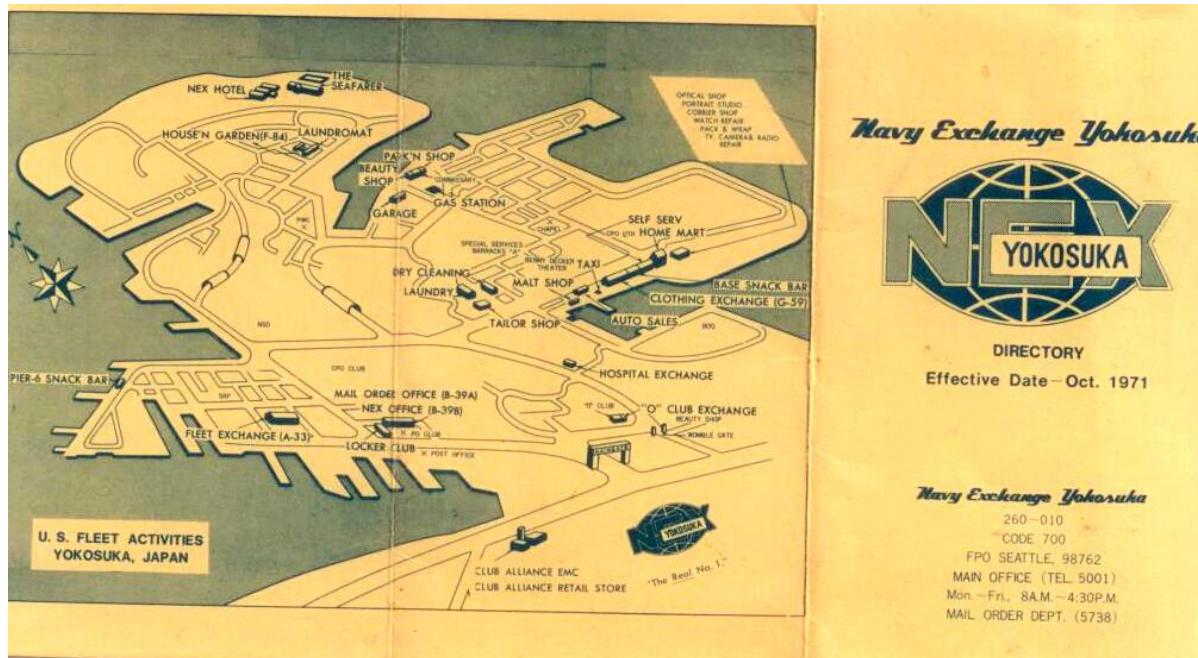


December 6, 1971 Arrive at U.S. Naval Base in Yokosuka, Japan.

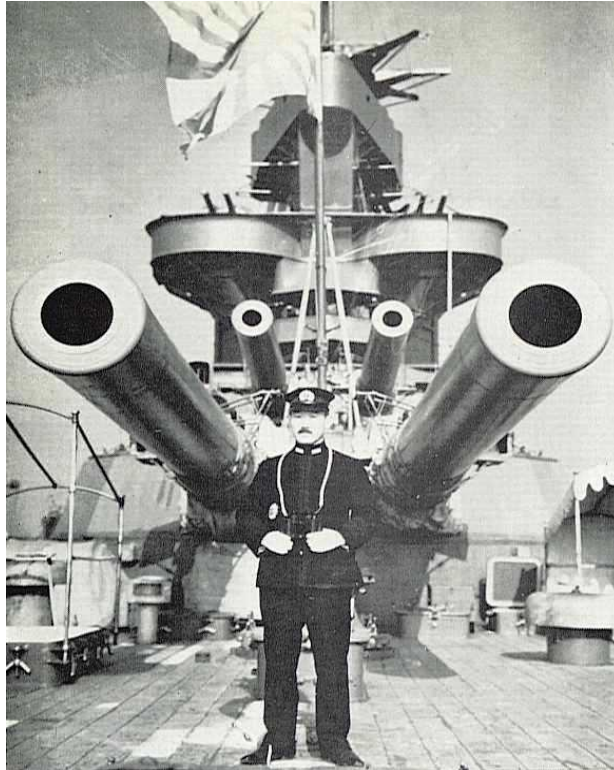


When Commodore Matthew Perry arrived in Japan in 1853, using naval pressure to open up Japan to foreign trade, Yokosuka was a quaint, native fishing village. In 1860, Lord Oguri Kozuke-no-Suke, Minister of Finance to the Tokugawa Shogunate Government, decided that "If Japan is to assume an active role in world trade, she must have proper facilities to build and maintain large seagoing vessels." He called upon the French Consul General and asked for the assistance of the French government to build a shipyard capable of handling large ships. It would be called the "Yokosuka Iron Works". In 1871, the name was changed to the "Yokosuka Navy Yard".



Yokosuka was to become one of the main arsenals of the Imperial Japanese Navy into the 20th century, in which were built battleships such as Yamashiro, and aircraft carriers such as Hiryu and Shokaku. Major Naval aircraft were also designed at the Yokosuka Naval Air Technical Arsenal.

Battleship Yamashiro



During World War II, activities at the Yokosuka Navy Yard reached their peak. By 1944, the Yard covered 280 acres and employed over 40,000 workers. In addition to the shipbuilding plant, the yard also had a gun factory, ordnance and supply depots, a fuel storage facility, a seaplane base and a naval air station.

On 30 August 1945, Vice Admiral Michitaro Totsuka, Commander of the Yokosuka Naval Base, surrendered his command to Rear Admiral Robert Carney, and the Base was peacefully occupied by U.S. Marines of the 6th Marine Division, British Royal Marines and U.S. Naval personnel. Commander Fleet Activities (COMFLEACT). Yokosuka was created shortly after the occupation in 1945. As the Base became organized, the shipyard was deactivated and much of the equipment was sent to other countries as part of reparations.



Japanese personnel – Yokosuka 30 Aug. 1945

In May of 1946, the Marines at Yokosuka were re-designated and occupied the Marine Barracks, U.S. Fleet Activities, Yokosuka. In April, 1947, the Ship Repair Department was organized, and the shops and dry docks were reactivated to maintain the ships of the U.S. Fleet in the Pacific. With the onset of the Korean War on 25 June 1950, Yokosuka Navy Base suddenly became very important and extremely busy.

The U.S., although still an occupying power in Japan, turned its full efforts to the support of South Korea. The Navy Dispensary was enlarged and expanded and was commissioned a U.S. Naval Hospital in 1950. The Naval Communications Facility, Yokosuka, was commissioned in January, 1951. In April 1951, the Ship Repair Department became a component command. It was re-designated the Ship Repair Facility. As the major naval ship repair facility in the Far East, the Yokosuka Facility assumed a vital role in maintenance and repair of the U.S. Seventh Fleet during the Korean War and Vietnam War.



You had to take an “On Base” taxi to the main gate and transfer to a “Off Base” taxi.

In March, 1952, the geographical boundaries of the command of Commander Naval Forces Far East changed to exclude the Philippines, Marianas, Bonin and Volcano Islands. In December, 1952, the Headquarters were shifted from Tokyo to Yokosuka. The expanded Supply Department of Fleet Activities became the Naval Supply Depot, Yokosuka in August, 1952 and in 1960, the Naval Communications Facility was re-designated U.S. Naval Communications Station, Japan.



During my time at the base the U.S. Fleet Activities Yokosuka, or Commander, Fleet Activities mission was to maintain and operate base facilities for the logistic, recreational, administrative support and service of the U.S. Naval Forces Japan, U.S. 7th Fleet and other operating forces assigned in the Western Pacific. CFAY is the largest strategically important U.S. Naval installation in the western Pacific.

Fleet Activities Yokosuka now comprises 568 acres and is located at the entrance of Tokyo Bay, 40 miles south of Tokyo and approximately 20 miles south of Yokohama on the Miura Peninsula in the Kantō region of the Pacific Coast in Central Honshū, Japan.



Today, the 55 tenant commands which make up this installation support WESTPAC operating forces, including principal afloat elements of the United States Seventh Fleet and Destroyer Squadron 15, including the only permanently forward-deployed aircraft carrier, USS George Washington (CVN-73).



While it may have changed since then, I found the base to be a drab, dreary place to spend time. The weather was usually cold and grey and much of the base infrastructure dated back before World War II and was old and unappealing. The area was basically a working shipyard with rows of mechanical shops and dry docks. It was a bustling, oily, greasy, noisy work environment. You couldn't walk to any of the base commodities from the ship piers because the buildings were all spread out among the winding roads and hillside topography. Taxis were required for even the simplest of trips to the base facilities.



You could buy anything at the base Navy Exchange.



On occasion my work duties would require me to drive a fleet vehicle around the spacious base. This was always an effort in concentration because in Japan all traffic traveled on the left side of the road in much the same way they do in England. It was easy to become distracted while driving and find yourself on the wrong side of the road.

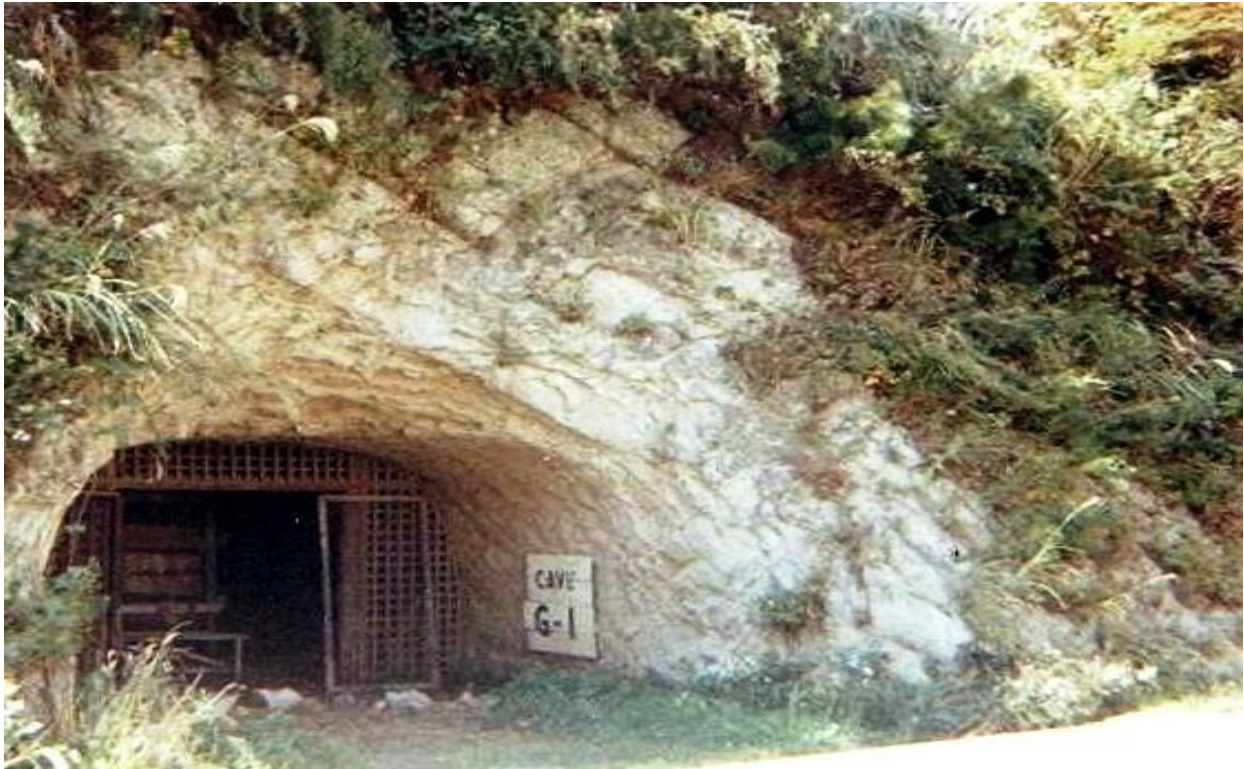


THE CAVES OF YOKOSUKA

One of the more unique features of the base was the fortified tunnels and caves that were scattered about the base. These were leftover bomb shelters, storage units, ammo depots and command offices built by the Japanese during World War II. Most of the cave and tunnel entrances had bars or iron gates that were in in disrepair and had crumbled open or were laying on the ground. I always wondered what historic relics remained hidden in those mysterious caverns. The largest cave on the base, the command cave, was last occupied by Commander Destroyer Squadron 15, and is one of only three caves still in use.



Between 1938 and 1945, more than 260 caves in more than 20 separate tunnel and cave networks were built all over the base. There are more than 27 kilometers of tunnels and caves scattered in a hodgepodge fashion around the base. Many more tunnels are scattered throughout the city of Yokosuka.



“During the war, these tunnels and caves provided areas in which work could be done in secrecy, safe from air attacks. A 500 bed hospital, a large electrical power generating facility and a midget submarine factory and warehouse were among the many facilities in caves around the base.

“More than 800 personnel actually lived in these caves during the war. Each naval base department was ordered to dig its own caves, which accounts for the lack of an overall organization to the cave and tunnel system. “In 1992, a complete survey of all known caves was conducted, and all the caves except for three still in use were sealed up for safety reasons.

December 25, 1971 Christmas in Yokosuka.

The ship carried liberty lights in port, as shown in this picture. You may debate whether or not it is pretty, but it had a practical value. The bright lights made it easier for sailors to find their way back to the ship. If you think this is stretching it a bit, well, I'll bet you haven't stood mid-watch (midnight to 2:00 AM) on the quarterdeck and watched inebriated sailors wandering along the waterfront trying to find their way home, and then stumbling up the brow.



I have few memories of my first Christmas aboard the ship. At some point during the holiday period I checked myself in to the base hotel operated by the Navy Exchange.

It was the first time I had slept in a real bed with my own private bathroom since I had left home. We forget how much the simple things in life can mean until they are gone.

I ordered room service and stayed in bed with a good book for most of my stay and can still feel those soft sheets and real pillows! In true Japanese fashion, the walls were paper thin and the floor required that you remove your shoes to walk in most places and the Geisha like atmosphere was very comforting.. I would return to this place for a night of peace and quiet each time I was in port.





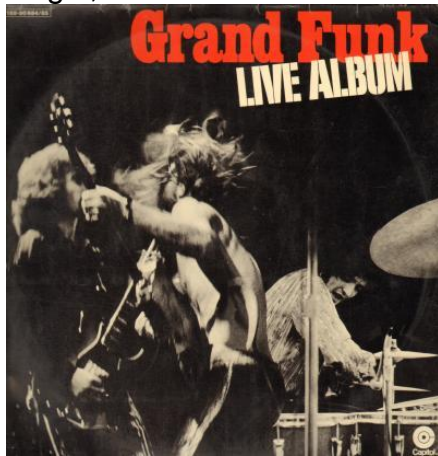
A Yokosuka Christmas card

As a Christmas gift to myself I paid \$50 for a new bicycle at the base exchange so I could save taxi fare on my travels about the base. I left it in the bike rack at the end of the pier and it was missing by the time I returned from my first cruise.



January 1-2, 1972 Holiday period in port Yokosuka. Calendar year 1972 began with the USS OKLAHOMA CITY (CLG-5) in her homeport of Yokosuka, Japan completing an upkeep period coupled with the Christmas/New Year holiday.

While shopping at the base exchange one day I decided to buy my first own personal cassette tape recorder. It was an old square shaped desk top Toshiba portable cassette player. The first factory tape I bought was the 1971 release of a Grand Funk double tape "Live" album featuring their hit single, "We're an American Band".



Maybe my mono cassette player wasn't the best sounding venue for this type of band because I didn't like the album very much. The live recordings lacked a technical polish to them



One of my favorite places to hang out while in

homeport was the base library. It had a clean, modern interior with lots of space and featured an audio-visual room that I was particularly fond of. This was a room containing rows and rows of old outdated 1960's reel to reel tape recorders. You were able to check out a wide variety of taped music which had been recorded on to the large tape spools. The recorders had been set up so that you could then re-tape the music into a smaller cassette tape for your own personal use. Anxious to use my new personal cassette recorder I spent many hours filling up 60 and 90 minute blue and red labeled Maxell cassette tapes for later use.



January 3-7 1972 Depart Yokosuka, Japan and set sail for Subic Bay, Philippines. .As the new year begins approximately 133,000 U.S. servicemen remain in South Vietnam. Two thirds of America's troops have left in the last two years. The ground war is now almost exclusively the responsibility of South Vietnam, which has over 1,000,000 men enlisted in its armed forces.

DISBURSING OFFICER
USS OKLAHOMA CITY (CLG 5)
FPO SAN FRANCISCO 96601

WAGE AND TAX STATEMENT—1971
(For use in States or Cities authorizing combined form)

Employer's State Identification Number _____

Copy C—
For employee's records

Type or print EMPLOYER'S Federal Identification number, name, and address above.

FEDERAL INCOME TAX INFORMATION			SOCIAL SECURITY INFORMATION		STATUS
Federal income tax withheld	Wages paid subject to withholding in 1971 ¹	Other compensation paid in 1971 ²	F.I.C.A. employee tax withheld ³	Total F.I.C.A. wages paid in 1971 ⁴	1. Single 2. Married
5.60	369.52		35.06	674.32	1

EMPLOYEE'S social security number ▶ _____

Name of State _____ State Form No. _____ State income tax withheld _____

Name of City _____ City Form No. _____ City income tax withheld _____

EMPLOYEE'S name and address (including ZIP code) above.
SHAW, STEVEN
05

*Excludable sick pay. **Gross wages for State if different from Federal.
¹ Includes tips reported by employee. Amount is before payroll deductions or sick pay exclusion.
² Add this item to wages in reporting wages and salaries on your income tax return.
³ The social security (FICA) rate of 5.2% includes .6% for Hospital Insurance Benefits and 4.6% for old-age, survivors, and disability insurance.
⁴ Includes tips reported by employee.

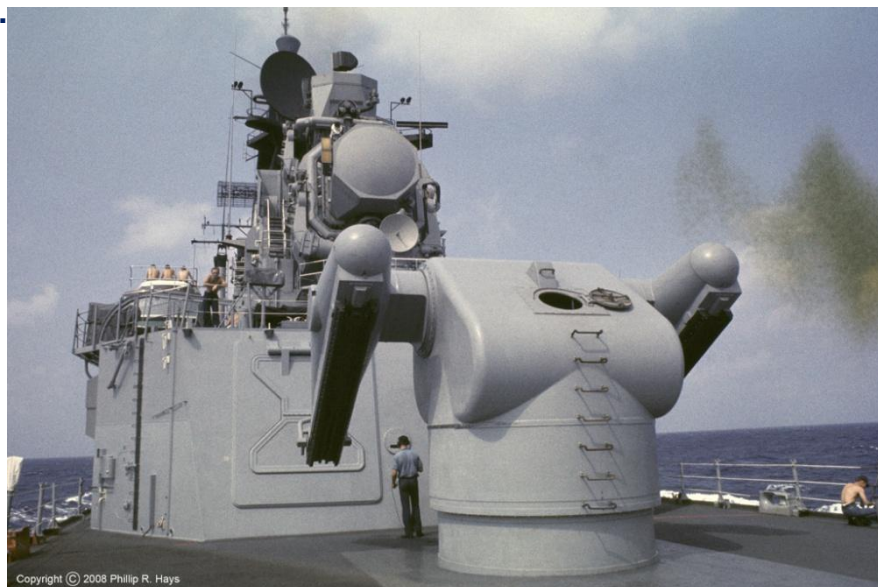
Uncollected Employee Tax on Tips \$ _____

FORM W-2 Department of the Treasury, Internal Revenue Service

Wages paid for Oct-Dec 1971 Active Duty - \$369.52

January 8, 1972 Conduct training in Subic Bay operating area.

The Talos missile system was the reason that the USS Oklahoma City CLG-5 existed. The ship was built during World War Two, one of 27 Cleveland Class light cruisers. After the war most of these ships were scrapped. Six were selected to be converted to guided missile launching platforms to provide anti-aircraft protection for the fleet.



Everything on the original ship above the main deck aft of the smoke pipes was removed and replaced with the missile house and launcher. Inside the missile

house was a missile stowage magazine, a ready service magazine holding 16 missiles ready to fire, an area just forward of the launcher where the wings and fins were attached before firing, and test cells where the missiles were serviced. On top of the armored box of the missile house was a new superstructure and radar tower. This carried the target tracking radars, missile guidance antennas, and a long range air search radar. Inside the structure were radar rooms and Weapons Control where the missile system was operated.



The countdown was announced on the ship's 1MC speakers, and when three, two, one, zero came there was a tremendous bang and suddenly the missile was a mile or two away. The missile accelerated to Mach 2.2 (about 1500 mph) in about six seconds at a distance of about eight miles from the launcher. It really left in a hurry!



Talos was a long-range high-altitude cruise missile designed to give the fleet stand-off protection against enemy aircraft and the ability to attack distant surface targets. It could

attack aircraft, missiles, ships, radar installations and other shore facilities with either conventional or nuclear warheads. Talos had an effective range of about 100 miles and could engage targets from 50 feet to 70,000 feet altitude.



Talos was the U.S. Navy's first surface-to-air and surface-to-surface guided missile. It was a development of the Bumblebee program during World War II and partial tests were conducted at China Lake Naval Weapons Station in Kern County. Damage inflicted by Japanese Kamikaze aircraft and German guided air to surface missiles and glide bombs during World War II brought light to the need for more effective fleet air.

The Talos missile success rate was better than 80% but the overall system effectiveness was less than that. The Talos system occupied a huge amount of shipboard space and required a great deal of maintenance. Each missile had to be tested every 30 days. In addition, the Talos system could track only six targets, and engage only two of these at a time. More than 2400 Talos missiles were built and about 1350 were fired in practice exercises and combat between 1958 and 1979.

CLG-5 missile shot into an old destroyer escort practice target.

Unit cost has been reported as \$386,000, or almost a billion dollars for all of the missiles. . The Talos launching system was too large and expensive for most post World War II ship construction and it was retired from the fleet by 1979.

January 9-17, 1972 In port Subic Bay, Republic of the Philippines. The ship and staff received visits from the Honorable John Chaffee, Secretary of the Navy, Rear Admiral

Gravely, Commander Naval Communications Command, and Rear Admiral Cooper, Commander Task Force 77.



A great new sailor rumor was spreading around the ship faster than a free hooker on payday. It was said that several of the men on board had caught a deadly new venereal disease in the Philippines called the "Black Syphilis". Victims were being forcibly detained at an isolated island navy base guarded by Marines and not allowed to communicate with the outside world. It was just a matter of time before they died. Rather than cause a panic, the victims were then being reported as missing in action and were never heard from again. While one in five sailors managed to catch something other than fish while in Subic they all seemed to make a full recovery and never turned up missing. It was another great sailor yarn but with the advent of aids twenty years later one can't help but wonder if the "new disease", part of the story had some basis in fact.

January 18-19, 1972 En route from Subic Bay, Republic of the Philippines to Hong Kong, British Crown Colony.

20 - 26 Jan. 1972 The ship visits Hong Kong, a British Crown Colony, for a seven day protocol port visit. This is the area as it appeared in 1972.



The British Navy arrived in Hong Kong during the First Opium War to protect the opium traders. Commodore Sir Gordon Bremer raised the Union Jack and claimed Hong Kong as a colony on 26 January 1841. Naval store sheds were erected there in April 1841.

The Naval yard was moved several times and by 1972 it was located at the site of the old Wellington Army barracks.



The actual land based Naval Station was called HMS *Tamar*, after the British troopship launched in 1863. She first visited Hong Kong in 1878 with relief crews, returning later in 1886. She was stationed permanently in the harbor from 1897 to 1941, and was scuttled during the Battle of Hong Kong during World War II, to avoid being used by the invading Japanese Imperial forces. Shortly before the departure of British forces in 1997, the *Tamar* base, which had again been moved, was reclaimed by the People's Liberation Army of the People's Republic of China.



The two story building in the foreground of this photo was my first stop at the Naval base after departing the main pier. It was here I found a small sailor's lounge and had my very first "Foster's" Australian draft beer long before it became such a popular import back in the States



Our ship is anchored near the HMS Tamar Naval Base and a week of liberty begins.

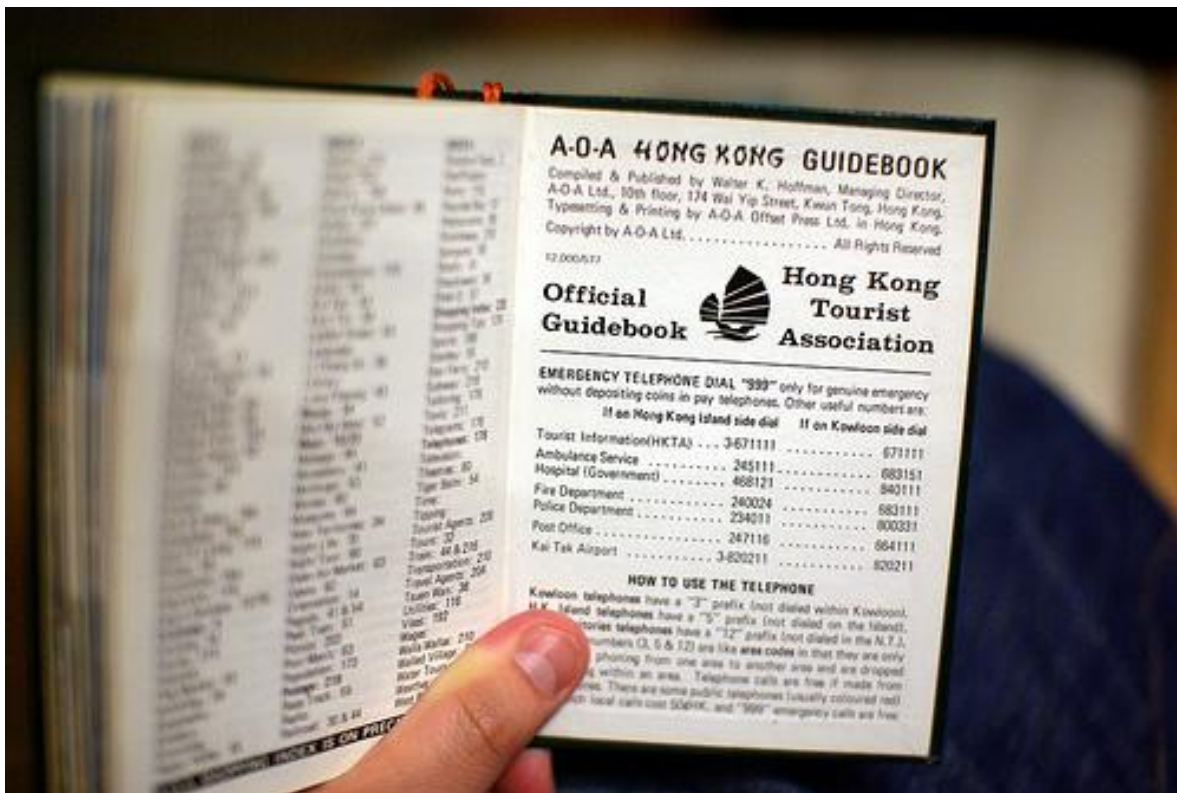


Hong Kong is located on China's south coast, and is surrounded on three sides by the South China Sea.. The territory's 426 square mile area consists of Hong Kong Island, the Kowloon Peninsula, the New Territories, and over 200 offshore islands. Much of Hong Kong's terrain is hilly and mountainous with steep slopes. Less than 25% of the territory's landmass is developed, and about 40% of the remaining land area is reserved as country parks and nature reserves. Most of the territory's urban development exists on Kowloon peninsula, along the northern edge of Hong Kong Island, and in scattered

settlements throughout the New Territories.



I found the area to be very clean and well cared for in a city congested with thousands of skyscrapers and millions of people. Most of the population were Chinese and much of my time ashore was spent shopping, dining and just walking around. Armed with my official pocket sized tourist guide issued by the Hong Kong Tourist Association I proceeded to wander about the city in search of adventure.



I did spend one night down in the Wan Chai bar district and one night was about all I could afford. This area was a large strip of bars, nightclubs, entertainment venues and even a red light district that was quite spectacular. It was a very special night though because after it was over I would be left with a reminder of the evening for the rest of my life. This is the place where I got my “Hong Kong” tattoo.



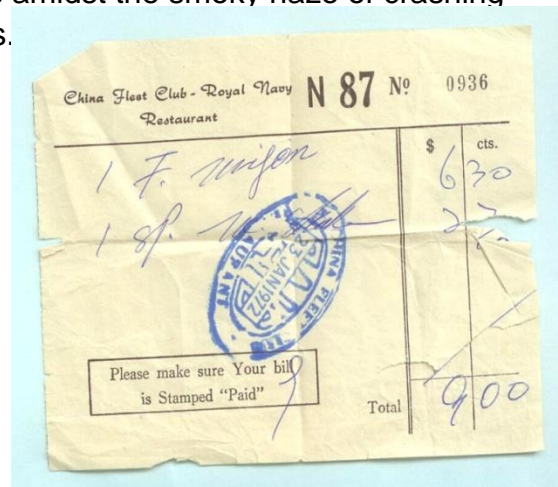
Tattoo parlors were illegal in the bar district but with a little pay off to the police the situation was largely ignored. After several beers I strolled in to a “Barber Shop” that advertised tattoos for the right price. I went to the back of the shop where a wooden partition was slid back from the wall and entered a two seat tattoo parlor. I drank another beer and waited my turn and soon I was in the chair having my shoulder inked. It was more painful than I expected and I was disappointed to find that my whole arm was a bloody scab and that I would not be able to actually see my new artwork until the scab healed and peeled off

GUEST'S RECORD OF CHECK	Total	1485
PARTY ENTERTAINED _____		
PURPOSE OF MEETING _____		
<input type="checkbox"/> PERSONAL <input type="checkbox"/> BREAKFAST <input type="checkbox"/> DINNER <input type="checkbox"/> BUSINESS <input type="checkbox"/> LUNCH <input type="checkbox"/> OTHERS		
CHECK NO.		
B 040186		
COFFEE SHOP	HONGKONG HILTON	

One classic bar and restaurant that I visited was founded between 1900-1903 from funds raised by local businessmen and members of the British Royal Navy. It was called the Royal Navy China Fleet Club. It also served as the Japanese Naval Headquarters from 1941 to 1945 during their occupation in World War II. In 1985 the club was moved from the location of my visit to a newer 25 story complex elsewhere on the island.

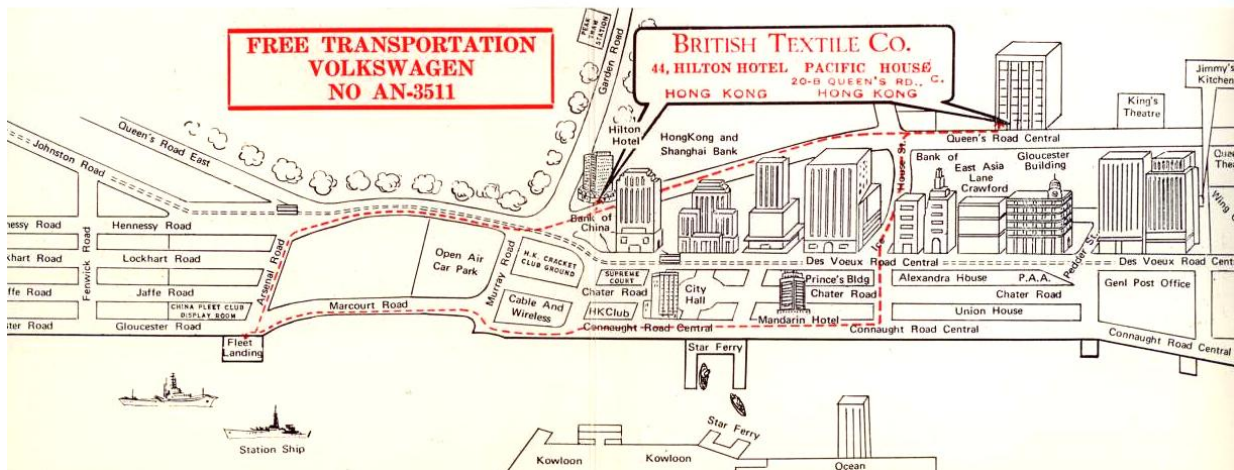


On many occasions over the years I have made the comment that many of the bars I frequented while in the Navy were very much a throwback to the days of World War II. Several of the larger establishments inevitably broke out in a bar fight as the evening wore on. These events very much resembled the old black and white war movies depicting the main actors hiding under the tables amidst the smoky haze of crashing beer bottles, flying chairs and thumping fist fights.





. A few days ashore just wasn't enough to see it all. One of my stronger memories of that place was taking the Peak tram straight up a mountain populated by homes, offices and skyscrapers and sitting on top of the world reflecting on life as I overlooked the bay and surrounding islands.



I hear there have been many changes since my visit. The Wan Chai district has faded from the glory days when Navies from all over the world visited and military personnel from many nations spent their rest and relaxation time away from the war in Vietnam. The population now exceeds 7 million people under a communist ruled China and the islands contain over 7,000 skyscrapers alone.

But the U.S. Navy stands true to its past and it was with some amusement that I recently read that the sailors from the aircraft carrier USS Nimitz were estimated to have spent over one million dollars during a week long visit to Hong Kong in 2010. That's a lot of beer!!

January 25, 1972 President Nixon announced a proposed eight point peace plan for Vietnam and also reveals that Kissinger has been secretly negotiating with the North Vietnamese. However, Hanoi rejects Nixon's peace overture.

January 27, 1972 En- route from Hong Kong, British Crown Colony. to Vietnam combat zone.

January 28 – 31, 1972 The ship took its position at Talos station off the coast of North Vietnam.

The People's Army of North Vietnam was trying to set up mobile air traffic control radars to allow them to vector fighters and SAMs (Surface to Air Missiles) to intercept our bombers. Without air coordination their air force was not very effective. The US Navy, Marines and Air Force had pretty much blown away every fixed radar installation. The NVN had some Russian mobile radar vans, and cleared flat spots on mountain tops so they could park the mobile radars at a number of places. When they detected our aircraft headed their way they shut down and hid under camouflaged cover. The Pentagon wanted a long range fast strike capability to attack these mobile units. The Talos RGM-8H ARM (Anti-Radiation Missile) missile was developed for this purpose. In the spring of 1971, prior to my arrival on the Okie Boat an underway replenishment to take aboard the new, highly classified, RGM-8H anti-radiation version of the Talos was completed. It was time to go radar hunting.



The *Oklahoma City* steamed to the Gulf of Tonkin to rendezvous with the *USS Chicago* (CG-11). We were looking for another BARLOK radar in the vicinity of the Mu Gia Pass, although few people aboard knew this. The *USS Oklahoma City* was the 7th Fleet flagship, but we were assigned to a cruiser/destroyer squadron for

this action. So, although we were carrying 7th Fleet Admiral, we were under the command of the squadron commander who was on the *USS Chicago*. The *Okie Boat* was a single end (stern) Talos light cruiser, and the *Chicago* was double end (two missile batteries, bow and stern) Talos heavy cruiser.



While on Talos station off North Vietnam, the *Oklahoma City* fired a Talos RIM-8H anti-radiation missile and destroyed a NVN mobile radar installation. **It was the first successful surface-to-surface combat missile shot in US Navy history.**

We were sailing off the coast of North Vietnam near Vinh one night with RGM-8H missiles in the Ready Service Magazine just waiting for a chance to use the new missiles. The electronics warfare (EW) sailors in the Combat Information Center detected emissions from a BARLOCK air traffic control radar and the fun started. The EW watch provided continuous updates to the fire control team, watching for frequency changes that might interfere with the shot.

