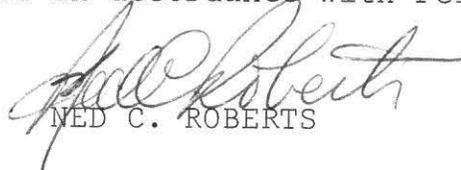




DEPARTMENT OF THE NAVY
USS KNOX (DE-1052)
FPO SAN FRANCISCO 96601

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Ser: 357
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From: Commanding Officer, USS KNOX (DE-1052)
To: Director of Naval History, (OP-09B9)
Subj: Command History CY 1971; submission of (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5750.12A
Encl: (1) Command History, USS KNOX (DE-1052) CY 1971
1. Enclosure (1) is forwarded in accordance with reference (a).


NED C. ROBERTS

Copy to:
CINCPACFLT
COMCRUDESPAC

COMMAND HISTORY, CALENDAR YEAR 1971

USS KNOX (DE-1052)

1. Chronology of significant events.

01 JAN-09 JAN WestPac combat operations
10 JAN Port visit, Asia Bay, Philippines
11 JAN-13 JAN Port visit, Bacolod, Philippines
14 JAN-26 JAN WestPac combat operations
27 JAN-30 JAN Port visit, Kaohsiung, Taiwan
31 JAN-27 FEB WestPac combat operations
28 FEB Port visit, Guam, Marianas Islands
01 MAR-07 MAR Enroute homeport, Pearl Harbor
04 MAR Boilerroom fire
07 MAR-10 SEP Repair of fire damage, upkeep, and operations
in Pearl Harbor area
11 SEP Departed Pearl Harbor for second WestPac
deployment
23 SEP-29 SEP Upkeep in Subic Bay, Philippines
04 OCT-07 OCT Port visit, Singapore
11 OCT-14 OCT Port visit, Colombo, Ceylon
15 OCT-16 OCT Port visit, Male, Republic of Maldives
21 OCT-25 OCT Port visit, Singapore
28 OCT-15 NOV Upkeep, Subic Bay, Philippines
16 NOV-19 DEC WestPac combat operations
19 NOV Change of Command, CDR Ned C. ROBERTS relieved
CDR E. W. HAYS
20 DEC-27 DEC Port visit, Hong Kong, B.C.C.
28 DEC-31 DEC Upkeep, Subic Bay, Philippines

Enclosure (1)

2. Narrative

a. Command Organization and Relationships

(1) Commander Ned C. ROBERTS, USN, assumed command of USS KNOX (DE-1052) on 19 November 1971, relieving Commander Estel W. HAYS, USN. Prior to his assignment as Commanding Officer, Commander ROBERTS served as a fleet scheduler on the staff of Commander, U. S. SIXTH Fleet.

b. Operations

(1) During 1971, KNOX completed her first and began her second deployments to the Western Pacific as a unit of the United States SEVENTH Fleet. She participated in a variety of operations and exercises which demonstrated her versatility and usefulness both as an ASW platform, and in the conventional role of escort for aircraft carriers and cruisers. KNOX also proved herself as a sea-going helicopter platform, logging over 80 landings and take-offs during the year.

(2) The extensive electronic suit installed in KNOX proved its value as KNOX served extended periods monitoring the air situation in various parts of the China Sea.

(3) The fire suffered during KNOX's return to Pearl Harbor in March happily resulted in no loss of life or injuries. It did, however, highlight some of the dangers inherent in transferring from use of one type of fuel to another. As a result, some design deficiencies in the location of fuel sounding tubes in the engineering spaces was corrected in KNOX and in other ships of her class.

(4) During October, KNOX visited two ports which rarely see ships of the U. S. Navy. KNOX made a month-long excursion into the Indian Ocean, calling at Colombo, Ceylon and Male, Republic of Maldives. These visits were a success in all respects, being greatly enjoyed by KNOX's crew and by the residents of both cities, and making a solid accomplishment in the United States' policy of demonstrating her peaceful presence in the Indian Ocean.

(5) Throughout 1971, the engineering plant proved its reliability in consistently meeting the demands imposed by lengthy periods of escort duty with aircraft carriers and the attendant high speed operations. The engineering design limitations of KNOX do not ideally suit her for such high speed, long duration operations, but KNOX acquitted herself extremely well despite these drawbacks.