

USS CHEVALIER DD-805

FPO SAN FRANCISCO 96601

DD805:SRD:wc
5750
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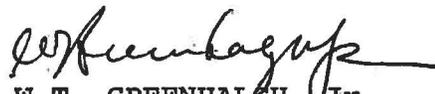
From: Commanding Officer, USS CHEVALIER (DD 805)
To: Director of Naval History (OP-09B9)

Subj: Command History for Calendar Year 1970

Ref: (a) OPNAVINST. 5750.12A

Encl: (1) Chronology 1970
(2) Historical Narrative
(3) Documentary Annex

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


W.T. GREENHALGH, Jr.

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Chronology of Highlights

January 1970

1 Jan - 16 Jan Alongside USS SAMUEL GOMPERS for tender availability period.
9 Jan CHEVALIER celebrated her twenty-fifth birthday.
19 Jan - 22 Jan Underway for local operations.
23 Jan CHEVALIER performed Burial at Sea for CDR Edward N. BECHTHOLT, USNR (Retired).
24 Jan - 25 Jan CHEVALIER at Broadway Pier for Public Visit Ship.

February

2 Feb - 6 Feb Underway for local operations as Antisubmarine Warfare School Ship.
13 Feb - 25 Feb Underway in company with USS BON HOMME RICHARD (CVA-31) as plane guard destroyer.
26 Feb - 28 Feb Inport San Diego.

March

1 Mar - 29 Mar Inport San Diego.
30 Mar Underway for local operations.

April

2 Apr - 30 Apr Inport San Diego.

May

11 May - 14 May Underway for local operations.
15 May - 24 May Inport San Diego.
21 May - 22 May Commodore's Command Inspection.
25 MAY-- 27 May Underway for local operations.
27 May - 31 May Inport San Diego.

June

1 Jun - 5 Jun Underway for local operations.
5 Jun - 30 Jun Predeployment leave period.

July

6 Jul - 21 Jul Enroute under OPCON COMFIRSTFLT.
22 Jul Chop COMSEVENTHFLT
22 Jul - 27 Jul Enroute Subic
28 Jul - 31 Jul Inport Subic

August

1 Aug - 2 Aug Enroute Yankee Station

Enclosure (1)

3 Aug - 16 Aug Assigned TG 77.5 for planeguard and picket duties. Participated in Exercise Beacon Tower III 15-16 Aug.
 16 Aug - 17 Aug Enroute Kaohsiung. Assigned to TG 72.1 (Taiwan Patrol Force) from 17 - 20 Aug.
 18 Aug - 19 Aug Visited Kaohsiung.
 20 Aug - 21 Aug Enroute South SAR Station.
 22 Aug - 8 Sep Assigned to TU 77.0.2 (South SAR) as picket.

September

9 Sep - 10 Sep Enroute Subic.
 11 Sep - 15 Sep Upkeep in Subic.
 16 Sep Type Training near Subic.
 17 Sep - 18 Sep Enroute Hong Kong.
 19 Sep - 20 Sep Visit Hong Kong.
 21 Sep - 8 Oct SOPA (Admin) Hong Kong.

October

9 Oct - 10 Oct Enroute and at Subic Bay.
 11 Oct - 13 Oct At Subic Bay. Prepared for Typhoon Evasion.
 13 Oct - 15 Oct At sea for Typhoon Evasion.
 16 Oct - 18 Oct Visit Manila. Preparations for Exercise Fortress Light.
 19 Oct - 20 Oct Exercise Fortress Light. Exercise was cancelled by weather and ships returned to Subic Bay.
 21 Oct - 22 Oct Enroute NGFS.
 23 Oct - 25 Oct NGFS in Military Region II.
 26 Oct - 27 Oct NGFS; then enroute and at Yankee Station as part of TU 77.6.2. CHEVALIER was assigned due to the absence of the regularly scheduled ship.
 28 Oct Assigned to TU 77.6.2; then enroute TU 77.0.2.
 29 Oct - 30 Oct Assigned to TU 77.0.2 (South SAR Station).
 31 Oct - 2 Nov Enroute Singapore.

November

3 Nov - 12 Nov Upkeep in Singapore.
 13 Nov - 14 Nov Enroute NGFS Station.
 15 Nov - 28 Nov Assigned to TU 70.8.9 for NGFS in Military Regions III and II.
 29 Nov - 30 Nov Enroute Subic Bay.

December

1 Dec - 3 Dec Inport Subic Bay making transit preparations.
 4 Dec - 9 Dec Enroute CONUS under OPCON COMSEVENTHFLT.
 10 Dec CHOP COMFIRSTFLT.
 10 Dec - 19 Dec Enroute CONUS.
 20 Dec Arrive San Diego.
 21 Dec - 31 Dec Inport San Diego.

USS CHEVALIER (DD 805)
HISTORICAL NARRATIVE
1 JANUARY 1970 - 31 DECEMBER 1970

COMMANDING OFFICER
COMMANDER W.T. GREENHALGH USN

COMMISSIONED
9 JANUARY 1945

HOME PORT
SAN DIEGO, CALIFORNIA

ON BOARD 31 DECEMBER 1970

OFFICERS 15

ENLISTED

Command Organization and Relations. The USS CHEVALIER (DD 805) is home ported in San Diego, California and was under the Command of Commander W.T. GREENHALGH, USN, during the entire period. The CHEVALIER is under the Administrative Command of Cruiser-Destroyer Flotilla Eleven, and Destroyer Squadron Fifteen, assigned to Commander Cruiser-Destroyer Force Pacific. Overall operational command and was Commander First Fleet in EASTPAC and Commander Seventh Fleet while operating in the Vietnam campaign and WESTPAC operations. Intermediate and direct operational control changed frequently in accordance with CHEVALIER'S assigned duties under varied operational commanders.

The new year found CHEVALIER in an upkeep status alongside the Destroyer Tender USS SAMUEL GOMPERS (AD 15). During the tender availability, CHEVALIER'S crew accomplished many needed repairs following the previous refresher training period. On January ninth CHEVALIER celebrated her twenty-fifth birthday. In ceremonies aboard the ship, Chief Radioman [REDACTED], oldest crewmember, and Seaman Apprentice [REDACTED], youngest crewmember, presented pieces of the birthday cake to Commodores COLLIER and TEASLEY, the Ship's squadron and Division Commanders, respectively. Later in the month, CHEVALIER hosted both Commodores while at sea. Commodore COLLIER was embarked on the ship's trip to Seal Beach and Debarked as CHEVALIER unloaded ammunition for the upcoming exercises. The following day January 20th, Commodore TEASLEY arrived by helicopter to observe various gunnery exercises and a helicopter in-flight refueling evolution. Antisubmarine warfare exercises dominated the next two days at sea and the CHEVALIER arrived back in San Diego on the twenty-second. The following day CHEVALIER went back to sea to conduct CDR Edward N. BECHTOLT'S burial at sea. CHEVALIER returned to Broadway Pier to host guests on 24-25 January as public visit ship. Over four thousand persons visited the ship during the two-day weekend.

For the week of 2 February, CHEVALIER hosted a group of officers as antisubmarine warfare school ship. The services available to the ship provided excellent ASW Training and experience to the entire ASW attack team. The following week in port gave the officers and crew a brief rest prior to getting underway on the thirteenth when CHEVALIER joined the USS BON HOMME RICHARD (CVA 31) as plane guard destroyer until February 25. During this period the relatively new crew experienced their first extended period at sea.

March and April provided the crew an opportunity to complete ship repairs during the long inport period, broken only by a four-day at sea period commencing on 30 March. The tender availability from 4-30 April was with the USS DIXIE (AD 14).

In May CHEVALIER participated in Naval Gunfire Support exercises at San Clemente. The Ship went to sea from 11-14 May to shoot various gunnery exercises. The Squadron Commander's Command inspection took place 21-22 May. On these days the squadron staff conducted material, messing, and berthing, and personnel inspections. On the twenty-fifth, the ship again got underway for three days conducting various NGFS exercises at San Clemente.

The first week in June saw CHEVALIER undergoing her most rigorous inspection. The annual Operational Readiness Inspection conducted 1-5 June physically and mentally taxed the officers and crew as the ship was required to undergo an extensive series of exercises and evolutions, but the entire ship's company performed admirably and the ship returned to port to spend the next thirty days preparing for her Western Pacific Deployment.

July 70 Aboard the CHEVALIER, last minute preparations were made for getting underway for the scheduled Western Pacific Deployment. At the same time on the third of July, holiday routine began for celebration of the 4th of July and a final breather before leaving San Diego.

On 6 July the CHEVALIER departed San Diego for the Western Pacific. She joined the USS ROBISON (DDG 12), USS KING (DLG 10) and USS ROGERS (DD 876) in transiting to Pearl Harbor. During these six days the CHEVALIER, along with the other members of TU 15.8.1, carried on training exercises in preparation for their duties in Asia. On 12 July the CHEVALIER entered Pearl Harbor for refueling, replenishment, and briefings.

During the two days in Hawaii, the officers and crew of the CHEVALIER enjoyed a brief rest and visits to the many recreational facilities offered in the Hawaiian Islands.

On the morning of 14 July, the CHEVALIER departed Pearl Harbor, Hawaii. Awaiting the CHEVALIER was a week of intricate training exercises and steady steaming. During the greater part of the week, the weather held the seas calm and created a pleasant atmosphere for the hectic training schedule. Daily there were CIC, Communications, tactical maneuvering, and independent ship's exercises keeping the CHEVALIER and other members of TU 15.8.1 moving.

On the morning of 17 July, the CHEVALIER arrived at Midway Island for fuel replenishment, and another brief break from our steaming schedule. The next day found the CHEVALIER crossing the International Date Line, and heading further Westward in the transit.

Transiting to Guam, the CHEVALIER continued to maintain her operational readiness by conducting more training exercises. On 21 July CHEVALIER passed near Wake Island, the same island where 25 years earlier the CHEVALIER saw some of her first combat action. In essence, a silent tribute to the mission and reliability of the destroyer Navy.

The next day CHEVALIER shifted operational control to COMSEVENTH Fleet and there by became an operating WESTPAC unit. On the morning of the 24 July CHEVALIER entered Apra Harbor, Guam. The entry into the harbor had been made difficult because of heavy rains and darkness, but with aid of a pilot and tugs the CHEVALIER safely moored along the fueling piers. After refueling was completed, the CHEVALIER was underway for Subic Bay and moored along side Alava Wharf.

August With its departure from Subic Bay, the CHEVALIER began an extended period of continuous steaming. Her destination was "Yankee Station," located in the Tonkin Gulf. During this period of operation she would be operating there except for a brief two days in Kaohsiung, Taiwan.

Upon arrival at Yankee Station, the CHEVALIER joined the aircraft carrier ORISKANY (CVA 34), the USS SAMPLE (DE 1048), and the USS BAUSELL (DD 845) and began to take an active role in supporting the Navy's carrier attack forces. By assisting the carrier operations as a plane guard and picket, the CHEVALIER helped to increase the carrier's ability to maneuver freely and efficiently in its attack missions.

During this assignment the CHEVALIER and others were supported logistically by the USS SACRAMENTO (AOE 1) and the USS WICHITA (AOR 1). Greater percentages of the CHEVALIER's UNREPS were conducted at night due to the daytime flight schedule of the ORISKANY. Thus, at evening time as the ships grouped for replenishment, the area would become a maze of multicolored lights as ship's personnel readied the replenishment stations.

On 10 August the CHEVALIER conducted ASW exercises with the USS PERMIT (SSN 594). Later that same day, the USS CARPENTER joined the CHEVALIER for dual ship exercises with PERMIT. At this point in the deployment the opportunities for "ping time" and further ASW training were invaluable in meeting our readiness requirements as well as providing a change of pace from the high speed, constant pressure of carrier flight operations. After a brief period with the ORISKANY, the CHEVALIER was able to work with the USS CATFISH (SS 339). With transfer of personnel between CHEVALIER and CATFISH the day took on a new perspective as each of those on the exchange were, at the end of the day, able to relate the different experiences they had received from the exchange. On completion of the training CHEVALIER had been able to test DASH, work in conjunction with fixed wing aircraft, and also give the ship's personnel some added experience in ASW operations, thus completing a most successful day.

From the Sub Operation area, the CHEVALIER then rejoined the ORISKANY and participated with her and other WESTPAC Units in "Beacon Tower III" exercises. This carried her up to the 16th when CHEVALIER departed for Kaohsiung, Taiwan and two days of deserved rest from her deployment schedule.

CHEVALIER spent a relaxed transit to Kaohsiung, Taiwan arriving there at noon on the 18th. Kaohsiung provided the best liberty port yet experienced this cruise by breaking the long at-sea period. After departing Kaohsiung, the CHEVALIER proceeded back to the Tonkin Gulf where she was to take station with the USS FOX (DLG 33) as a Search and Rescue picket unit. Early on the 22nd, CHEVALIER urgently needed a fuel UNREP which was provided for by the USS GUADALUPE (AO 33). Upon completion of the UNREP, CHEVALIER joined the FOX as CHEVALIER relieved the USS BAUSELL (DD 845).

August 31 brought a change as the USS FOX was relieved by the USS JOSEPHUS DANIELS (DLG 27). On the same day CHEVALIER also carried on UNREPS with the USS TALUGA (AO 62) and the USS WHITE PLAINS (AFS 4). At this time the CHEVALIER also went into condition III watches for the four days surrounding the anniversary of HO CHI MINH's death. Fortunately there were no incidents during that period. At the same time our Engineering Officer, LT [REDACTED], departed to his new duty station at the Naval Academy. Arriving to replace Mr. [REDACTED] was LT [REDACTED], who then assumed the duties as Engineering Officer.

September ASW exercises were held on 5 September as the CHEVALIER participated with the USS BAINBRIDGE (DLGN 25), the USS WILTSIE (DD 716), and the USS GOLDSBOROUGH (DDG 20) in the training exercises. Upon completion of the exercises CHEVALIER remained on SAR Station until 9 September when she was relieved by the USS KEPPLER (DD 765). Upon relief the CHEVALIER met the USS WICHITA (AOR 1) for an UNREP to provide CHEVALIER with the fuel to transit to Subic Bay. The transit was marred only by the threat of typhoon Georgia, which fortunately turned North and did not effect CHEVALIER.

The brief five days in Subic gave all personnel a chance to catch upon needed repairs and interior cleaning before heading to Hong Kong. On the 16th of September CHEVALIER got underway for type training and the transit to Hong Kong. The type training exercises went exceptionally well. Condition IAS was set for the practice DASH attack, which was a complete success. Both practice approaches, the release of the dummy torpedo and the ensuing recovery of the practice torpedo made the effort well worth while. Completing the exercise CHEVALIER then set course for Hong Kong.

As CHEVALIER began the process of assuming SOPA Admin. we soon found the duties as "station ship" to be less taxing than were previously thought. The twenty days spent in Hong Kong were, of course, an ideal time for liberty and enjoying the many "good times" for servicemen there. All in all it proved to be an ideal stop and good times for everyone. While in Hong Kong the ship's party was held which turned out to be a big success as it helped fall out the later part of our stay in Hong Kong.

October During the transit back to Subic, CHEVALIER endured the rough seas of Typhoon Iris; only to be confronted by another typhoon, typhoon Joan, once we arrived in Subic. After a day and a half, CHEVALIER was ordered to leave Subic for the purpose of typhoon evasion. By the time CHEVALIER returned to Subic on the 15th, the crew had endured the worst parts of Joan and were extremely happy to be back. Yet CHEVALIER'S stay was short-lived and, as soon as refueling was completed, CHEVALIER departed for Manila in company with the USS ROWAN (DD 732).

CHEVALIER spent three days in Manila making preparations for the upcoming combined Philippine-United States amphibious exercise. On 19 October, CHEVALIER and ROWAN departed Manila Bay, beginning the exercise with a simulated opposed sortie from the bay area. By mid-afternoon it was obvious that the weather was worsening because of Typhoon Kate. The scheduled ASW exercises were postponed until evening when units from the Philippine Navy, along with ROWAN and CHEVALIER, were able to join in combined ASW exercises. Upon completion of the exercises, the weather situation remained the same and thus forced the U.S. units back to Subic Bay.

The morning of the 20th CHEVALIER found herself back in Subic awaiting reassignment and word about the fate of the combined exercises. As a result of the storm, the exercises were cancelled and CHEVALIER was called to "the gunline," leaving Subic on the 21st.

On 23 October CHEVALIER arrived on the gunline (Military Region II), but due to unforeseen gunfire computer problems was unable to fire. Because of the CHEVALIER'S sudden reassignment, she was forc-

ed to leave the gunline temporarily for an UNREP with the USS ASH-TABULA (AO 51),. After receiving her required stores, CHEVALIER returned to the gunline. CHEVALIER technicians solved the equipment problem, and thus put the guns in shape for the next day's missions.

On the 25th CHEVALIER received fire missions in the afternoon and evening which were completed with excellent results. The targets, various enemy trails and areas of movement, were excellently covered by the CHEVALIER'S guns. After such a successful day it was regretted that it was necessary for the CHEVALIER to leave the gunline to plane guard for the USS AMERICA (CVA 66). Thus early on the morning of the 26th CHEVALIER departed to join the AMERICA.

CHEVALIER joined the AMERICA early on the 27th, but due to bad weather conditions, the AMERICA was unable to conduct flight operations. The 28th brought reassignment to South SAR station along with the USS CHICAGO (CG 11). Here again the weather proved to be a problem as both ships spent much of their time riding out the rough seas. On the morning of the 31st, CHEVALIER finally departed for Singapore after being relieved by the USS HAMNER (DD 718). Upon relief, CHEVALIER also UNREPED with the USS NAVASOYA (AO 106), giving CHEVALIER the needed fuel to take her to Singapore.

November Leaving storms and rough weather behind, CHEVALIER headed South for Singapore where she was to spend ten days for repairs and upkeep. The transit was aided by following seas, thus CHEVALIER was able to arrive at Singapore on 3 November even with only one shaft operational. Meeting the CHEVALIER were a British pilot and liaison officer. They guided CHEVALIER to the British Naval Shipyard where CHEVALIER joined HMS INTREPID and other units of the British Far Eastern Fleet. Singapore presented the same good liberty as was found in Hong Kong plus a change to a more tropical climate. While in Singapore excellent repair service was available, and by the 13th CHEVALIER was in shape to return to Vietnam. Prior to leaving, LTJG [REDACTED] left for his new duty assignment in Washington. On the 9th, CHEVALIER was joined by the USS BUCHANAN and USS ROWAN, who were also in Singapore for visits.

Thirteen November was another special day for CHEVALIER crew members. As CHEVALIER left Singapore, she dipped South to cross that magical latitude of 00° 00'. For CHEVALIER it was one of many trips, but for those unannointed crew members it was a test of their worthiness to enter the Domain of Neptunus Rex, Supreme Ruler of all Mermaids, Sharks, Squids, Crabs, Pollywogs, and other denizens of the deep. As the hour of 1700 neared, most pollywogs, through the traditional initiation had proven themselves worthy. Only then was CHEVALIER granted permission to cross the line, and at 1711 CHEVALIER crossed the line and began her return trip to Vietnam.

Returning to the gunline CHEVALIER found herself ready and capable of continuing the excellent NGDS record she had begun before Singapore. CHEVALIER'S gunfire brought praise from the spotter for its accuracy and complete coverage of target areas. Gun targets were confined to base camps, bunkers, and suspected Viet Cong trails. CHEVALIER worked in Military Region III and then moved into Military Region II; on the 18th CHEVALIER departed for an UNREP with the USS MISPILLION which replenished CHEVALIER'S lowering fuel supply, and

on the following day stores, ammunition, and provisions were supplied by the USS ASHTABULA. On the 22nd CHEVALIER moved further North in Military Region II. Here, anchored near Tuy Hoa, RVN, CHEVALIER fired at intelligence targets during the night as rain and clouds made the air spotters work impossible. On the 26th, Thanksgiving was celebrated with a special meal for the crew and officers. On the 28th CHEVALIER again UNREBED with USS ASHTABULA for fuel and on the morning of the 29th CHEVALIER departed for Subic Bay.

December On 4 December CHEVALIER in company with the USS BUCHANAN (DLG 14), USS AGERHOLM (DD 826), and USS GURKE (DD 783) departed Subic Bay enroute to the United States. The transit was designed to be a high speed crossing and therefore necessitated the use of an open formation with little maneuvering. This type of steaming brought the task unit 70.8.9, to Guam on the seventh of December. After a brief fueling stop, the ships were underway again and headed for Midway Island where they arrived on 12 December for fuel and a short rest. From Midway CHEVALIER made a high speed full power run arriving Pearl Harbor on the evening of the fourteenth. Again the stop was brief and once the ships were fueled, they were underway for San Diego where they arrived 20 December 70. Waiting for the ship's return were friends and family of the CHEVALIER'S crew. The local welcoming groups had made arrangements for a band, banners, and balloons to help celebrate the ship's arrival. As the day progressed many departed for leave periods before returning to a normal work schedule. Thus CHEVALIER entered her thirty day stand down period which brought her into the new year.