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Ser: 016
24 APR 19

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From: Commanding Officer, USS FOX (DLG-33)
To: Director of Naval History (OP09B9)

Subj: 1970 Command History; submission of (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12A
(b) COMCRUDESPACINST 5000.3D
(c) CINCPACFLT 5750.12A

Encl: (1) Chronology of Major Events of 1970
(2) Narrative
(3) Special Topics
(4) COMDESRON FIVE 1tr 5050 Ser 078 of 5 NOV 70
(5) COMDESRON FIVE 1tr 5041 Ser 071 of 24 OCT 70
(6) COMCRUDESPAC 1tr 5040 Ser 458 of 11 MAY 70
(7) CO, USS FOX (DLG-33) 1tr 5040 Ser 437 of 20 JUL 70
(8) COMDESRON FIVE 1tr 5040 Ser 93 of 1 MAY 70
(9) Roster of Officers and Crew

1. Enclosures (1) through (9) comprise the Command History of USS FOX for the period 1 January 1970 to 31 December 1970 and are submitted in accordance with references (a) through (c).


R. E. MCCABE

Copy to:
CINCPACFLT
COMCRUDESPAC
COMCRUDESFLOT ELEVEN

Cruise book = 09B93

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CHRONOLOGY OF MAJOR EVENTS OF 1970

- 19-24 JAN - Missile shoot - PMR
- 2 FEB - Commenced Refresher Training
- 6 FEB - DESRON FIVE hauled down his flag
- 17 MAR - HELO from HC-5, NAS Imperial Beach, California crashed on Helo deck
- 2 APR - REFTRA Final Battle problem - ComTraPac, RADM D.V. COX on board to observe battle problem
- 8 APR - Final day of REFTRA
- 9 APR - Predeployment ordance load at Seal Beach, California
- 10 APR - DESRON FIVE broke his flag aboard - COMCRUDESPAC annual 3-M Inspect
- 14 APR - Commenced ROPEVAL II-70 (modified)
- 16-18 APR - COMCRUDESFLOT ELEVEN, RADM ESCH aboard to observe ROPEVAL Missile Exercise
- 19 APR - Final day of ROPEVAL II-70 (modified) - JCOC (Joint Civilian Orient: Cruise) demonstration
- 28 APR - COMCRUDESPAC Annual Supply Inspection
- 23 MAY - Dependents Cruise
- 26 MAY - Underway for local ops - returned to port in afternoon to embark COMCRUDESFLOT NINE staff personnel - took departure for WESTPAC in company with USS BAUSELL (DD 845)
- 1 JUN - Arrive Pearl Harbor, Hawaii
- 3 JUN - Underway for Midway Island in company with USS BAUSELL (DD 845), USS CARPENTER (DD 825) and USS J.C. OWENS (DD 776) - DESRON FIVE OTF Fired one missile at "Barking Sands" missile range Kauai, Hawaii
- 6 JUN - Arrived Midway Island - Waited Off Island while three DDs' in compar refueled, Underway afternoon for Guam, M.I.
- 8 JUN - Crossed International date line

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CHRONOLOGY OF MAJOR EVENTS OF 1970 (Cont'd)

- 11 JUN - Chopped to SEVENTH FLEET
- 13 JUN - Arrive Apra Harbor, Guam, M.I. for fuel stop. Underway afternoon f Subic Bay, R.P.I.
- 17 JUN - Arrived Subic Bay - commenced upkeep. Embarked Security Group pers
- 22 JUN - Underway for Philippine OPAREA for missile, ASW and gunnery exercis
- 23 JUN - Received SAR helo detachment on board from NAS Cubi Point, R.P.I. (one H-2 helo - "Clem I" and one H-3 helo "Big Mother 45") took departure from Philippine OPAREA enroute to Danang harbor, RVN.
- 25 JUN - Arrived Danang Harbor - Captain's gig crew rescued victims of helo crash in Danang harbor. Underway afternoon for night P.T.F. exerci off of Danang. Took departure late evening for S/SAR, Piraz Statio Gulf of Tonkin
- 26 JUN - Relieved USS JOSEPHIUS DANIELS (DLG-27) as S/SAR, PIRAZ picket ship
- 5 JUL - COMCARDIV ONE, RADM CARMODY arrived for a short visit.
- 9 JUL - 1000th helo landing and celebration
- 13 JUL - Big Mother 67 crashed on board while attempting to land
- 15 JUL - USS JOSEPHIUS DANIELS relieved as S/SAR, PIRAZ picket ship. Underw for Okinawa OPAREA
- 18-19 JUL - Transited Taiwan Straits S-5 surveillance area
- 20 JUL - Arrived Okinawa OPAREA for ASW and gunnery exercises
- 21 JUL - Underway for Kobe, Japan
- 23 JUL - Arrived Kobe, Japan - Embarked three US Midshipmen for summer cruiss
- 26 JUL - Underway for Sasebo, Japan
- 27 JUL - Arrived Sasebo, Japan - commenced upkeep and SRF availability
- 4 AUG - Fire in 1A load center
- 5 AUG - Departed Sasebo for S/SAR PIRAZ station Gulf of Tonkin

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CHRONOLOGY OF MAJOR EVENTS OF 1970 (Cont'd)

- 6-7 AUG - Transited Taiwan Straits S-5 Surveillance area
- 8 AUG - Assumed duties of S/SAR, PIRAZ picket ship from USS JOSEPHUS DANIE (DLG-27)
- 12 AUG - SAR alert to rescue downed F-8 pilot
- 17 AUG - Embarked three Australian midshipmen
- 19 AUG - Master Chief Petty Officer of the Navy GCOM BLACK was aboard for a morning visit. Commander-in-Chief Pacific, ADM J.S. McCAIN, COMSEVENTHFLT, VADM M. F. WEISNER AND RADM J. L. BUTTS were aboard during the afternoon for a short visit.
- 27 AUG - USS JOSEPHUS DANIELS (DLG-27) relieved FOX as S/SAR, PIRAZ picket ship - departed for Hong Kong
- 29 AUG - Arrived Hong Kong - all midshipmen debarked
- 5 SEP - Departed Hong Kong for Philippine OPAREA
- 6 SEP - Arrived Philippine OPAREA - conducted missile exercise - arrived Subic afternoon for refueling - underway for Gulf of Tonkin
- 8 SEP - Relieved USS JOSEPHUS DANIELS as S/SAR PIRAZ picket ship
- 12 SEP - Took departure from Gulf of Tonkin in a southerly direction for typhoon evasion
- 14 SEP - Returned to S/SAR Piraz picket station
- 29 SEP - [REDACTED], MR3, USN transferred to hospital ship Danang RVN due to a case of infectious hepatitis
- 4 OCT - VADM M. F. WEISNER, CONSEVENTHFLT visited - USS CHICAGO (CLG-11) relieved FOX as S/SAR Piraz picket ship - took departure from Subic, R.P.I.
- 6 OCT - Arrived Subic to refuel and disembark security group detachment
- 9 OCT - Underway for Koahsiung, Taiwan
- 10 OCT - Arrive Koahsiung

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CHRONOLOGY OF MAJOR EVENTS OF 1970 (Cont'd)

- 14 OCT - Underway for Yokosuka, Japan
- 15 OCT - Conducted ASW and gunnery exercises in Okinawa OPAREA enroute Yokosuka
- 18 OCT - Arrive Yokosuka for upkeep with SRF
- 25 OCT - Held open house on Navy day
- 27 OCT - RADM D. C. PLATE, COMCRUDESPAC made an official visit - underway for USA
- 29 OCT - Shifted to operational control of COMFIRSTFLT
- 30 OCT - Commenced DESRON FIVE administration inspection - conducted personnel transfer and replenishment of USCG WINNEBAGO at Ocean Station "V"
- 31 OCT - Crossed international date line
- 4 NOV - Completed DESRON FIVE administration inspection
- 6 NOV - Arrived San Diego
- 7-10 DEC - ISE in SOCAL OPAREA
- 1-31 DEC - Holiday Season, Leave and upkeep period

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1. Command Organization and Relations. The FOX was commanded by Captain Paul BOLAND, USN during all of 1970. From 1 January until 11 June 1970, FOX was under the operational control of Commander First Fleet. From 11 June until 29 October 1970 FOX was under the operational control of Commander Seventh Fleet and from 29 October to 31 December 1970 FOX was again under the operational control of Commander First Fleet. Administratively FOX is a unit of Destroyer Squadron FIVE and Cruiser Destroyer Flotilla ELEVEN.

2. Operations. The FOX and her crew started the new year moored to pier Eight at the naval station, San Diego, California. The final few persons were returning from what had been a month long leave and holiday liberty period. Our sights were now set on refresher training, which was only a little over a month in the future. There was much preparation to be done and all inport time was devoted to that one end. From 19 through 24 January FOX was underway for ISE in the Southern California OPAREAS. The ship spent one day on Pacific Missile range and conducted a successful missile shoot.

On 2 February we began a week of dockside inspections by refresher training observers to determine if we were ready to begin training. DESRON FIVE hauled down his flag and moved ashore on Friday 6 February in preparation for FOX's underway phase of refresher training which start the following Monday, 9 February. FOX's 1970 refresher training was somewhat unique in that we were the first west coast ship to have training for our recently installed ships anti missile integrated defense (SAMID) system. FOX also set a record for length of refresher training; ten weeks including one inport week. Training was conducted at a vigorous pace throughout each week, and each weekend found us moored to buoys 23 and 24 in San Diego Harbor for some well earned rest.

On 17 March we were practicing helo landings and launchings just southwest of Point Loma, when one of the helos rotor blades struck the helo hanger. Miraculously none of the people in the vicinity of the accident were injured but the helo was very seriously damaged and the exterior of the helo hanger was not in much better shape. FOX made an unscheduled trip to the carrier pier at North Island Naval Air Station to off-load the crippled bird during the afternoon of 17 March. The helo and its crew were from HC-5, NAS, Imperial Beach, California.

The morning of 2 April found FOX steaming from San Diego harbor to sea for a final battle problem. COMTRAPAC, RADM D. V. COX, was on board to observe. The problem went well and FOX passed with flying colors.

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The last week of refresher training was devoted to more SAMID training and trying to finish exercises that we had previously been unable to complete due to weather. Refresher training officially ended on 8 April, and 9 April found us at the Naval Ammunition Depot, Seal Beach, California for our predeployment ordnance loadout. FOX returned to San Deigo on 10 April and DESRON FIVE broke his flag aboard. The COMCRUDES PAC annual 3-M inspection was also held onboard on 10 April. FOX passed the inspect in fine fashion, but found that there were still some areas that needed improvement if the 3-M system was to work up to full potential.

14 April found us at sea again participating in exercise ROPEVAL II-7 (modified); much of our time was spent on the Pacific Missile Range in a simulated WestPac hostile environment. From 16 through 18 April COMCRUDES FLOT ELEVEN, RA DM ESCH, was aboard to observe nearly a dozen missile firings.

On 19 April FOX participated in a joint civilian orientation cruise (JCOC) demonstration for American business and industrial leaders who wer guests of the Joint U.S. Armed Services. The civilian guests were on boa USS ORISKANY (CVA-34), while FOX and several other First Fleet ships pull alongside to demonstrate their capabilities. One of the highlights of the demonstration was the firing of a non-warhead terrier missile by FOX while alongside the ORISKANY. The COMCRUDES PAC supply officer conducted annual supply inspection on board FOX on 28 April.

FOX was host to many guests on 23 May for a predeployment dependents cruise. A full program of exhibits and demonstrations was carried out throughout the day. As the cruise ended later that afternoon many commen were heard from guests thanking their hosts for a unique, fun-filled and informative experience.

26 May found us underway for a one day ISE period just off the coast. Later that afternoon we returned to port to embark the majority of COMCRUDES FLOT NINE's staff personnel and immediately departed for WestPac deployment in company with USS BAUSELL (DD-845); first stop Hawaii. FOX and BAUSELL arrived at Pearl Harbor, Hawaii on 1 June and commenced 2 day liberty. A majority of the crew had never seen our 50th state. On 3 Jun FOX was again underway with our old friend BAUSELL and the USS CARPENTER (DD-825) and the USS J. C. OWENS (DD-776), this time bound for Midway Island. During the rest of the WestPac transit, much training was accomplished in a multi ship formation steaming environment. Upon arrival at Midway on 6 June, the three DD's in company entered the harbor for a much needed fuel stop. FOX, having much longer fuel endurance, stayed just offshore and conducted sonar noise level tests. Later that same evening all four ships were underway for Guam in the Marina Islands. On 8 June we crossed the international date line and entered the mystic realm of the Golden Dragon.

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11 June found us at the 160 E meridian and at that point we chopped to the operational control of COMSEVENTHFLT. We were in WestPac now. The lighthouse lights of Guam loomed toward us in the predawn gloom of 13 June and later a bright sunny day greeted us as we entered Apra Harbor for a short swim in the harbor or a quick trip to the exchange for the first WestPac purchase. We left just before dark and set a course for a passage to the north of Luzon Island in the Philippines enroute to Subic Bay, R.P.I. The Afternoon on 16 June, we were almost directly north of Luzon when we received a distress message from SS BRITISH ARCHITECT who was on fire north west of Luzon about 125 miles. It was decided that FOX, the faster ship of the ships in company, would proceed at best speed to see if we could help. We steamed away from the three DD's in company at over 30 kts for about three hours when we received another message telling of the rescue of the damaged ships crew by another merchant vessel. We then slowed and let the DD's catch up to us for a normal run to Subic Bay, arriving on 17 June. While in Subic we embarked a thirty man security group detachment from the Naval Communications Station, San Miguel, R.P.I. We also disembarked the CRUDESFLOT NINE personnel during this upkeep stop. FOX parted company with BAUSELL, CARPENTER and OWENS and got underway for a day of missile, gunnery and ASW exercises on 22 June in the Philippine oparea

On 23 June our SAR (Search and Rescue) helo detachment, consisting of one H-2 helo ("Clem II") and one H-3 helo ("Big Mother"), flew out to FOX from Cubi Point Naval Air Station, Subic Bay. We left the OPAREAS later that day enroute to Danang Harbor, Vietnam.

The coast line of Vietnam greeted us on the morning of 25 June and we entered Danang harbor and anchored about 2 hours later. While in Danang, a briefing was held ashore for some of FOX's key people. While the briefing was underway the captain's gig, which was in the water at the time, participated in a dramatic rescue with BM3 Ronald WALLACE as coxswain and EN3 David LOVENBERG as boat engineer. A helo had taken off from the hospital ship SANCTUARY, anchored near FOX, had lost power and crashed in the water about one mile from FOX. Without a moments hesitation WALLACE and LOVENBERG pulled out all stops on the gig and raced to the crash sight. While WALLACE very skillfully maneuvered the gig, LOVENBERG helped rescue the crash victims, at one point jumping into the water to help a helo crew member who was struggling to keep himself and a Vietnamese infant in his arms, afloat. Engineman LOVENBERG and Boatswainmate WALLACE later received the Navy Achievement Medal and the Navy Commendation Medal respectively, for their heroic efforts.

FOX departed Danang later that same day and participated in a night anti PT boat drill off the coast of Danang before heading north to our picket station in the Gulf of Tonkin.

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On 26 June, FOX relieved USS JOSEPHIUS DANIELS (DLG-27) as S/SAR, Piraz picket ship in the Gulf of Tonkin. This first line period passed quickly with FOX doing the routine chores of air controlling for the carriers south of us at Yankee Station and conducting frequent drills. The line period was relatively uneventful with the following exceptions:

On 5 July RAIM CARMODY, COMCARDIV ONE paid FOX a short visit. On 9 July, CLEM II pilot, LT Bob SLOAN, who had made the first helo landing on FOX in 1966, made the 1000th landing on FOX which was celebrated with a small ceremony and a very large cake. Finally and unfortunately, "Big Mother 67" crashed on board on 13 July while attempting to land due to a loss of power to the helo's rotors. No one was hurt but we had a very sick helo on our hands.

The DANIELS arrived to relieve us on 15 July and we immediately departed for Subic Bay to off load our crippled helo and refuel. Our brief stop at Subic took place on 17 July and we were again underway, this time in a northerly direction headed for the OPAREAS east of the island of Okinawa. On 18 and 19 July we transited the Taiwan Straits S-5 surveillance area.

20 July was utilized by FOX for ASW and gunnery exercise in the Okina OPAREAS and we departed for Kobe, Japan on the morning of 21 July.

FOX arrived at the busy seaport of Kobe on 23 July after an arduous sea detail of fog, narrow passages and a myriad of small boats. Three American ROTC midshipmen were embarked for their first class summer cruise as soon as we put the brow over. Our three days in Kobe were one of maximum liberty, with most of the crew taking the thirty mile train trip to the exciting "Expo 70" world's fair in Osaka. FOX and her crew left Kobe on 26 July having all had a wonderful time. We were bound for Sasebo, Japan only one day away. Upon arrival at Sasebo on 27 July, we commenced a week and a half long availability with the Ship Repair Facility in Sasebo for some much needed repair work.

On 4 August an electrical fire broke out in 1A load center during the late evening hours. No one was injured but considerable damage was done to some of the electrical equipment in the area.

FOX left Sasebo on 5 August bound for the Gulf of Tonkin. On 6 and 7 August we again transited the Taiwan Straits S-5 surveillance area.

On 8 August, FOX again relieved the USS JOSEPHIUS DANIELS as S/SAR, Piraz picket ship. Four days later, 12 August, we had a SAR alert. We had received word from an F-8 pilot, CDR M. Q. WRIGHT flying off of the ORISKANY, that he had had a flameout at 20,000 feet and that he was bailing out. Our SAR helo was airborne in less than three minutes and FOX was

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steaming at 30 kts toward the scene about ten miles to the north. The helo saw CDR WRIGHT before he hit the water and had him back aboard FOX only thirteen minutes after we had first received the distress call. CDR WRIGHT had only minor bruises, but his plan was lost. He returned to the ORISKANY on Yankee Station the following day.

On 17 August, we embarked three Australian midshipmen for an indoctrination cruise of several weeks. 19 August was a day for V.I.P. visits. In the morning Master Chief Petty Officer of the Navy, GMCM BLACK, was aboard to talk with the crew. In the afternoon we were honored by visits from AIM J. S. McCAIN, Commander-in-Chief Pacific, Vice Admiral M. L. WEISNER, Commander SEVENTH Fleet, and Rear Admiral J. L. BUTTS, a member of Admiral McCAIN's staff.

FOX was relieved by the USS JOSEPHUS DANIELS on 27 August and departed for Hong Kong, arriving in Hong Kong on 29 August for several days of the best liberty anywhere. While in Hong Kong, our three Australian and three American midshipmen left for home. Both the FOX and the midshipmen were richer for the few weeks experience.

5 September found FOX, more heavily loaded now with Hong Kong purchases underway for the Philippine OPAREAS. On 6 September we conducted an early morning missile shoot in the OPAREA, and refueled that afternoon in Subic Bay, and were underway that same evening for the Gulf of Tonkin. We relieved the USS JOSEPHUS DANIELS on 8 September as S/SAR, Piraz picket ship.

On 12 September all the ships in the Gulf formed up and headed south out of the path of a threatening typhoon. All Gulf of Tonkin stations were again filled on 14 September.

On 29 September, our squadron doctor discovered a case of infectious hepatitis on board. The victim was MR3 [REDACTED], USN. Petty Officer [REDACTED] was immediately transferred to the hospital in Dana where he was treated and recovered. He was transferred back to FOX later in the cruise.

Vice Admiral M. L. WEISNER again visited FOX on 4 OCT. He graciously sent over a 5 piece combo to play for a cookout on the fantail the same day.

FOX was also relieved of picket station duties on 4 OCT by the USS CHICAGO (CLG-11). We were again underway for Subic Bay.

We arrived in Subic on 6 OCT and refueled and disembarked the security group personnel. FOX left Subic on 9 OCT bound for Keelung, Taiwan, arriving on 10 OCT. While in Taiwan maximum liberty was again granted and all hands really enjoyed themselves.

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On 14 OCT we were again underway, this time bound for Yokosuka, Japan by way of the Taiwan Straits surveillance area, S-5, and the Okinawa op areas where we stopped on 15 OCT for ASW and gunnery exercises.

18 OCT marked our arrival in Yokosuka, where much need repair work and a complete paint out of the ship were to be accomplished.

On Sunday 25 OCT FOX participated in an open house for Navy Day. We had over 800 Japanese nationals aboard for tours of the ship.

On 27 OCT COMCRUDESPEC, RADM Douglas C. PLATE, was aboard for lunch. We got underway that same afternoon for CONUS, leaving WESTPAC and many memories behind us.

FOX shifted to the operational control of COMFIRSTFLT on 29 OCT and commenced an administrative inspection by the DESRON FIVE Staff on the same day. On 30 OCT we highlined a public health service doctor to the USCG WINNEBAGO at Ocean Station "V". We also gave her quite a few grocer items, including plenty of ice cream. We crossed the international date-line on 31 OCT. On 4 OCT the administrative inspection was successfully completed.

On 6 NOV the big day arrived. After a 10 day 17 hour, 5,000 mile journey from Yokosuka, we arrived back in San Diego. The pier was loaded with relatives, friends and well wishers for our return. Most of them carried brightly colored welcome home signs or were hanging on to balloons. Of course liberty call was granted immediately as there was over six months of catching up to do with those we left behind in May.

The rest of November and December were utilized for maximum leave and liberty, with the exception of a short at sea period from 7-10 DEC. Before we knew it, the Christmas season was upon us and a new year of challenges was about to begin.

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SPECIAL TOPICS(1) Personnel

- (a) Reenlistments - 11
- (b) Discharges - 75
- (c) Separations to Fleet Reserve - 1
- (d) Total officers and enlisted on 31 DEC 70:

26 Officers
25 Chief Petty Officer
343 E-1 to E-6
<u>394</u>

(2) Communications

- (a) Incoming Messages - 23,284
- (b) Outgoing Messages - 13,284
- (c) Total Messages Handled - 36,904

(3) Operations

- (a) Helicopter Launchings - 454
- (b) Helicopter Landings - 456
- (c) Underway Replenishments - 29
- (d) Vertical Replenishments - 3
- (e) Missiles Fired - 20
- (f) ASROC Fired - 2
- (g) Torpedoes Fired - 2

(4) Engineering. Although two boilers were out of commission for a period of two months each on separate occasions, FOX once again made all commitments in 1970. The day-to-day performance of the Engineering Department and grades based on all competitive exercises earned the ship the Engineering "E" for a second year.

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Significant casualties included the previously mentioned boiler casualty. The first occurred in August during the WestPac deployment when hairline cracks were discovered in the main steam stop of 1B Boiler. This casualty was finally repaired by Ship Repair Facility, Sasebo. The second casualty occurred in October during the return to CONUS when the front wall of 2A suffered a rapid decomposition, best described as a melting away of the brickwork. The front wall was rebricked by Ship's force during December, and the year ended with all engineering systems and components operations. The ship had two tender availabilities in San Diego and three during the five-and-a-half month deployment. Upon return to the home port, a gradual decrease in engineering experience began when some personnel in all work centers were transferred from the ship.

The ship refueled underway 25 times and steamed 51,549 miles during the year.

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