Sardinia TRENTON inserted embarked UDT personnel ashore to conduct

beach survey/clearance and SUROBS. Rehearsal day was 3 March followed by D-Day on 4 March with TRENTON acting as primary control ship for the initial landing. TRENTON remained at Capo Teulada until 9 March in direct support of the landing force. The Sardinia Exercise involved both U.S. and Italian Forces and was very profitable from a knowledge gained standpoint for both participants. After Capo Teulada, TRENTON threaded south to Port Said, Egypt, stopping only long enough to resupply at Augusta Bay, Sicily. On March 14th a transit was made through the Sue Canal and TRENTON continued south until anchoring at Berbera, Somalia. While in Berbera, TRENTON aided the Somalian Navy by assisting with maintenance on their OSA type Guided Missile Patrol Boats. Additionally, medical assistance was afforded the local civilian populus of Berbera with a mobile medical care unit. On the evening of 18 March the USS NEWPORT reported a class "bravo" fire out of control in a main engineering space. The remaining night was spent extinguishing the fire and minimi ng equipment damage on the NEWPORT. Only minor injuries were incurred as a result. TRENTON was tasked to remain in Berbera until 23 March to effect emergency repairs on NEWPORT and onload all remaining Marines and equipment. Upon completion of this task TRENTON proceeded south to Mombassa, Kenya for Operation Valiant Usher 82-3. During this transit TRENTON inititated 897 Navy/Marine shellbacks. Valiant Usher was conducted between 28 March and 3 April off the Kenyan coast, south of



Mombassa. The operation involved all embarked elements which operated in conjunction with the Kenyan Armed Forces. U.S. forces were very successful in demonstrating our amphibious assault and support capabilities to the Kenyan government. TRENTON's northward transit commenced on 3 April upon completion of Valiant Usher. A short visit was afforded the city of Hodeidah, North Yemen before reaching the Suez Canal. The visit allowed TRENTON to host the Commanding Officer of the North Yemen Arab Republic Air Force, Ambassador Zweifel and 20 American citizens for Easter Sunday Services.

After transiting the Suez Canal TRENTON enjoyed port visits to Ashdod, Israel 18 - 21 April and Athens, Greece 24 April -1 May. A superb time was had by all in each port and TRENTON men and embarked units acquitted themselves as befitting Navy ambassadors of good will. Also, during the Athens port visit TRENTON was honored by a visit from Commander Sixth Fleet, Vice Admiral Rowden.

TRENTON's next major commitment was Operation Distant Drum '82 in Capo Teulada, Sardinia. Distant Drum '82 was a combined NATO effort involving coordinated land, sea and air assets. The operation was particularly beneficial because it allowed units to operate in a realistic, live fire environment. The rehearsal landing, phase I, for Distant Drum took place in Saros Bay, Turkey May 3rd and 4th with Turkish Naval Units. TRENTON transited from

Turkey 5 - 9 May and anchored off the coast of Capo Teulada 9 May. R-Day was conducted 10 May with the actual landing taking place 11 May, D-Day. Also on 11 May, TRENTON lost the starboard anchor and 160 fathoms of chain in 190 feet of water. Both anchor and chain were recovered by USS HOIST by 15 May and TRENTON proceeded to Marseille, France for IMAV.

The IMAV in Marseille, France lasted from 17 May to 2 June during which time TRENTON was prepared for the return transit to CONUS and upcoming OPPE. TRENTON participated in OPPE 12 - 14 June after a blue water turn over to USS NASHVILLE. TRENTON received OPPE certification on 14 June and pulled into Rota, Spain for agricultural washdown June 15 and 16. During the return transit all personnel benefited greatly from shiphandling, gunnery, quick reaction and engineering drills and general shipboard training. Offload of Marine personnel and equipment was conducted 28 June and Ship's Company fathers and sons were received on board for TRENTON's Gator Cruise 1-82. TRENTON arrived homeport Norfolk, Va. 30 June and commenced a well deserved standown period.

TRENTON remained inport Norfolk, Va. through 9 August at which time local operations were conducted in the VACAPES OP Area August 10 and 11.

On August 13, 1982 Captain Elmore K. Hannah, Jr., U.S. Navy, was relieved of command by Captain Ralph E. Whitby, Jr., U.S. Navy, during ceremonies held on board. Guest speaker at the Change of Command was Captain M. M. France, U.S. Navy, Commander Amphibious Squadron EIGHT.

TRENTON's next deployment commitment for 1982 involved the combined NATO North Atlantic exercises United Effort, Short Engagement, Northern Wedding '82 and Bold Guard 82. TRENTON deployed 20 August as part of Task Group 29.4 with elements of 1st Battalion 10th Marines, 2nd RECON Battalion and 2nd FAAD Battery under the command of Captain P. Ritalko. Onload of the Marine contingency and equipment was conducted in Wilmington, N.C. 21 - 23 August and the transit to Esbjerg, Denmark commenced 24 August and was completed 8 September. During the transit TRENTON participated in Exercise United Effort from 27 August to 4 September. United Effort was designed to test the effectiveness of a grid assignment transit scheme involving a wide variety of ship types. Also during the transit TRENTON participated in Exercise Short Engagement 5 and 6 September. Short Engagement combined merchant vessels and amphibious ships in a convoy and rehearsed proper communications and tactical procedures for the disposition. Exercise Northern Wedding '82 commenced 6 September and was completed 17 September. TRENTON's participation in Northern Wedding originally required that TRENTON

offload all Marines and equipment at Esbjerg, Denmark and transit north to participate in a rehearsal landing at Sinclair Bay, Denmark. Upon completion of the rehearsal landing TRENTON would transit to eastern Denmark and backload all marines and equipment at Arhus, Denmark. However, due to weather conditions at Sinclair Bay and mechanical difficulties on the USS PLYMOUTH ROCK, TRENTON was tasked to also take PLYMOUTH ROCK's loadout to Esbjerg and then proceeded to Arhus to complete the exercise. TRENTON was able to meet all commitments for Northern Wedding without fail. With the backload completed 19 September at Arhus, TRENTON stood by at anchor until the 21st for the other units participating in Bold Guard '82. The first tasking for Bold Guard '82 was a rehearsal landing in Glatved, Denmark, 22 September which was cancelled due to inclement weather. TRENTON proceeded then to Putlos, West Germany for the primary assault with D-Day being conducted on 23 September and backload 25 September. The landing at Putlos was a combined U.S., West German venture utilizing U.S. landing forces and West German mine sweeping assets and landing craft. The exercise was extremely successful and TRENTON learned a great deal about working with our West German allies.

Bold Guard '82 was followed by a port visit to Willhelmshaven, West Germany 28 September through 3 October and a combined port visit/agricultural washdown in Portsmouth, UK from 5 to 14 October.

During both port visits all of the TRENTON crew put their best foot forward to entertain VIP's, spread good will and leave a good impression of the U.S. Navy behind. TRENTON transited stateside 15 to 29 October with a two day layover in Lyme Bay, UK due to weather and offloaded Marines and equipment in Morehead City, N.C. on the 29th. After embarking ship's company Fathers and Sons for TRENTON's Gator Cruise 2-82, TRENTON returned once again to homeport Norfolk, Va. 30 October 1982.

The remainder of 1982 saw TRENTON inport almost entirely with only one day underway to shift berth to Little Creek Amphibious Base 13 December. Maximum use was made of the inport time with a scheduled IMAV, schools, training and a much deserved holiday standown period.