

DEPARTMENT OF THE NAVY

U. S. S. OKLAHOMA CITY (CG-5)
FPO SAN FRANCISCO 96601

CG-5/11/dwc
5740
Ser 11/C 17
22 February 1977

CONFIDENTIAL - (Unclassified upon removal of Part III, Tab A to enclosure (1))

From: Commanding Officer, USS OKLAHOMA CITY (CG-5)
To: Director of Naval History (OP-09B9)
Subj: Command History, USS OKLAHOMA CITY (CG-5); submission of
Ref: (a) OPNAVINST 5750.12B
(b) CINCPACFLTINST 5750.2B
Encl: (1) USS OKLAHOMA CITY (CG-5) 1976 Command History

1. In accordance with references (a) and (b), the Command History for USS OKLAHOMA CITY (CG-5) for the period 1 January 1976 through 31 December 1976 is submitted herewith as enclosure (1).

T. R. COLLIGAN

Copy to:
CINCPACFLT
COMSEVENTHFLT
COMNAVSURFPAC
COMNAVSURFGRU WESTPAC

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BRIEF CHRONOLOGY OF EVENTS

JANUARY 1976

01-04 Holiday leave and upkeep at Yokosuka, Japan.
05-07 Enroute from Yokosuka, Japan to Keelung, Taiwan.
08-11 Inport Keelung, Taiwan.
12-14 Enroute from Keelung, Taiwan to Subic Bay, Republic of the Philippines.
15-23 Inport Subic Bay, Republic of the Philippines.
24-28 Enroute and participation in MULTIPLEX 2-76.
29-31 Enroute Sattahip, Thailand.

FEBRUARY 1976

-01 Enroute Sattahip, Thailand.
02-06 Inport Sattahip, Thailand.
07-09 Enroute from Sattahip, Thailand to Singapore.
10-13 Inport Singapore.
14-21 Enroute from Singapore to Yokosuka, Japan.
22-29 Inport Yokosuka, Japan.

MARCH 1976

01-14 Inport Yokosuka, Japan.
15-21 Enroute from Yokosuka, Japan to Subic Bay, Republic of the Philippines.
22-24 Inport Subic Bay, Republic of the Philippines.
25-31 Enroute and participation in READEX 2-76.

APRIL 1976

-01 Enroute Subic Bay, Republic of the Philippines.
02-07 Inport Subic Bay, Republic of the Philippines.
08-09 Enroute/inport Manila, Republic of the Philippines.
-10 Enroute/inport Subic Bay, Republic of the Philippines.
11-18 Enroute from Subic Bay, Republic of the Philippines to Perth, Australia.
19-25 Inport Perth, Western Australia.
26-30 Enroute from Perth, Australia to Yokosuka, Japan.

MAY 1976

01-08 Enroute from Perth, Australia to Yokosuka, Japan.
09-30 Inport Yokosuka, Japan.

JUNE 1976

01-21 Inport Yokosuka, Japan
22-24 Underway and operations in Yokosuka OPAREA.
25-26 Inport Yokosuka, Japan.
27-30 Enroute from Yokosuka, Japan to Hong Kong, British Crown Colony.

JULY 1976

01-04 Storm evasion, Philippine Sea, enroute Hong Kong, BCC.
-05 Inport Hong Kong, BCC.
-06 Enroute from Hong Kong, BCC to Kaohsiung, Taiwan, Republic of China.
07-10 Inport Kaohsiung, Taiwan, Republic of China.
-11 Enroute from Kaohsiung, Taiwan Republic of China to Subic Bay,
Republic of the Philippines.
12-13 Inport Subic Bay, Republic of the Philippines.
14-18 Enroute from Subic Bay, Republic of the Philippines to Yokosuka, Japan.
19-25 Inport Yokosuka, Japan.
-26 Dependents/Guests cruise in Sagami Bay, Japan.
27-31 Inport Yokosuka, Japan.

AUGUST 1976

01-31 Inport Yokosuka, Japan, for second increment of Regular Overhaul.

SEPTEMBER 1976

01-28 Inport Yokosuka, Japan to continue second increment of Regular Overhaul.
-29 Underway for Sea Trials in Yokosuka OPAREA.
-30 Inport Yokosuka, Japan.

OCTOBER 1976

01-03 Inport Yokosuka, Japan.
04-06 Underway for local operations in Yokosuka, OPAREAS.
07-08 Enroute Pusan, Republic of Korea.
09-13 Inport Pusan, Republic of Korea.
14-15 Enroute from Pusan, Republic of Korea to Yokosuka, Japan.
16-22 Inport Yokosuka, Japan.
-23 Underway for local operations in Yokosuka OPAREAS.
24-26 Enroute Keelung, Taiwan, Republic of China.
27-31 Inport Keelung, Taiwan, Republic of China.

NOVEMBER 1976

01-02 Enroute from Keelung, Taiwan, Republic of China to Hong Kong, BCC.
03-07 Inport Hong Kong, BCC.
08-09 Enroute Subic Bay, Republic of the Philippines.
10-15 Inport Subic Bay, Republic of the Philippines.
16-19 Enroute from Subic Bay, Republic of the Philippines to Singapore.
20-23 Inport Singapore.
24-25 Enroute from Singapore to Jakarta, Indonesia.
26-28 Inport Jakarta, Indonesia.
29-30 Enroute from Jakarta, Indonesia to Yokosuka, Japan.

DECEMBER 1976

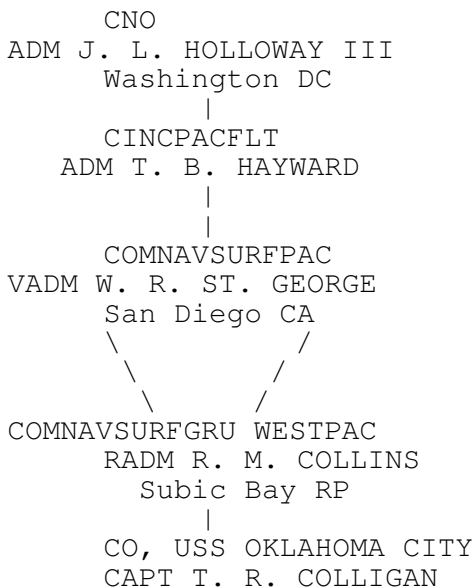
01-08 Enroute from Jakarta, Indonesia to Yokosuka, Japan.
09-31 Inport Yokosuka, Japan.

COMMAND ORGANIZATION AND RELATIONSHIP

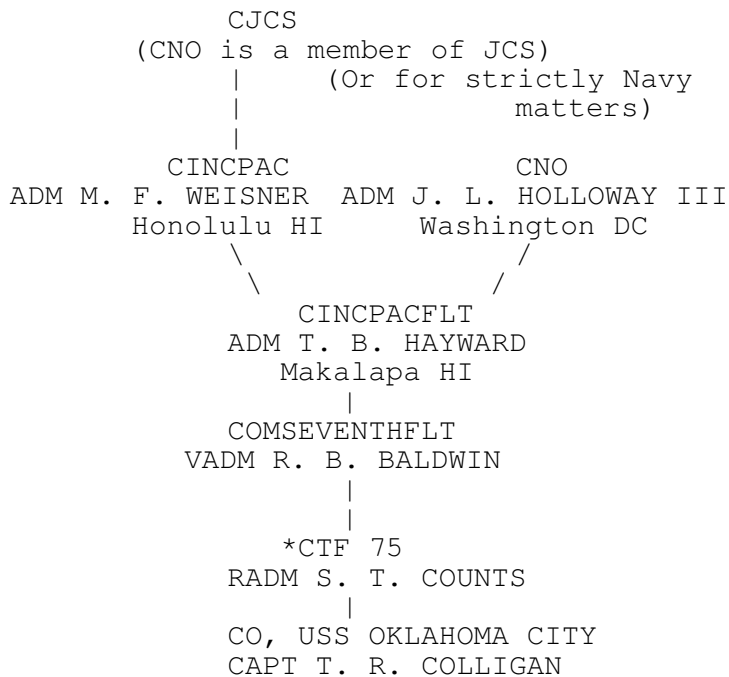
The Commanding Officer of the USS OKLAHOMA CITY (CG-5) is Captain Thomas Richard COLLIGAN, U.S. Navy. He relieved Captain Paul D. BUTCHER, U.S. Navy on 22 October 1976. The Ship's Executive Officer throughout the entire year has been Commander George Ross SKINNER, U.S. Navy.

USS OKLAHOMA CITY is under the Administrative Control of Commander, Naval Surface Group, Western Pacific. However, as a Ship of the SEVENTH Fleet, Commander Cruiser-Destroyer Force, SEVENTH Fleet serves as the immediate Unit Commander and schedules the Ship for its various annual assist visits and inspections due to the remoteness of the immediate superior in the Chain of Command. OKLAHOMA CITY is the Command Ship for, and is under the Operational Control of, Commander SEVENTH Fleet. As Command Ship, OKCITY is designated as SEVENTH Fleet Command Ship Group, TG 70.1, with the Commanding Officer as Task Group Commander. When involved with Naval Gunfire Support Operations, the Ship is assigned to Task Force 75, Cruiser-Destroyer Force, SEVENTH Fleet. OKCITY's Operational, Administrative and Material/Logistics Chains of Command are depicted below:

ADMINISTRATIVE/LOGISTICS CHAIN



OPERATIONAL CHAIN



*And/or other operational Commanders as may be assigned.

OKLAHOMA CITY is homeported in Yokosuka, Japan, as a unit of the Overseas Residency Program.

Internally, OKLAHOMA CITY is organized into ten departments as follows:

Administrative

Navigations

Operations

Communications

Weapons

Engineering

Supply

Medical

Dental

Marine Detachment

SUMMARY OF OPERATIONS

USS OKLAHOMA CITY began the year 1976 in its homeport of Yokosuka, Japan, concluding a holiday/upkeep period. The Command Ship got underway enroute Keelung, Taiwan, on 5 January, arriving in that port on 8 January. USS OKLAHOMA CITY was open to group visiting on 10 and 11 January, and general visiting on 11 January. The following distinguished visitors called upon Commander, SEVENTH Fleet during this port visit: Premier CHIANG; General LO Yu-Lin, Commander in Chief, Combined Service Force; and RADM SHEN Lien, Commandant, THIRD Naval District.

The Command Ship got underway on 12 January 1976 enroute Subic Bay, Republic of the Philippines. Training conducted enroute included air intercept control and naval gunfire support at the Tabones Firing Range. Arriving Subic Bay, R.P. on 15 January, USS OKLAHOMA CITY commenced an eight-day upkeep period. During the inport period, USS OKLAHOMA CITY staged its 1976 Olympiad with intramural competition in team sports, track, skeet shooting, tennis, racketball, squash, chess, and golf.

The Command Ship returned to sea on 25 January in preparation for MULTIPLEX 2-76. Exercises in air and surface gunnery, electronic warfare, and tactical maneuvering were conducted 25 and 26 January. Following MULTIPLEX 2-76, conducted 27 and 28 January, the Ship proceeded to Sattahip, Thailand, arriving 2 February for a four-day protocol visit to Thailand. Commander, SEVENTH Fleet was visited by VADM SMUT Sahanavin, Commandant, Sattahip Royal Thai Naval Base.

The Ship got underway on 7 February enroute Singapore arriving in that port for a four-day protocol visit on 10 February. The Command Ship was open to group visiting on 11 and 13 February. The following dignitaries called on Commander, SEVENTH Fleet during this port visit: The Honorable John H. HOLDRIDGE, American Ambassador to the Republic of Singapore and Air Commodore M. S. GUNTON, RNZAF, Commander, New Zealand Forces, Southeast Asia.

USS OKLAHOMA CITY got underway 14 February enroute to its homeport of Yokosuka, Japan. Training conducted enroute included exercises in surface gunnery, air tracking, air intercept control and participation in a war-at-sea exercise with other SEVENTH Fleet units. The Ship arrived in Yokosuka, Japan, on 22 February beginning a three-week upkeep period. Commander, SEVENTH Fleet was called upon by the following dignitaries during the inport period: VADM MURPHY, USN Director Anti-Submarine Warfare/Ocean Surveillance Programs, OPNAV; RADM G. J. SCHULLER, Commander, Task Force SEVEN TWO; RADM W. H. HARRIS, USN, COMATVQWINGSPAC; MGEN J. KOHLER, Jr., USMC, Commanding General, FIRST Marine Aircraft Wing; and VADM T. NAKAMURA, JSDF, Commander in Chief, Japanese Self Defense Fleet.

USS OKLAHOMA CITY got underway on 15 March enroute to the Subic Bay operating areas. On 21 March the Ship conducted a missile firing exercise at the Poro Point Missile Range. A successful firing was accomplished with a resultant direct hit on the target drone. The Command Ship entered Subic Bay, R.P., on 22 March for a three-day upkeep period. LTGEN J. N. MCLAUGHLIN, USMC, Commanding General, Fleet Marine Force, Pacific Fleet and RADM R. M. COLLINS, USN, Commander, Service Group THREE/Commander, Task Force SEVEN THREE called upon Commander, SEVENTH Fleet during this inport period. USS OKLAHOMA CITY got underway on 25 March for participation in READEX 2-76, a major fleet exercise conducted 27 through 31 March.

USS OKLAHOMA CITY began the second calendar quarter of 1976 enroute to Subic Bay, R.P., after participating in READEX 2-76. Arriving in Subic Bay on 2 April, the Command Ship commenced a seven-day upkeep period. VADM R. B. BALDWIN, USN, COMNAVAIRPAC and RADM R. M. COLLINS, USN, COMNAVSURFGRU WESTPAC, called upon the Commander SEVENTH Fleet during this port visit.

On 8 April, USS OKLAHOMA CITY got underway for and arrived in Manila, R.P. to commence a scheduled four-day port visit. The Command Ship was compelled to depart Manila on 10 April and proceed to Subic Bay, R.P., for typhoon evasion. Dependents and guests of the embarked staff and Ship's Company were aboard for a guest cruise for the transit to and from Manila.

On 11 April, the Ship departed Subic Bay enroute Fremantle/Perth, Australia, arriving in the port of Fremantle on 19 April 1976. During the seven-day port visit, the Command Ship was hosted by numerous Civic and Social Organizations and was open to general and group visiting for four days. During that period, the Ship was visited by 28,000 guests from Western Australia. USS OKLAHOMA CITY staged civic action projects at the Perth Paraplegic Association and Doll's House, Fremantle, during the port visit. Commander SEVENTH Fleet was visited by the following dignitaries during the port visit: Sir Charles COURT, Premier of Western Australia; Mr. C. J. JAMIESON, member of Australian Legislative Assembly; Air Commodore D. W. HITCHINSAM, ASC, RAAF, Air Officer Commanding Western Australia; His Excellency, the Governor of Western Australia; Air Vice Marshall Sir Wallace KYLE, GCB, GBE, DSO, DFC, The Lord Mayor of Perth; and the Honorable John Malcolm FRASER, Prime Minister of Australia.

The Command Ship departed Fremantle on 26 April enroute to Yokosuka, Japan. On 29 April, USS OKLAHOMA CITY crossed the Equator and conducted the appropriate initiation ceremony for aspiring "Shellbacks." USS OKLAHOMA CITY arrived in its homeport of Yokosuka, Japan, on 8 May 1976 to commence a seven-week upkeep period.

The Command Ship served as host ship to HMAS DERWENT for that ship's visit to Yokosuka 24 through 31 May. OKLAHOMA CITY concluded its 1976

Navy Relief Fund Drive on 19 May making a total contribution of \$22,165.40. The following senior officers called on Commander SEVENTH Fleet during the inport period: VADM R. P. COOGAN, USN, COMTHIRDFLT; VADM KIYONORI KUNISHIMA, President, JMSDF Staff College; RADM R. M. COLLINS, USN, COMNAVSUREGRU WESTPAC; RADM HOFFMAN, USN, COMMINWARCOM; and MGEN KHOLER, USMC, Commanding General, FIRST Marine Air Wing.

USS OKLAHOMA CITY got underway on 22 June for two days of local operations and returned to Yokosuka on 24 June.

The Ship returned to sea on 27 June in transit to Hong Kong, BCC. Dependent sons and guests were embarked for a father/son cruise to Hong Kong, BCC, Kaohsiung, Taiwan, and Subic Bay, R.P.

As she entered the third calendar quarter of 1976, USS OKLAHOMA CITY was far from her intended track with little hope of arriving in Hong Kong on July 2 as originally scheduled. The threatening movements of typhoons "Sally" and "Ruby" had made necessary an evasive excursion into the Philippine Sea and an underway celebration of our nation's Bicentennial. Although it was a far cry from the festivities planned for the Hong Kong visit, USS OKLAHOMA CITY commemorated Independence Day by participating in the nationwide community bell ringing and by conducting Divine Services. Upon her arrival in Hong Kong, on July 5, USS OKLAHOMA CITY conducted a Bicentennial reenlistment ceremony and fired a twenty-one gun salute. The Ship departed Hong Kong on 6 July, enroute to Kaohsiung on the Southern tip of Taiwan, arriving in that port on 7 July. During this visit, VADM Thomas B. HAYWARD, COMSEVENTHFLT, was visited by Mayor of Kaohsiung, Wang Yu-Yun; the Commander-in-Chief of the Chinese Navy, ADM Tsou Chien; LGEN Kung Ling-Shen, Commandant of the Chinese Marine Corps and VADM Chen Tung-Hai, the Commander of the Fleet Command. USS OKLAHOMA CITY crewmembers engaged in a command-sponsored civic action project by painting the Ping Tung Christian Hospital and Orphanage.

Leaving Kaohsiung on 11 July, USS OKLAHOMA CITY steamed towards Subic Bay, Republic of the Philippines. Enroute to Subic Bay, the Ship conducted a successful surface missile shoot using as a target a barge partially submerged on Scarborough shoals in the South China Sea. After a brief stop in Subic Bay on 12-13 July, OKLAHOMA CITY put to sea again and proceeded towards her homeport of Yokosuka, Japan, arriving there late in the afternoon of 19 July 1976.

The Command Ship remained in Yokosuka during the week 19 to 25 July making preparations for an impending COMSEVENTHFLT Change of Command Ceremony. On 20 July, the Fleet Broadcast was implemented via Pacific Gapfiller Satellite System. AN/SRR-1 broadcast system became operational. On 24 July, VADM Thomas B. HAYWARD turned over Command of the SEVENTHFLT to VADM Robert B. BALDWIN. Among the distinguished guests present at the

ceremonies was the Commander-in-Chief of the Pacific Fleet, ADM Maurice WEISNER.

Following a one day Dependent's Cruise on 26 July, USS OKLAHOMA CITY returned to Yokosuka for the second increment of her scheduled regular overhaul. During the months of August and September, the Ship's Force personnel and technicians and mechanics from the Yokosuka Ship Repair Facility overhauled numerous pieces of engineering equipment and performed maintenance on the Ship's communications and electronics systems. Significant equipment alterations included the installation of DATACORTS, an automated weapons designation system and the upgrading of the Ship's EW Suite with the replacement of her AN/ULQ-6B with an AN/SLA-16. The Navy Modular Automated Communications System (NAVMACS) was installed providing automatic broadcast screening capability. NAVMACS became operational on 1 October 1976.

The Stores Division of the Supply Department went through five (5) months of Supply Operations Assistance Program (SOAP) which started on 27 July 1976 and was completed on 3 January 1977. This was the first SOAP conducted on the OKLAHOMA CITY since 1967. Additionally, it was a unique SOAP because of the incremental approach to the regular overhaul of OKLAHOMA CITY. As a result, during a portion of the five month SOAP, the Ship was required to operate away from homeport. Ship's personnel worked expeditiously and efficiently and no problems were encountered. Thirty-three (33) personnel from various divisions of the Ship comprised the SOAP Team. While attached to the SOAP Team, they were tasked to do various jobs from taking inventories to processing of Allowance Parts Lists (APL's) for removed and newly installed equipment. Approximately 65,000 line items of Ship's repair parts were offloaded to the SOAP warehouse. Approximately 23,000 line items of excess material were turned-in to the Naval Supply Depot, Yokosuka, Japan, for further disposition. A total of 7,913 shortage requisitions were submitted. Back loading of repair parts started on 20 December 1976 and was completed on 30 December 1976. The Supply Officer conducted a post back loading sample inventory and an accuracy rate of 99.6% was attained.

One day of underway sea trials was conducted on 29 September.

USS OKLAHOMA CITY spent the first three days of the final quarter of calendar 1976 in her homeport of Yokosuka making final preparations for a period of extended underway operations. She put to sea on 4 October for several days of Individual Ship's Training Exercises. Upon the completion of this post-overhaul training period, USS OKLAHOMA CITY proceeded towards Pusan, Republic of Korea, for a short visit commencing 9 October. During this port call, VADM Robert B. BALDWIN received numerous distinguished visitors onboard his Flagship including the Mayor of Pusan, The Honorable

Park Young SU; VADM Chong Kon LAM, Commander of the South Korean Fleet; and MGEN Chung Tae SUK, Commanding General of the 1st ROK Marine Division. OKLAHOMA CITY crewmembers helped further the friendship between the United States and South Korea by participating in a command-sponsored civic action project and painting the MI-AE Orphanage in Pusan.

On 14 October, the Ship departed Pusan and commenced her transit back to Yokosuka for a one-week visit and the OKLAHOMA CITY Change of Command. Following her arrival on 16 October, all hands began the last-minute preparations for the Change of Command Ceremony, scheduled for 22 October. On that date, Captain Thomas R. COLLIGAN relieved Captain Paul D. BUTCHER in a ceremony presided over by VADM Robert B. BALDWIN. With her new Captain onboard, OKLAHOMA CITY departed Yokosuka the next day for the port of Keelung, Taiwan, and extended operations.

Arriving in Keelung on 24 October, USS OKLAHOMA CITY was visited by several distinguished guests of VADM BALDWIN including Premier Chiang Ching Kuo; RADM Soong Chang-CHIH, the Chief of the Chinese General Staff; Mayor Chen Cheng HSIUNG of Keelung and ADM Tsou CHIEN, the Commander in Chief of the Chinese Navy.

Upon the conclusion of her Keelung visit on 1 November, the Ship put to sea and steamed towards the British Crown Colony of Hong Kong, arriving there on 3 November. The distinguished visiting guests of VADM BALDWIN included Captain R. L. Garnons-WILLIAMS, R.N., Captain-in-Charge, Hong Kong and the Colony's Governor Sir Murray MACLEHOSE. Volunteers from the crew participated in a command sponsored civic action project by tiling the deck of the Shatin Youth Center and painting the Tung Chung Youth Center on Lantau Island.

The Ship departed Hong Kong on 8 November and proceeded towards Subic Bay, Republic of the Philippines, arriving at that Naval Base on 10 November. Following a brief visit for purposes of making voyage repairs and loading on stores, the Command Ship put to sea on 16 November and steamed South towards Singapore and Jakarta.

Arriving in the Republic of Singapore on 20 November, USS OKLAHOMA CITY played host to several distinguished guests of VADM BALDWIN including Mr. Pang Tee POW, the permanent Secretary of the Ministry of Defense, the U.S. Ambassador, the Honorable John H. HOLDRIDGE; Brigadier Winston CHOO, Chief of the General Staff; Col Khoo Eng AM, Commander of the Republic of Singapore Navy and Air Commodore M. S. GUNTON, RNZAF, Commander of NZ forces in Southeast Asia.

Following the conclusion of the Ship's visit to Singapore on 24 November, USS OKLAHOMA CITY headed South towards Jakarta. During the Ship's visit to Jakarta, which lasted from 26 to 28 November, VADM BALDWIN received numerous

guests onboard his Flagship including ADM R. S. SUBIYAKTO, Chief of the Indonesian Naval Staff; VADM Walejo SUGITO, Deputy Chief of the Naval Staff; MGEN M. ANIVAR, Commandant of the Indonesian Marine Corps, LGEN Ali SADIKIN, Governor of Jakarta and the Honorable David NEWSON, United States Ambassador. The crew of the OKLAHOMA CITY participated in a command-sponsored civic action project by painting the Los Sundarso Orphanage near the City of Jakarta.

Immediately after USS OKLAHOMA CITY's departure from Jakarta on 29 November, the Ship engaged in a one-day "passing exercise" with the Indonesian destroyers "SAMADIKUN" and "NGURA RAI." This PASSEX included exercises in replenishment at sea, personnel transfer at sea, gunnery and ASW tactics.

On 1 December, the Command Ship followed time honored nautical traditions by conducting an elaborate "Crossing The Line" ceremony as the Ship steamed North, across the Equator towards Yokosuka. By the day's end, over 250 new "Shellbacks" had been initiated into the ancient order of the deep.

On 9 December, USS OKLAHOMA CITY arrived in Yokosuka, Japan, and remained in port for the Holiday Period.

USS OKLAHOMA CITY was designated a Bicentennial Command by the American Revolution Bicentennial Committee. Many colorful projects were undertaken during the year, the most popular being sideboys, Marine sentry and Officer-Of-The-Deck dressed in period uniforms for all side honors. These personnel were viewed by over 100,000 people in the many ports visited in 1976 and received extensive press coverage.

During Calendar Year 1976, the following awards were received by OKLAHOMA CITY's crewmembers:

Navy Commendation Medal	6
Navy Achievement Medal	32
Good Conduct Medal	84
Letters of Commendation	117
Letters of Appreciation	26
Surface Warfare Officer Designation	7
Special Athletic Achievement Award, "Hole in One"	1
1976 Yokosuka Invitational Fast Pitch Softball Championship	1
1976 Yokota Invitational Fast Pitch Softball Championship	1
1976 COMNAVFORJAPAN Sailing Regatta Championship	1
1976 Yokosuka Homeported Ship's Annual Motor Whaleboat Races, Championship	1
1976 COMNAVFORJAPAN Fast Pitch Softball Tournament Runner-up	1

Promotions during the Calendar Year 1976 include the following:

Commander	2
Lieutenant Commander	1
Lieutenant	3
Lieutenant (junior grade)	14
Ensign	1
CWO4	1
CWO3	2
MCPO	2
SCPO	1
CPO	8
PO1	23
PO2	78
PO3	121

The following is a list of major casualties:

January - March 1976

<u>EQUIPMENT</u>	<u>DATE</u>
AN/SLQ-22	06 JAN 76
AN/SPC-49A	14 JAN 76
EMERGENCY DIESEL #1	25 JAN 76
AN/SPG-49A	06 FEB 76
MAIN FEED PUMP #4	08 FEB 76
AN/SLQ-22	20 FEB 76
AN/SPS-30	21 FEB 76
MAIN AIR CONDITIONER #3	27 FEB 76
SHIP'S SERVICE GENERATOR #3	12 MAR 76
AN/SPG-49A	24 MAR 76

APRIL - JUNE 1976

MOTOR-GENERATOR SET #2	06 MAY 76
EMERGENCY DIESEL #1	12 MAY 76
AN/SPB-49A MFCS #5	
HIGH PRESSURE AIR COMPRESSOR #2	
MAIN AIR CONDITIONING UNIT #9	22 JUN 76
AN/SPG-49A MFCS #5	25 JUN 76

JULY - SEPTEMBER 1976

AN/WSC-(IV)	25 JUL 76
MAIN AIR CONDITIONING UNIT #1	12 AUG 76
AN/SPG-49A MFCS #6	15 SEP 76

OCTOBER - DECEMBER 1976

EQUIPMENT

DATE

SHIP'S SERVICE GAS TURBINE GENERATOR	01 OCT 76
AN/SPS-30	08 OCT 76
AN/SLQ-23 (PORT)	23 OCT 76
MAIN ENGINE SHAFTING #4	01 NOV 76
BOILER #1	16 NOV 76
AN/SPG-49A MFCS #5	
AN/SLR-12B	17 NOV 76
AN/UNK-20(V)	24 NOV 76
AN/WLR-1E	01 DEC 76
MAIN AIR CONDITIONING UNIT #3	
AN/SLA-12A (PORT)	13 DEC 76
EMERGENCY DIESEL #1	14 DEC 76
BOILER #2	

ENGINEERING STATISTICS
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JANUARY 1976 - MARCH 1976

ENGINEERING STATISTICS

APRIL 1976

1. During the month the Ship distilled 1,317,780 gallons of fresh and feed water, utilizing Number 1 evaporator for 590 hours, Number 2 for 399, Number 3 for 390 hours and Number 4 for 271 hours.
2. 1,639 gallons of JP-5 were expended by the helicopter and boats. 0 gallons were received.
3. 357,969 gallons of ND Fuel were received while 385,684 gallons were expended.
4. The Ship steamed 167 hours underway and 19 hours not underway. The Ship was cold iron for 53 hours.
5. Number 1 boiler was steamed 185.5 hours, Number 2 was steamed 193.3 hours, Number 3 was steamed 334.6 hours and Number 4 was steamed 293.1 hours.

MAY 1976

1. During the month the Ship distilled 531,070 gallons of fresh and feed water, utilizing Number 1 evaporator for 162 hours, Number 2 for 186, Number 3 for 149 hours and Number 4 for 133 hours.
2. 575 gallons of JP-5 were expended by the helicopter and boats. 0 gallons were received.
3. 314,119 gallons of ND Fuel were received while 5,762 gallons were expended,
4. The Ship steamed 0 hours underway and 28 hours not underway. The Ship was cold iron for 212 hours.
5. Number 1 boiler was steamed 138.7 hours, Number 2 was steamed 38.0 hours, Number 3 was steamed 144.6 hours and Number 4 was steamed 35.9 hours.

JUNE 1976

1. During the month the Ship distilled 524,680 gallons of fresh and feed water, utilizing Number 1 evaporator for 242 hours, Number 2 for 168 , Number 3 for 176 hours and Number 4 for 120 hours.
2. 3,226 gallons of JP-5 were expended by the helicopter and boats. 5,000 gallons were received.
3. 435,728 gallons of ND Fuel were received while 105,807 gallons were expended 0
4. The Ship steamed 130 hours underway and 322 hours not underway. The Ship was cold iron for 988 hours.
5. Number 1 boiler was steamed 0 hours, Number 2 was steamed 38.0 hours, Number 3 was steamed 54.4 hours and Number 4 was steamed 120.0 hours.

ENGINEERING STATISTICS

JULY 1976

1. During the month the Ship distilled 486,900 gallons of fresh and feed water, utilizing Number 1 evaporator for 486 hours, Number 2 for 456, Number 3 for 298 hours and Number 4 for 239 hours.
2. 3,688 gallons of JP-5 were expended by the helicopter and boats. 0 gallons were received.
3. 622,070 gallons of ND Fuel were received while 788,807 gallons were expended.
4. The Ship steamed 289 hours underway and 191 hours not underway. The Ship was cold iron for 336 hours.
5. Number 1 boiler was steamed 467.2 hours, Number 2 was steamed 116.7 hours, Number 3 was steamed 240.3 hours and Number 4 was steamed 154.4 hours 0

AUGUST 1976

1. During the month the Ship distilled 0 gallons of fresh and feed water, utilizing Number 1 evaporator for 0 hours, Number 2 for 0, Number 3 for 0 hours and Number 4 for 0 hours.
2. 0 gallons of JP-5 were expended by the helicopter and boats. 0 gallons were received.
3. 0 gallons of ND Fuel were received while 0 gallons were expended,
4. The Ship steamed 0 hours underway and 0 hours not underway. The Ship was cold iron for 744 hours.
5. Number 1 boiler was steamed 0 hours, Number 2 was steamed 0 hours, Number 3 was steamed 0 hours and Number 4 was steamed 0 hours.

SEPTEMBER 1976

1. During the month the Ship distilled 224,980 gallons of fresh and feed water, utilizing Number 1 evaporator for 133 hours, Number 2 for 93, Number 3 for 44 hours and Number 4 for 0 hours.
2. 0 gallons of JP-5 were expended by the helicopter and boats. 0 gallons were received.
3. 443,884 gallons of ND Fuel were received while 81,293 gallons were expended.
4. The Ship steamed 8.2 hours underway and 183.7 hours not underway, The Ship was cold iron for 528.1 hours.
5. Number 1 boiler was steamed 57 hours, Number 2 was steamed 141.5 hours, Number 3 was steamed 23.7 hours and Number 4 was steamed 11.5 hours,

ENGINEERING STATISTICS
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OCTOBER 1976 - DECEMBER 1976