

U. S. S. COONTZ (DLG-9)
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From: Commanding Officer, USS COONTZ (DLG-9)
To: Director of Naval History (OP-09B9) Washington Navy Yard, Washington,
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Subj: USS COONTZ (DLG-9) Command history for 1970-1971. (OPNAV Report
Symbol 5750-1)

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Chronology of highlights
(2) Basic Narrative
(3) Documentary annex

1. In accordance with reference (a), enclosures (1) through (3) are submitted.
2. This command was decommissioned on 23 February 1971 for modernization and is scheduled to be recommissioned on 31 May 1972.



T. J. BOWEN

Copy to:
CINCPACFLT
COMCRUDESAC
COMDESRON SEVENTEEN

1970 Chronology of Highlights

<u>DATES</u>	<u>EMPLOYMENT</u>
1 January - 3 March	Training and upkeep in San Diego
3 March - 20 August	Deployed in the Western Pacific as a unit of the U. S. Seventh Fleet. This is COONTZ's seventh WESTPAC deployment since commissioning in 1960
27 March - 11 April	Visited Sasebo, Japan.
11 April - 30 April	Assigned to Task Force 71 conducting operations in the Sea of Japan.
30 April - 8 May	Visited Yokosuka, Japan.
8 May - 26 May	Second line period as a unit of Task Force 71 in the Sea of Japan.
29 May - 5 June	Enroute Yankee Station in Tonkin Gulf.
5 June - 15 June	Assigned to Task Force 77. Conducted search and rescue plane guard duties in the Tonkin Gulf.
20 June - 26 June	Visited Subic Bay, R. P.
28 June - 6 July	Visited Hong Kong, BCC.
8 July -	Change of Command at U. S. Naval Base, Subic Bay, Republic of the Philippines.
10 July -	Visited Danag, Republic of South Vietnam.
13 July - 9 August	Assigned as Commander Task Unit 77.0.1 conducting operations on the North Search and Rescue Station.
16 July -	COONTZ visited on station by CINPACFLT and Commander Task Force 77
18 August - 20 August	Visited Kobe, Japan.
20 August - 6 September	Enroute San Diego, having completed deployment. Changed Operational Control from Commander Seventh Fleet to Commander First Fleet.
6 September	Arrived San Diego
7 October - 26 October	Training and upkeep San Diego
26 October - 29 October	Conducted type training in Southern California OP area.

Enclosure (1)

30 October - 27 November	Training and upkeep San Diego
10 November	Change of Command of Destroyer Squadron SEVENTEEN aboard COONTZ.
16 November - 18 November	Material Inspection of COONTZ conducted by Sub-board of Inspection and Survey, Pacific
27 November - 14 December	Deployed in the Eastern Pacific for the Joint U.S. - Canadian MARPAC ASW Exercise.
30 November - 2 December	Visited Seattle, Washington
2 December - 9 December	Conducted MARPAC ASW Exercise 2-70
10 December - 14 December	Visited Vancouver, B.D., Canada.
16 December - 12 January 71	Holiday leave and upkeep, San Diego.
13 January - 12 February	Enroute Philadelphia Naval Shipyard.
17 January - 21 January	Visited Acapulco, Mexico
25 January	Visited Naval Station, Rodman, Canal Zone
26 January	Transited the Panama Canal. Changed operational control from Commander First Fleet to Commander Second Fleet.
29 January - 31 January	Visited Montego Bay, Jamaica
2 February - 4 February	Visited San Juan, Puerto Rico
4 February - 6 February	Visited Charlotte Amalie, St. Thomas, Virgin Islands.
8 February - 10 February	Visited Bermuda, B.C.C.
12 February	Arrived Philadelphia Naval Shipyard.
13 February - 22 February	Made all preparations for decommissioning and AAW modernization.
23 February	Decommissioned.

Enclosure (1)

BASIC NARRATIVE

January and February 1970 were relatively uneventful months for USS COONTZ. Major emphasis was on preparing for COONTZ's imminent deployment to the U. S. Seventh Fleet on her seventh WESTPAC cruise. Engineering problems during this time prevented COONTZ from taking advantage of the refresher-training period which usually precedes such a deployment.

Overcoming the material problems, COONTZ departed San Diego on 3 March for Yokosuka, Japan, via Hawaii and Midway Island. During this transit, the crew readied for a busy line period. New sailors got their sea legs and seasoned veterans renewed their acquaintance with the erstwhile Pacific Ocean. COONTZ arrived for a brief fuel stop in Pearl Harbor on 10 March and in Midway Island on 13 March.

On arrival in Midway, COONTZ rendezvoused with USS DUNCAN (DD-874) and there continued the transit to Yokosuka, Japan, arriving there on 21 March. Four days later, COONTZ sailed to Sasebo, Japan. Engineering difficulties necessitated a thirteen day delay in Sasebo, but COONTZ departed on 11 April for her first operational mission as a unit of Task Force 71 in the Sea of Japan.

The Sea of Japan was reputed to be a quiet operating area, especially in comparison to the activities in the Tonkin Gulf. This, however, was quickly proven to be a false notion. The first taste of excitement came with a fly-by of Soviet "Badger" type aircraft. Next, COONTZ and USS LEONARD F. MASON (DD-870), which was in company with COONTZ, sighted a Soviet mine floating free, took it under 50 caliber machine gun fire and destroyed it.

The high point of this Sea of Japan operation was the sighting and surveillance of a Soviet Navy guided missile cruiser and destroyer on 18 April. COONTZ became a familiar sight to the Russian sailors since she took station on the Kreista-class cruiser for two days.

Soviet naval air force "Badger" aircraft swooped down for low passes on COONTZ and MASON which was with the Kashin-class destroyer. At one time, more than a dozen Russian aircraft circled the ship. After a good look at the other side, on 20 April COONTZ and MASON broke off contact.

The balance of April was a busy time but with no occurrence to rival those of the first few weeks. On 30 April, COONTZ arrived in Yokosuka, Japan. The next seven days inport were a welcome respite after the excitement of participating in the Navy's coverage of the Soviet Naval Exercise OKEAN.

On 1 May, an awards ceremony was held aboard COONTZ to honor 31 of her men. Then on 8 May, COONTZ departed for her second operation in the Sea of Japan. The second time around is never as exciting and the low tempo of operations on this trip made it seem even more quiet. On 26 May, COONTZ returned to Sasebo for a three-day layover before steaming for the Tonkin Gulf and Yankee station.

This transit was quite busy with many exercises conducted. 30 and 31 May saw gunnery exercises off of Okinawa. During the next five days, COONTZ joined in patrolling the Taiwan straights while on the way to the Tonkin Gulf.

COONTZ arrived on Yankee station on 5 June and commenced operating with USS AMERICA (CVA-66) as a unit of Task Force 77. COONTZ operated as a rescue destroyer for the AMERICA's aircraft. In addition, COONTZ was prepared to protect the carrier from possible attack by PT boats and other surface craft or well as submarine and aircraft.

Working with the carriers is always challenging and interesting. However on 15 June, COONTZ approached within one hundred yards of AMERICA in order to get a close up view of her aerial show as launchings and recoveries were made. That evening, COONTZ departed Yankee station for Subic Bay, Phillipines.

This normally short, uneventfull transit was abruptly changed on 17 June just a few hours out of Subic Bay when COONTZ was called to participate in a search and rescue mission off Western Luzon Island. The search, unfortunately, proved fruitless for the ships involved. On 20 June the sea search operation of this mission was terminated and COONTZ headed for Subic Bay.

The stay in Subic Bay was short but no one minded because on 26 June, COONTZ departed for Hong Kong, BCC, arriving there on 28 June. For 7 days the COONTZ's crew enjoyed a well-earned rest and relaxation period in Hong Kong. On 5 July, Commander Thomas J. BOWEN, USN, came aboard in order to ride with the COONTZ back to Subic Bay, prior to assuming command. On 6 July, COONTZ departed Hong Kong for Subic Bay.

Arriving on 7 July, Commander Thomas J. BOWEN, USN, relieved Commander Donald P. ROANE, USN, as Commanding Officer of the COONTZ. Wasting no time, the new captain then got COONTZ underway that same day for Task Force 77 and the North Search and Rescue Station (SAR) duties in the Tonkin Gulf.

Enroute to North SAR, COONTZ entered DaNang Harbor, Republic of South Vietnam, on 10 July in order to receive a briefing on the air operations directed from the facilities located there. COONTZ personnel were also familiarized with the "Nasty" class (PTG) boats which that evening exercised COONTZ in anti-PT boat procedures.

On 11 July, COONTZ was to rendezvous with and relieve the USS BAINBRIDGE (DLG-25) as CTU 77.0.1 However, casualties in COONTZ's primary air search radars delayed the turnover. COONTZ made a brief trip to Yankee station in order to receive repair parts and on 13 July returned to North SAR. On 14 July, COONTZ assumed command of TU 77.0.1 and received HC-7 helo detachment from BAINBRIDGE. "Shotgun" ship at this time was USS ARNOLD J. ISBELL (DD-869).

North SAR at this time was a relatively quiet operation area due to a general bombing halt over North Vietnam. Only reconnaissance flights and their escorts were being flown. However, events picked up in another manner, when on 16 July Admiral John J. HYLAND, CINCPACFLT, and Vice Admiral BORDSHAW, CTF 77, honored COONTZ with a visit. After meeting many of the COONTZ's personnel and cutting the ship's tenth "birthday" cake, they received a North SAR briefing, lunched and departed.

COONTZ terminated North SAR operations on 9 August when relieved by her sister ship USS KING (DLG-10). Arriving in Subic Bay on 12 August COONTZ embarked Captain R. Y. SCOTT, USN, Commander Destroyer-Squadron SEVENTEEN. Two days later COONTZ began her transit to homeport.

Enclosure (2)

Instead of returning directly to San Diego, however, COONTZ rendezvoused with USS DUNCAN (DD-874) and USS SWENSON (DD-729) in Kobe, Japan on 18 August for a two day visit of Expo 70 in Oraka. The fair was quite an experience for the men of the COONTZ and many also visited the historic city of Koto.

Departing Kobe 20 August, a quick run was made to Yokosuka where the COONTZ stayed overnight on 22 August before departing for San Diego on the morning of 23 August.

The part of the transit from Yokosuka to Pearl Harbor was quiet. Aside from the exercise rivalries of the three destroyers, the weather was calm and the sailing smooth. A brief fuel stop was made at Midway Island on 27 August before arriving in Pearl Harbor on 30 August. Inport for only one night, COONTZ, DUNCAN and SWENSON were underway again on 31 August for San Diego. Joining COONTZ from the Hawaii-to-San Diego trip was California Highway Patrolman Myron SMITH who briefed the crew on California driving practices. COONTZ arrived home in San Diego on 6 September.

Most of September was a leave and upkeep period after COONTZ's six-month deployment. On 21 September, awards of excellence were presented to COONTZ's Operations and Supply Departments and the ASW team.

COONTZ remained in San Diego for a maintenance and upkeep period through 26 October. On 18 October, COONTZ was host ship for the last homecoming of USS St. PAUL (CA-73) before her decommissioning. From 26 thru 29 October, COONTZ was in the Southern California Operations Area for type training much of which was devoted to ASW exercises.

COONTZ then remained in San Diego until 27 November. On 10 November, in a ceremony held aboard COONTZ, Captain Frank W. CORLEY, Jr. USN, relieved Captain Richard J. SCOTT, USN, as Commanding Officer, Destroyer Squadron SEVENTEEN. Then from 16 through 18 November, COONTZ underwent a material inspection by the Sub-board of Inspection and Survey Pacific.

On 27 November, COONTZ (incompany with USS SHELTON (DD-790) and USS O'CALLAHAN (DE-1051) departed San Diego for Seattle, Washington. Arriving on 30 November, COONTZ remained 2 days until departing on 2 December for the Vancouver Island operations area to participate in the joint US/Canadian ASW exercise, MARITIME Pacific ASW Exercise 2-70. (MARPAF). The exercise involved joint ASW exercises with surface craft, submarine and aircraft all participating. The weather was poor with gale winds and 25 foot seas but the exercise was considered a victory for the ASW forces.

Following this exercise, COONTZ, SHELTON, and O'CALLAHAN entered Vancouver, B.C., on 10 December for a three-day visit. The people of Vancouver were very hospitable and many toured the ships during these days. COONTZ, SHELTON and O'CALLAHAN then departed for San Diego on 14 December. Prior to arrival in San Diego on 16 December, COONTZ offloaded ammunition at the Naval Weapons Station, Seal Beach, and conducted a missile shoot at the Pacific Missile Range.

Enclosure (2)

The period from 17 December 1970 through 12 January 1971 was utilized for holiday leaves and preparing COONTZ for her trip to the Philadelphia Naval Shipyard. On 13 January, COONTZ departed San Diego, her home port for 10 years, for Philadelphia.

The first stop on this voyage was Acapulco, Mexico, with a brief fuel stop at Manzanillo enroute. Arriving on 17 January in Acapulco, COONTZ's normal pattern of shipborn routine was altered to accomodate the slower pace of this resort mecca. Acapulco was a delightful albeit expensive port visit. COONTZ departed on 21 January for the Panama Canal.

Arriving for an overnight visit in Rodman, C.Z., on 25 June, a ship's party was held on the base which was enjoyed by all. The next morning, COONTZ began transiting the Panama Canal which was an absorbing, exciting and surprisingly easy experience. Finishing the transit that evening, COONTZ entered the Atlantic Ocean for the first time and set course for Jamaica.

COONTZ arrived in Montego Bay, Jamaica, on 29 January. The stay at Montego Bay was only two days but they were exciting and well spent. Underway on 31 January, COONTZ set course for San Juan, Puerto Rico, arriving there on 2 February.

On 4 February, COONTZ departed San Juan for a six hour transit to Charlotte Amalie on St. Thomas, Virgin Islands. This was also a short stay and COONTZ departed on 6 February for Bermuda, B.C.C.

From 8 through 10 February, COONTZ was anchored in Port Royal Bay near the U. S. Naval Station. Bermuda was considerably quieter than the more active Carribean ports but the weather was pleasant and it was an enjoyable stop over. On 10 February after departing for Philadelphia, COONTZ began to encounter the cold North Atlantic weather. Luckily high seas off the Atlantic seaboard calmed and the trip was smooth. Traveling aboard COONTZ from Bermuda to Philadelphia were two Secretary of the Navy guests; Mr. Terrence Connor and Mr. Michael Orlando.

Arriving on 12 February in Philadelphia, COONTZ began preparations for decommissioning incident to the anti-air warfare modernization of the ship at the Philadelphia Naval Shipyard. Decommissioning was originally planned for 28 February but the offloading of COONTZ's equipment and stores went so efficiently that the date was advanced to 23 February.

Thus, on 23 February, the Commanding Officer, Commander Thomas J. BOWEN, USN, declared the USS COONTZ decommissioned and placed her in the custody of the Commander Philadelphia Naval Shipyard.

Enclosure (2)