



U.S.S. SUMMIT COUNTY (LST-1146)
FPO SAN FRANCISCO 96601

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REGISTERED MAIL

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Enclosure (1))

From: Commanding Officer, USS SUMMIT COUNTY (LST-1146)
To: Chief of Naval Operations (OP-09B9)

Subj: OPNAV Report 5750-1; submission of

Ref: (a) OPNAV Instruction 5750.12A

Encl: (1) Command History for 1968

1. In accordance with reference (a), USS SUMMIT COUNTY's annual
history report 5750-1 is hereby submitted.

T. L. Blackmon
T. L. BLACKMON

Copy to:
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ORIGINAL

CHRONOLOGY OF HIGHLIGHTS

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SUMMIT COUNTY spent 1-4 January in Keelung, Formosa, for an R and B visit. On 4 January she got underway for Subic Bay, P.I., where she completed preparations for assuming duties in Operation Market Time.

On 12 January, SUMMIT COUNTY left Subic Bay enroute to RVN, and on 17 January she relieved the USS HAMPSHIRE COUNTY (LST-819) and assumed her Market Time station. Throughout the remainder of January and the entire month of February, SUMMIT COUNTY carried out support activities for Operation Market Time.

On 1 March the USS PARK COUNTY (LST-1077) relieved SUMMIT COUNTY of War Market Time duties. After being relieved, SUMMIT COUNTY proceeded to Yokosuka, Japan, for a repair availability before returning to her homeport of San Diego.

SUMMIT COUNTY spent 20 March to 12 April in Yokosuka for repairs and then got underway in company with USS HENRY COUNTY (LST-824) enroute to San Diego via Pearl Harbor, and chopped to FIRSTFLT on 17 April. She arrived at San Diego on 11 May and began a 30 day leave and upkeep period.

On 10 June SUMMIT COUNTY left San Diego enroute to Antioch, California, for a Public Relations visit. The period 13-18 June was spent in Antioch conducting ship's visits. The ship left Antioch on 18 June and conducted Independent Ship's Exercises while enroute to San Diego.

From 21 June until 10 July, SUMMIT COUNTY was inport San Diego. On 11 July the ship got underway to take part in Exercise BELL BANGER which lasted until 17 July.

SUMMIT COUNTY was again inport San Diego from 18 July until 24 July when she got underway to take part in the annual Seattle Sea Fair. The ship returned to San Diego on 12 August. After 9 days inport, SUMMIT COUNTY got underway for Del Mar, Long Beach and San Francisco, returning to San Diego on 28 August.

On 23 September SUMMIT COUNTY got underway for unit training enroute to San Francisco and returned to San Diego on 4 October.

During the last three months of the year, SUMMIT COUNTY conducted various Independent Ship's Exercises and provided miscellaneous services off the coast of southern California.

ORIGINAL

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BASFC NARRATIVE

I. Command Organization

The SUMMIT COUNTY was built by the Chicago Bridge and Iron Co. at Seneca, Illinois and placed in Commission on 30 May 1945, at the Naval Repair Base, Algiers, Louisiana. The mission of the SUMMIT COUNTY is to off-load amphibious vehicles, troops and cargo directly onto a beach or via pontoon causeway and to conduct other amphibious and support missions. LT T. L. BLACKMON is the Commanding Officer, having assumed command on 1 November 1967. The SUMMIT COUNTY is homeported in San Diego, California, and is a unit of Landingship Squadron ONE. As of 31 December 1968, SUMMIT COUNTY had a manning level of 9 officers and 85 enlisted men.

II. Operations and Activities

A. Market Time Operations

SUMMIT COUNTY spent the period from 17 January to 1 March, a total of 45 consecutive days, on her underway station in Operation Market Time. The ship's primary function was to provide direct logistical support to the U. S. Navy and Coast Guard small craft which were patrolling the coastal waters of RVN and to coordinate the surveillance and information gathering activities of those small craft. Annex I is a complete and detailed description of SUMMIT COUNTY's Market Time activities, the results of those activities, and the lessons and experience gained by the command.

B. Repair Availability - Yokosuka, Japan

After being relieved of her Market Time duties on 1 March by the USS PARK COUNTY (LST-1077), SUMMIT COUNTY proceeded to Hong Kong for a much needed four day R and R visit, and then on to Yokosuka, Japan, in company with the USS HENRY COUNTY (LST-824). The underway time from Hong Kong to Yokosuka was utilized for training purposes as outlined in Annex II.

SUMMIT COUNTY arrived in Yokosuka on 20 March and began a 21 day availability with SRF, Yokosuka. Three major jobs were accomplished during this time. Firstly, the forward part of the hull bottom had sustained damage from beaching, and temporary underwater repairs were made until the ship could be drydocked. Secondly, a general overhaul of the ship's evaporators was undertaken though the job was not completed because of lack of parts. Thirdly, two new ship's service generator engines were installed, and a third was overhauled. Numerous other minor repairs were also accomplished during the availability.

C. Transit from Yokosuka to San Diego

After dock and sea-trials in Yokosuka, SUMMIT COUNTY got underway on 12 April in company with the USS HENRY COUNTY (LST-824) enroute to San Diego via Pearl Harbor. The long underway time was used for training as outlined in Annex III. After a brief stop in Pearl Harbor, the ship continued on to San Diego independently, arriving there on 11 May.

SUMMIT COUNTY began a 30 day leave and upkeep period immediately upon her arrival in San Diego. The crew was given a chance to take some much needed leave, and the ship was granted a tender availability with the USS KLONDIKE from 13 to 27 May.

D. Public Relations Visit to Antioch, California

On 10 June SUMMIT COUNTY got underway for Antioch, California, to take part in the annual "Delta Western Days" celebration held in that town. The ship arrived at Antioch, located at the junction of the San Joaquin and Sacramento Rivers, on 13 June. During the next five days, the ship's officers and crew attended and participated in the many activities of the celebration, and approximately 5000 residents of the community toured the SUMMIT COUNTY. The ship got underway from Antioch on 18 June, having completed a unique and very enjoyable assignment. (See Annex IV) Independent Ship's Exercises were conducted while enroute to San Diego (See Annex VII), and SUMMIT COUNTY arrived in home port on 21 June.

E. Exercise Bell Banger

After nineteen days in port, SUMMIT COUNTY got underway on 11 July to take part in Exercise "Bell Banger" which was held at Camp Pendleton, California. "Bell Banger" was an amphibious assault exercise in which both Naval and Marine Corps units participated. The ship gained valuable training and Experience in amphibious task force operations, especially in the area of the pontoon causeway evolutions including loading, splashing, marriage and off-loading of vehicles via causeway. Annex V constitutes the concluding report and critique of the exercise, and the specific training accomplished by SUMMIT COUNTY is contained in Annex VII. Upon completion of the exercise on 17 July, SUMMIT COUNTY returned to San Diego.

F. Seattle Sea Fair Visit

After six days in port San Diego, SUMMIT COUNTY got underway on 24 July as a unit of task group 10.4 to participate in the annual Seattle Sea Fair, arriving in Seattle, Washington on 31 July. During the six day visit, approximately 3000 persons toured the ship, and the crew was afforded the opportunity to see Seattle and take part in the various Sea Fair activities. SUMMIT COUNTY left Seattle on 5 August after a successful and enjoyable visit. (See Annex VI.)

G. Miscellaneous Assignments; 6 August - 28 August

On her return to San Diego from Seattle, SUMMIT COUNTY stopped at San Francisco to embark a Marine Reserve Unit headquartered at Treasure Island. The troops and vehicles of the unit were transported to Camp Pendleton, for training, and the ship proceeded on to San Diego.

On 21 August SUMMIT COUNTY returned to Camp Pendleton to transport the Marine Reserve Unit back to Treasure Island. This trip was also used to perform "shuttle-run" services for the Naval Supply Activities located in San Diego, Long Beach and San Francisco.

The training accomplished during the period 6 August - 28 August is tabulated in Annex VII.

H. Unit Training

After nearly a month in port, SUMMIT COUNTY got underway on 29 September as an element of task unit 16.2 to participate in a unit training exercise. The task unit was composed of USS WEXFORD COUNTY (LST-1168), USS JEROME COUNTY (LST-848), USS HENRY COUNTY (LST-824) and the SUMMIT COUNTY, with COMLANSHIPRON ONE embarked in the WEXFORD COUNTY. The exercise combined various underway formation evolutions, a short but well earned R and R stop in San Francisco, and an amphibious assault exercise at Silver Strand Beach, Coronado, California. The exercise was completed on 4 October, and the task unit returned to San Diego. The training evolutions conducted during the exercise are outlined in Annex VII.

I. Miscellaneous Activities: 15 October - 31 December

SUMMIT COUNTY spent 5 October to 15 October in port San Diego for upkeep. On 15 and 16 October, the ship provided "shuttle-run" services between San Diego and Camp Pendleton: various Marine Corps vehicles and equipment which had recently been returned from WESTPAC on a merchant vessel were transferred to the SUMMIT COUNTY for further transport to Camp Pendleton.

The ship was underway from 28 October to 1 November and again from 12 November to 15 November to conduct independent ship's exercises off the coast of southern California and also to provide "shuttle-run" services for the Naval Supply Activities in San Diego and Long Beach. The training accomplished during these periods is included in Annex VII.

SUMMIT COUNTY spent the last half of November in San Diego for a repair availability with the Development and Training Center. On 1 December she got underway to provide LVT-training services for the FIFTHMARDIV at Camp Pendleton. The ship was back in port from 4 December to 9 December when she again got underway for three days of independent ship's exercises and gunnery exercises off San Clemente Island. (See Annex VII)

When SUMMIT COUNTY returned to San Diego on 12 December, she brought her operational year to an end and began a three week leave period for the holiday season.

J. Summary of EASTPAC Repair Availabilities

Immediately upon her return from WESTPAC in May, SUMMIT COUNTY began a two week tender availability with the USS KLONDIKE. Major repair and maintenance was accomplished on the ship's boiler, evaporators and fire pumps. Various minor repair work was also obtained for the ship's communication, office and navigational equipment.

During the third week of July, SUMMIT COUNTY obtained an emergency availability with the Development and Training Center, San Diego, to assist in the replacement of the ship's main reduction gear clutches. Another emergency availability with DATC was obtained during the last half of August for assis-

tance in repairing the ship's number one generator engine and number two main propulsion engine, both of which had sustained cracked blocks.

From 4 September until 22 September, SUMMIT COUNTY was assigned a regular availability with DATC. Maintenance and repair was performed on various items of electrical, navigational and habitability items. The manufacture of numerous small items of deck and small boat gear was also accomplished.

SUMMIT COUNTY's last repair availability of the year was assigned during the last two weeks of November again with the Development and Training Center, San Diego. Two cracks in the main deck were welded, and damage to the bow ramp sustained during causeway marriage was repaired. Miscellaneous repairs were also accomplished on machinery, navigational and habitability items. During this availability, an underwater hull inspection was made, the results of which indicated the desirability of drydocking the ship in the immediate future.