

U.S.S. O'BRIEN (DD-725)  
FPO SAN FRANCISCO 96601

DD725/JBH:lws  
5750  
Ser: 003  
25 January 1967

**UNCLASSIFIED**

SECURITY INFORMATION  
Downgraded to confidential upon removal of enclosure  
17) Unclassified upon removal of enclosure 12, 13, and  
17)

From: Commanding Officer, U.S.S. O'BRIEN (DD725)  
To: Chief Of Naval Operations (OP-09B9)

Subj: 1966 Command History (OPNAV REPORT 5750-1)

Ref: OPNAVINST 5750.12 of 8 November 1966

- Encl:
- (1) 1966 Chronology
  - (2) 1966 Narrative
  - (3) Commanding Officer's Photograph
  - (4) Commanding Officer's Biography
  - (5) COMFIRSTFLT News Release #10-66
  - (6) COMFIRSTFLT News Release #21-66
  - (7) Memoranda and Clippings concerning USS O'BRIEN's Columbia River Transit and visit to The Dalles, Oregon, 22-25 July 1966
  - (8) Photograph of USS O'BRIEN in the Philippine Sea January 1966.
  - (9) Photograph of USS O'BRIEN making an approach June 1966
  - (10) COMASWGRU ONE MSG 231138Z DEC 1966
  - (11) CINCPACFLT MSG 280131Z DEC 1966
  - NIF ✓ (12) CANBERRA MSG 240140Z DEC 1966
  - NIF ✓ (13) O'BRIEN MSG 231630Z DEC 1966
  - (14) Stars and Stripes clipping 25 December 1966
  - (15) Stars and Stripes clipping 27 December 1966
  - (16) Memorial Service Program
  - NIF ✓ (17) USS O'BRIEN (DD725) Sea Dragon Action Report (OPNAV REPORT Symbol 3480-5) serial 002 dated 23 January 1967, with enclosure thereto. *Retained by 92*
  - (18) Record of personnel onboard 28 January 1967

1. In accordance with reference (a) enclosure (1) through (18) are forwarded.

  
G. W. FARRIS

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[1966]

CHRONOLOGY 1966

JANUARY

010000-030800	In port Sasebo, Japan, completion TAV alongside USS AJAX.
030800-140000	Conducting surveillance of a Soviet Task Force in the Philippine Sea as a part of Task Group 70.4.
140000-210000	Supporting carrier operations on YANKEE STATION, the South China Sea.
210000-300000	On SAR station in the northern portion of the Gulf of Tonkin with USS BERKELEY (DDG-15) and USS ISABELL (DD-869).
310000-010000 FEBRUARY	Providing Naval Gunfire Support for Operation Double Eagle near Cape BATANGAN, South Viet Nam.
020000-081123	Enroute Yokosuka, Japan, with TG 70.4.
081124-170606	In port, Yokosuka, Japan.
081309-160853	Dry Dock #4, Yokosuka, Japan
170606-230752	Enroute Midway Island with DESDIV 232.
230752-231350	In port, Midway Island.
231350-031000 MARCH	Enroute, Long Beach.
031000-080700 APRIL	In port Long Beach.
080700-081600	Underway, Sea Trials
081600-110800	In port Long Beach
110800-202100	Underway Excercise Grey Ghost.
202100-090800MAY	In port Long Beach
090800-122100	Underway, HUKASWEX 4-66

Enclosure (1)

122100-060800	JUNE	In port Long Beach.
060800-091600		Underway DASH ship Qualification Trial.
091600-130800		In port Long Beach.
130800-150800		Underway DASH ship Qualification Trial.
150800-200800		In port Long Beach.
200800-241500		Underway on plane guard duties for USS BENNINGTON (CVS-20)
241500-300800		In port Long Beach.
300800-302000		Underway for Variable Depth Sonar Trials.
302000-050800	JULY	In port Long Beach
050800-150800		Underway, HUKASWEX 5A-66 and Excercise Belaying Pin.
150800-181900		In port Long Beach.
181900-211600		Enroute to Vancouver, Washington, via Columbia River.
210600		Entered the Columbia River.
211600-220900		In port Vancouver, Washington.
220900-221700		Enroute upriver to The Dalles, Oregon.
221700-250800		In port The Dalles, Oregon.
250800-251500		Down river passage to Vancouver, Washington.
251500-251600		In port, Vancouver, Washington.
251600-270800		Down River passage enroute to San Francisco, California.

270800-271500	In port San Francisco, California
271500-280800	Enroute Long Beach, California
280800-020800 AUGUST	In port Long Beach, California
020800-040900	Underway, HOLDEX 4-66
040900-120800	Underway, HUKASWEX 6-66
120800-060700 SEPTEMBER	In port Long Beach, California.
060700-061800	Underway and in port Seal Beach, California, while rearming.
061800-011000 OCTOBER	In port Long Beach, California.
071000 SEPTEMBER	CDR G. W. FARRIS relieved CDR C. S. CHRISTENSEN as Commanding Officer.
011000-011800 OCTOBER	Underway for Cruising Turbine Sea Trials.
011800-030800	In port Long Beach, California
030800-091400 OCTOBER	Underway HUKASWEX 7-66.
091400-092000	Enroute San Diego, California
092000-092200	In port San Diego, California, while refueling.
092200-130700	Underway in the Southern California Operating Area while conducting type Training and at the Fleet Operational Readiness Check STA (FORACS), San Clemente Island.
130700-131400	Operational Readiness Inspection by COMDESDIV 232.
131400-040900 NOVEMBER	In port Long Beach, California.
040900-081700	Enroute to Hawaii

081700-102100	Operational Readiness Exercise with ASWGRUONE (HUKASWEX 8-66) phases 1-4 in the Hawaiian operating areas.
102100-111600	In port Pearl Harbor, Hawaii.
111600-152100	HUKASWEX 8-66 phases 6-8.
152100-280800	In port Pearl Harbor, Hawaii.
280800-080800 DECEMBER	Enroute to Yokosuka, Japan, with ASWGRU ONE
050000 DECEMBER	Chopped to the operational control of COMSEVENTHFLT.
080800-110800	In port Yokosuka, Japan
110800-140800	Enroute with ASWGRUONE to the South China for ASW "Exercise Slew Foot".
140800-190800	"Exercise Slew Foot".
190800-210800	Enroute to the Tonkin Gulf for duty with TU 77.1.1 (Sea Dragon Operations).
201000	COMDESDIV 232 embarked with TU 77.1.1
211245	COMDESDIV 232 assumed CTU 77.1.1
231040	North Vietnamese Shore Batteries 19 miles north of Dong Hoi opened fire on O'BRIEN. Light personnel and material casualties sustained.
231800	COMDESDIV 232 departed.
232200-260800	Enroute to Subic Bay, Republic of the Philippines.
260800-312400	In port Subic Bay. Restricted availability with USS BRYCE CANYON (AD-36) and SRF, Subic, for repair of battle damage.

COMMAND HISTORY NARRATIVE - 1966

On the first of January 1966, O'BRIEN lay at her mooring outboard of USS AJAX (AR-6) completing the final days of a tender availability in Sasebo, Japan. On Monday, 3 January, O'BRIEN with the ships of Anti-Submarine Warfare Group ONE got underway for a scheduled employment with Task Force 77 in the South China Sea. Only a day after the departure from Sasebo, a task group of the Soviet Navy was encountered. Consisting of the guided missile destroyers Ø45 and Ø1Ø, the submarine tender EUGENIY OSIPOV, and the fleet oiler ALATYR, the Soviet group sailed south toward the Philippine Sea. Commander, U.S. SEVENTH Fleet instructed the units of ASW Group ONE to observe the action of the Soviet group. During the surveillance operation, the electronic intelligence collecting ship PROTRAKTOR was encountered. O'BRIEN observed her activities at close quarters for several days until PROTRAKTOR sailed west into the South China Sea at the Luzon Strait South of Batan Island.

After leaving the Soviets in mid January, O'BRIEN steamed into the South China Sea for duty with Task Force 77 at YANKEE STATION, where she operated in direct support of air craft carriers. Following a week of this type of duty, O'BRIEN in company with USS BERKELEY (DDG-15) and USS ARNOLD J. ISABELL (DD-869) were assigned as a search and rescue team for downed airmen in the northern Gulf of Tonkin. In carrying out these duties she remained in international waters but penetrated deep into the Gulf, sometimes operating north of the latitude of Haiphong, the main port of North Viet Nam. On one occasion O'BRIEN and BERKELEY conducted close surveillance of Ile Bach Long Vy - a north vietnamese held island credited with shooting down several American aircraft.

On the last day of the month, O'BRIEN moved south to Cape Batangan and in the identical spot where she had fought in November 1965 she joined troop transports, landing ships, a cruiser and other destroyers in support of the U. S. Marine in "Operation Double Eagle", the largest amphibious assault since the Inchon landing during the Korean War. After having provided two days of naval gunfire support the ship with ASW Group ONE steamed north to Yokosuka, Japan. There she entered dry dock for repairs to her sonar dome and the installation of new rudder post bearings.

While ASW Group ONE with Destroyer Division 251 headed south to Australia, O'BRIEN as a part of Destroyer Division 232 sailed for Long Beach, California, stopping briefly for fuel on Midway Island.

Following a five week period of leave and upkeep in her home port of Long Beach, O'BRIEN participated in type training, ASW exercises, and two major fleet exercises during the summer months.

Enclosure (2)

During this period two QH-50C Drone Anti-Submarine Helicopters were installed on the ship, and DASH became an operational weapons system.

During late June, July and August, the ship had two groups of six NROTC midshipmen aboard for shipboard training. While the first group was aboard in June and July, the ship completed a port visit to The Dalles, Oregon, and set two records for the navigation of the Columbia River. Invited to visit The Dalles, Oregon, one hundred ninety miles up the Columbia, River during the Fort Dalles Rodeo Days 22-25 July, the ship entered the Columbia River at first light on the twenty second. Proceeding half way up the river to Vancouver, Washington, the ship moored for the night and then embarked passengers and news media representatives for the historic voyage above Vancouver. O'BRIEN, displacing thirty-two hundred tons and drawing nineteen feet of water, was the largest vessel to ever attempt the trip across shallow Airport Bar and through the Columbia River Gorge past the locks at Bonneville Dam to the grain pier at The Dalles. Arriving at The Dalles without mishap, the ship was welcomed by the Oregon Secretary of State, the Mayor, and other dignitaries. In a welcoming address on the pier Secretary McCall noted that the arrival of O'BRIEN marked "the dedication of The Dalles as a deepwater port." He pointed out the great economic significance of ocean going traffic to the rich agricultural areas of the mid-Columbia basin. Following the formal opening of the rodeo, the Commanding Officer and the Officers of O'BRIEN rode through the streets of The Dalles in a parade headed by Associate Justice of the U.S. Supreme Court William O. Douglas. On the morning of 25 July, after an extremely hospitable port visit to The Dalles, O'BRIEN got underway for her return to Long Beach. Stopping briefly at Vancouver to off load passengers and members of the press, O'BRIEN completed the one hundred ninety mile trip in thirteen hours - the longest voyage ever undertaken on the river in a single day.

Upon her return to Long Beach the ship began earnestly to prepare for her forthcoming WESTPAC employment. Many hours were spent in boiler maintenance, titivation, and training. On 7 September CDR George W. FARRIS relieved CDR C. S. CHRISTENSEN, Jr., as Commanding Officer in a ceremony aboard O'BRIEN at Long Beach.

Having completed her Operational Readiness Inspection, the ship with USS BAUER (DE-1025) and Destroyer Division 232, USS EVERSOLE (DD-789), USS BENNER (DD-807), and USS A.A. CUNNINGHAM (DD752), deployed for Pearl Harbor and eventual duty with the SEVENTH Fleet. Enroute, DESDIV 232, joined USS BENNINGTON (CVS-20) and Destroyer Division 251 for an Operational Readiness Exercise conducted in the Hawaiian operating areas; In addition HMCS SASKATCHEWAN, HMCS QU' APPELLE, and HMCS MCKENZIE joined the ASW group for the eight day exercise.

Following a brief upkeep period, the entire ASW group under RADM E. P. AURAND sailed for Yokosuka, Japan. The ship stayed in port for only three days before steaming south for the commencement of "Exercise Slew Foot", a five day period of ASW training held in the South China Sea between the Bashi Channel and the eastern edge of the Viet Nam combat zone. Having completed the exercise, Commander Destroyer Division 232, Captain G. CLARK, USN, embarked; then the ship proceeded to the Tonkin Gulf for duty with Task Unit 77.1.1 (Sea Dragon). COMDESDIV 232 in O'BRIEN relieved COMDESDIV 202 as CTU 77.1.1 with USS MADDOX (DD731), O'BRIEN patrolled the area between the seventeenth and eighteenth parallels in an effort to halt or interdict waterborne logistic craft.

While on patrol almost twenty-one miles north of Dong Hoi, North Vietnamese shore batteries opened fire on O'BRIEN. Numerous shells exploded around the ship. Three direct hits were taken, all on the after portside of the ship. Killed in action were DC3 Antone PERRY, Jr., 778 11 50, USN. FA Thomas Lee TIGLAS, B50 71 79, USN. Wounded in action were BT1 Clayton Charles OLSEN, 439 84 45, USN; BT3 Robert Hugh SCUDDER, 697 28 10, USN; FN William Carl WEHUNT, 918 22 55, USN; and FA Ronald David HENSON, 997 52 18, USN.

Aircraft scrambled from the decks of USS KITTY HAWK, and USS ENTERPRISE plus O'BRIEN's own guns placed the enemy battery out of commission. MADDOX hurried to the scene and stood by, but did not open fire.

Following the attack and subsequent investigation of the extent of battle damage, CTU 77.1.1 shifted his pennant to MADDOX and O'BRIEN steamed to Subic Bay where the Ship Repair Facility and USS BRYCE CANYON (AD-36) were able to return O'BRIEN to sea in less than two weeks.