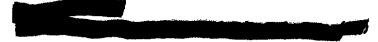




AGR-1/(01:rso) 5750

Sex: 04

28 JAN 1968



Commanding Officer, USS AWNAPOLIS (AGMR-1) From:

To: Chief of Naval Operations (Op-0989)

Ship's History, 1967 (OPWAV Report 5750-1) (U) Sub 1:

Ref: (a) OPNAVINST 5750.12

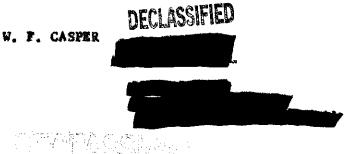
Encl: (1) History of USS ANNAPOLIS (AGMR-1), 1967 (C)

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

2. Contents of enclosure (1) include:

- Chronology of events.
- Marrative history, 1967.
- c. Welcome aboard brochure.
- Change of Command brochure, 9 January 1967.
- Award Citations and Congratulatory Messages.
- Cruise Book, 1966-67.
- Sample "AMEALOG" (ship's newspaper).
- Familygrams h,
- HINTH and THIRTENTH Patrol services messages.
- Statistics for calendar year 1967.
- Biography of commanding officers
- 1. Rosters of officers and men, 31 December 1967.

Copy to: CINCPACILT



History of USS AMMAPOLIS (AGMR-1)

Chronology of Events 1967

1-4 January

In port, Keelung, Taiwan, for rest and relexation. CAPT William F. CASPER reported aboard 2 January 1967 as relief for CAPT Henry BRESS.

4-7 January

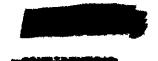
On 5 Jenuary 1967, participated in search for missing crew members of Chinese Motor Vessel SS KWONG SHUN. Recovered 1 body. On 6 Jenuary 1967 participated in search and rescue mission for crew of missing U. S. Navy PSM antisubmarine patrol aircraft. Located and identified debris. Both ship's screws damaged during these missions.

7-9 January

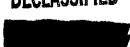
In port Subic Bay, Philippine Islands, for repairs and recreation. CAPT CASPER relieved CAPT BRESS as Commanding Officer at 1000H 9 January.

9-18 January

Enroute from Subic Bay, Philippine Islands, to Yokosuka, Japan. DECLASSIFIED



ENCLOSURE (1)



18 January-10 February

In port Yokosuka, Japan. Drydocked for

replacement of both screws.

1-4 February

INSURV Inspection. Ship ready for war.

10-16 February

Enroute from Yokosuka, Japan, to station off

the coast of South Vietnam.

16 February-3 April

On station off the coast of South Vietnam

for MIMTH Patrol, providing communications

support for units of U. S. Seventh Fleet.

3-5 April

Enroute to Subic Bey, Philippine Islands,

having completed a 47 day patrol off the

coast of Vietnam.

5-16 April

In port Subic Bay, Philippine Islands for

repairs, replenishment, and recreation.

16-19 April

Enroute from Subic Bay, Philippine Islands, to

Hong Kong, British Crewn Colony.

19-25 April

Port visit Hong Kong, British Crown Colony,

for rest and relaxation.

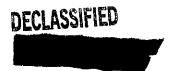
25-27 April

Enroute from Hong Kong, British Crown Colony,

to station off the coast of South Vietnam.

ENCLOSURE (1)

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27 April-2 June

On station off the coast of South Vietness for TENTH Patrol.

2-7 June

Enroute to Sasebo, Japan, having completed 37 day patrol.

7-21 June

In port Sasebo, Japan, for repairs, replemishment, and recreation.

8, 9, 14 June

Annual Supply Inspection by COMSERVGRU THREE.

21-27 June

Enroute from Sasebo, Japan, to station off the coast of South Viotnam.

27 June-9 August

On station off the coast of Vietnam for ELEVENTH Patrol.

29 June

Participated in search mission for survivors of Hong Kong meter vessel, SS SHINAGAWA MARU. Recovered 1 survivor.

30-31 July

Provided Communications and fire fighting equipment to USS FORRESTAL (CVA-59) during her fire.

enclosure (1)a

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31 July

Operating station changed from within a 250 mile radius of 13N-111E to within a 200 mile radius of 17-30N 10SE to provide closer support to units operating in the Gulf of Tonkin.

9-11 August

Enroute to Subic Bay, Philippine Islands, having completed 44 day patrol.

11 August-28 August

In port Subic Bay, Philippine Islands, for upkeep and recreation.

28 August-4 September

Type Training and Operational Readiness
Inspection Subic Bay, Philippine Islands.

A September-8 September

Enroute from Subic Bay, Philippine Islands, to Singapore.

8 September-12 September

Fort visit Singapore for rest and relexation.

12 September

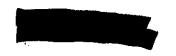
At longitude 105E crossed the Equator, initiated 615 Pollywogs into the mystic order of the Deep, and certified them Shellbacks.

12-15 September

Enroute to station off the coast of Vietnam.



ENCLOSURE (1)



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15 September -9 October

On station off the coast of Vietnem for

TWELFTH Patrol.

3 October

Participated in an unsuccessful Search and

Rescue for Pilot of downed Air Force F105

sircraft.

9-14 October

Earoute to Yokosuka, Japan

14 October-5 November

In port, Yokosuke, Japan, for repairs,

replanishment, and recreation.

5-11 Movember

Enroute from Yokosuke, Japan, to station in

the Gulf of Tonkin.

11 November-4 December

On station in the Gulf of Tonkin for THIRTEENTH

Patrol.

4-6 December

Enroute to Kao-Heiung, Taiwan, having completed

24 day patrol.

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6-9 December Port vieit Kao-Haiung, Taiwan, for rest and

relexation.

9-11 December Enroute from Kao-Hsiung, Taiwan, to Subic Bay,

Philippine Islands.

11-18 December In port Subic Bay, Philippine Islands for

repairs, repleasishment, and recreation.

18-21 December Enroute from Subic Bay, Philippine Islands,

to Hong Kong, British Crown Colony.

21-26 December Port visit Hong Kong, British Crown Colony.

26-28 December Enroute from Hong Kong, British Crown Colony,

to station off the coast of Vietnam.

24-31 December On station off the coast of Viernam for

FOURTRENTH Patrol.

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ENCLOSURE (1)

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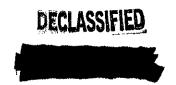


Harrative History of USS ANNAPOLIS (AGMR-1) 1967

Mission and Operations

During 1967, USS ANNAPOLIS (AGMR-1) continued carrying out her basic mission of providing supplementary facilities to extend the Mavel Communications System to greas where coverage is inadequate or non-existent. Again in 1967 ANNAPOLIS provided communications support to U. S. Seventh Fleat Units ongaged in the Vietnamese Conflict. During the first seven months of the year ANNAFOLIS operated in the waters off the coast of South Vietnem providing support to the Surveillance units in the "Market Time Areas" with a local area broadcast, ship to shore entry point, and electronic material and technical support. In August, 1967, with the arrival of ARLINGTON (AGMR-2) and commissioning of U. S. Baval Communication Station, Com Ranh Bay, RVM, operations were changed and ANNAPOLIS moved to a position near the entrance to the Gulf of Tonkin and support emphasized improving communications services to the Amphibious Ready Groups, the Carrier Strike Groups, and the ships involved in the gunfire support and surveillance operation "Sea Dragon". With the activation of MAVCOMISTA Cam Ranh Bay the local area bypedcast responsibilities were shifted from ANNAPOLIS to this now station. In the Gulf of Tonkin ANNAPOLIS provided full period terminations for several of the mejor units engaged in strike operations relaying their traffic into the Maval Communications system at Naval Communications Stations Philippines and Guem. Other services provided earlier were continued and transmitters freed from use on the local area broadcast were utilized to retransmit the Multi-Channal Broadcast originating in the Philippines.

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A second change in operating schedules resulted from the arrival on station of a second AGMR, USS ARLINGTON (AGMR-2), permitting shortened on-station periods and continuous services of an AGMR on station.

Patrol periods stablized at approximately three weeks on station and two weeks in port for each ship. Copies of sample patrol services messages for each of the above types of operations are enclosed for information.

Command

Early in January, 1967, Captain William F. CASPER, 482890/1100, U. S. Mavy reported as relief for Captain Henry BRESS, 165448/1100, U. S. Mavy, as Commanding Officer.

Captain BRESS had served as Commanding Officer from 25 April 1966 and upon relief reported to COMSERVPAC for reassignment and ultimately to the office of the Chief of Baval Operations. Captain CASPER, a recent selectee for Captain, reported from a tour as Commanding Officer, USS GEORGE K. MACKENZIE (DD-836). The change of command ceremony took place in Subic Bay, Rapublic of Philippines, on 9 January, 1967. (A change of command pamphlet is enclosed for information.)

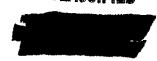
Operations

During 1967 ANNAPOLIS made 5 patrols operating off the coast of

Vietnam providing Communications Support to units of the U. S. Seventh

Fleet. A total of 186 patrol days were logged. 284,248 message handlings

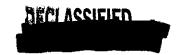
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Enclosure (11-)



were performed and a total of 16,238 broadcast rerun requests were processed resulting in the retransmission of 2,803 messages to ships who had missed the original transmission. The ANNAPOLIS Local Area Broadcast (ANNALAB) was operated for a total of 118 days serving an average of 62 ships per patrol. In the course of her petrols and port visits ANNAPOLIS steamed a total of 270 days at sea.

Search and Rescue and Assistance

During 1967 ANNAPOLIS participated in five rescue missions:

At 0914H 5 January 1967 ANNAPOLIS received a ship in distress call concerning the Chiness Merchantman SS KNOMG SHUN which was reported sinking in heavy sees north of the Island of Luzon, Philippines. Arriving on the scene at 1500H that day ANNAPOLIS learned that the ship had sunk and that SS PRESIDENT NCKINLEY and an unidentified Japanese merchantman had picked up 31 of the 35 crew members. KWOMG SHUN had been carrying a deck load of legs which had broken loose. In the search for the remaining crew members smong the floating debris, ANNAPOLIS sighted and recovered one body. Considerable damage was done to both acrews by the floating logs and as darkness fell the search was discontinued and ANNAPOLIS proceeded on her way to Subic Bay.

Enroute to Subic Bay, ANNAPOLIS received a second call to assist in a search and rescue mission for the crew of a crashed Navy P5M antisubmarine patrol craft off the entrance to Subic Bay. Searching throughout the night





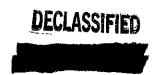
with searchlights and 100 extra lookouts, she finally located debris in the sesumed area of the crash and confirmed that it was that of the missing sircraft. Unfortunately, mone of the 10-man crew were recovered. For her efforts in the mission ANNAPOLIS received a "well done" from Commander U. S. Maval Forces, Philippines, RADM H. J. KOSSLER, USN.

The next assistance mission occurred on 29 June 1967 when AMNAPOLIS was patrolling her station off the coast of South Vietnam. At 1430H the alert starboard lookout, Seamen G. G. FORBES of Tonesville, Iowa, sighted an object in the water which turned out to be a sun in a small boat. Upon recovering the occupant, it was discovered that he was Mr. KAM SHAN CHIU of Hong Kong, B. C. C., Chief Engineer of SS SHINAGAWA HARU, a 2000-ton coastal freighter which had capsized the morning before in heavy seas. Mr. CHIU was week and suffering from thirst and exposure and had no idee of what happened to the rest of the 11-man crew. ANNAPOLIS conducted s thorough search of the area, ceasing the next day when it was learned that seven other survivors had been rescued by USS VIERO (MSO-205) and all hope had been given up for the other three craw members. ANNAPOLIS proceeded to Cam Ranh Bay, RVN, where Mr. CHIU was landed for medical treatment and returned to his home. While ANNAPOLIS was visiting Hong Kong in December 1967, Mr. CHIU came abourd with his family to again personally thank the Captain for the efforts expended in his behalf.

On 30 July 1967 ANNAPOLIS was called upon to provide communications support to USS FORRESTAL (CVA-59) during her disasterous fire. ANNAPOLIS



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closed the burning ship to within S miles and assumed relay functions for her communications with the Neval Communications System. In addition, fire-fighting equipment was transferred to FORRESTAL by helicopters.

Medical relief facilities were prepared but were not needed.

On 30 October 1967 ANNAPOLIS was slarted by a low-flying aircraft that a U. S. Air Force F-105 had crashed and was asked to assist in the recovery of the pilot who was known to be dead. Arriving on the scene after dark, ANNAPOLIS sighted and recovered an empty life jacket with a marker light. Assisted by parachute flares and search lights, the search was continued throughout the night, with no success. The mission was called off at moon the next day when it became apparent that the body of the pilot could not be recovered.

Special Operations

During 1967 ANNAPOLIS had the only operational shipboard Satellite

Communication System (AM/SSC-2). Communications via ANNAPOLIS'S Satellite

Communications Terminal have proved the most error free and reliable

experienced outside of shore station land line circuits. Here with

Prototype equipment not fully designed for the rigors of a ship-board

environment, ANNAPOLIS has helped prove the future of Satellite Communications.

Prior to the 11th patrol, while enroute from Sasebo, Japan, to station off the coset of Vietnam, ANNAPOLIS conducted a survey of the coverage of transmitters from the newly activated MAVCOMMISTA Cam Rehn DECLASSIFIED





Gulf of Tonkin. A second such survey was conducted enroute to Singapore in September. Informal reports of these surveys were submitted to Commanding Officer, NAVCONNSTA Cam Rohn Bay for his information.

Port Visits

ANNAPOLIS made up-keep and replenishment port colls at Yokosuka. and Sasebo Japan, and Subic Bey, Philippines and recreational visits to Hong Kong. B. C. C.: Keelung and Kao-Haiung, Taiwan; and Bingapore.

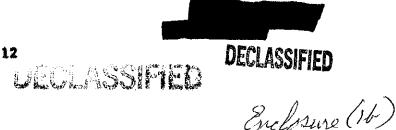
In April, 1967, while in Hong Kong for a 6 day port visit, Commodore T. H. WILSON, RN of Her Majesty's Naval Forces Hong Kong made en official call and the ship perticipated in the celebration of the Queen's birthday. During the Singapore visit in September 1967 ANNAPOLIS was hosted by the crew of MMS RELEMILESS. Social functions were sponsored by both ANNAPOLIS and the host ship. On 11 September 1967 VADM W. D. OBRIEN CB, DSC. RM Commander, Fer East Floot, paid an official call.

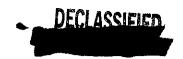
Visits to Keelung and Kao-Haiung were recreational in nature with no formal entertaining.

Inspections

A formal Board of Inspection and Survey inspection was conducted on board while in Yokosuka, Japan on 1-4 February 1967 by the Pearl Harbor IMSURV sub board, headed by Captain J. N. IRELAND.

On 5 April 1967, Vice Admiral J. J. HYLAND, USN, Commonder U. S. Seventh Fleet, made an informal visit and impection of the ship





On 31 August 1967, an Operational Readiness Inspection was conducted by the staff of COMSERVORU THREE. RADM H. C. UARD acted as senior observor.

A stade of 85.77% (good) was obsigned.

In June 1967 the staff, COMSERVGRU THREE conducted an Annual Supply Inspection. The ship received an over-all grade of 93% (excellent).

Unkeep

ANNAPOLIS was assigned 17 days of upkeep during 1967 (and 94 days of restricted availability). The major maintenance effort was during the period 19 January-10 February 1967 in Yokosuka where the ship was drydocked for replacement of both screws. Extensive overhaul of engineering equipment was accomplished by the ship's force with Ship Repair Facility essistance. Upkeep periods in Subic Boy, Philippines and Sasebo Japan, were scheduled to ensure reliable operations. During an upkeep period in Yokosuka from 14 October to 5 November 1967 the radio receive antenns installation was up-dated by installing a new truosed 35 foot whip antennas, center line at frame 5 and removing three other 35 foot whip antennas. During this period the ship's force modified the on-line cryptographic equipment installation by removing to storage 6 unused KW-26 equipments and installing 15 additional KW-7 equipments.

Replenishment

ANNAPOLIS obtained the majority of her support from Underway Replanishment ships. A total of 199 replanishments at sea were conducted consisting of 58 alongside replanishments, 55 boat transfers and 36 help transfers. Mail, personnel, stores, and provisions were received during these replanishments.







ANNAPOLIS' allowance was increased by 5 officers and 23 enlisted for a new total of 42 officers and 747 enlisted.

On 30 November 1967 a special manning level of 100% of allowance in the RM, CYN, and ST rates was authorized by CINCPACFLT.

The quick turnover of personnel caused by the one year unaccompanied tour in ANNAPOLIS continued to cause problems in manning and training and placed a heavy burden on the personnel organization of the ship.

Approximately 1,175 normal receipts and transfers were processed in addition to a sizable number of emergency cases. Added personnel accounting for Family Separation Allowances, medals and awards, extensions, and Hostile Fire Pay also contributed to the overall workload.

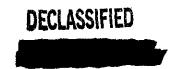
Charitable Efforts

ANMAPOLIS has adopted the Kaifu-Gakuen School for handicapped children in Yokosuka, Japan as its own people-to-people project. The Kaifu-Gakuen School is operated by the Tokyo University as a home and school for children suffering from cerebral palsy. Thirty-two children between the ages of 4 and 21 years are supported from a nominal tuition paid by their parents and funds subscribed from privat sources. In addition to substantial monetary contributions, members of ANNAPOLIS crew have contributed their liberty time to help rehabilitate the school buildings and facilities.

Another worthwhile charity which has received help from ANNAPOLIS is Operation School House spensored by NAVCOMMSTA Philippines. This project collects money to assist in giving deserving Filipino children an opportunity to complete high school. ANNAPOLIS is now sponsoring 4 such children for

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Enclosure (rv)



their tuition for the entire 4 year high school period.

ARMAPOLIS also contributed to miscellaneous smaller charitable organizations in Hong Keng. Subic Bay, and Sasebo, Japan.

Special Services

On patrol AMMAPOLIS has many recreational activities for the crew's enjoyment during off duty hours. Basketball and volleyball leagues are erganized and played in the VLF room and on the elevator. Bingo is played three nights a week. Movies are shown nightly and Saturday and Sunday afternoons. Cookouts are held on the entenna deck with music provided by the ship's band, the "Salty Dawgs". Boxing and wrestling smokers are conducted every other Saturday afternoon. On Saturday and Sunday afternoons skeet shoots are held. Card tournaments are held. A ping-pong table is available.

The ship's basketball team played other ships and activities in various ports with a record of eight wins and one loss.

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