

DEPARTMENT OF THE NAVY

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

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CONFIDENTIAL (Unclassified upon removal of enclosure (1))

From: Commanding Officer, USS OKLAHOMA CITY (CLG-5)
To: Director of Naval History (OP-09B9)

Subj: Command History, USS OKLAHOMA CITY (CLG-5); submission
of

Ref: (a) OPNAVINST 5750.12A
(b) CINCPACFLTINST 5750.2B

Encl: (1) USS OKLAHOMA CITY (CLG-5) Command History

1. In accordance with the provisions of references (a) and (b), the Command History for USS OKLAHOMA CITY (CLG-5) for the period 1 January through 31 December 1971 is submitted as enclosure (1).

J. J. TICE III

Copy to:
CINCPACFLT
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PART I

BRIEF CHRONOLOGY OF EVENTS

JANUARY 1971

- 1-5 Routine upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan.
- 6-11 Enroute from Yokosuka, Japan to Viet Nam combat zone via Okinawa operating area.
- 11-14 On station in the Gulf of Tonkin.
- 15-17 Conducting Naval Gunfire Support in the vicinity of Danang, Republic of Viet Nam.
- 17-22 Enroute from Viet Nam combat zone to Subic Bay, Republic of the Philippines via Subic Bay operating area.
- 22-31 Inport Subic Bay, Republic of the Philippines.

FEBRUARY 1971

- 1 Enroute from Subic Bay, Republic of the Philippines to Hong Kong, B. C. C.
- 2-7 Inport Hong Kong, B. C. C.
- 8 Enroute from Hong Kong, B. C. C. to Viet Nam combat zone.
- 9-15 On station in the Gulf of Tonkin.
- 16-21 Enroute from Viet Nam combat zone to Yokosuka, Japan via Okinawa operating area.
- 21-28 Upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan

MARCH 1971

- 1-16 Upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan.
- 17-18 Enroute from Yokosuka, Japan to White Beach, Okinawa
- 19-21 Inport White Beach, Okinawa
- 22-24 Enroute from White Beach, Okinawa to Viet Nam Combat Zone.

25-31 Conducting Special Operations on Piraz Station
in the Gulf of Tonkin.

APRIL 1971

1-8 Conducting Special Operations at Piraz Station
in the Viet Nam Combat Zone.

9-13 Enroute Yokosuka, Japan, via Okinawa Operating
Area.

14-30 Routine upkeep and maintenance at Ship Repair
Facility, Yokosuka, Japan.

MAY 1971

1-7 Upkeep and maintenance at Ship Repair Facility,
Yokosuka, Japan.

8-12 Enroute Subic Bay

13 Inport Subic Bay

14-15 Enroute Gulf of Tonkin

16-23 On Station in the Gulf of Tonkin

24 Enroute Subic Bay

25-28 Inport Subic Bay

29-30 Enroute Gulf of Tonkin

31 On Station in the Gulf of Tonkin

JUNE 1971

1-7 On Station in the Gulf of Tonkin

8 Enroute Poro Pt., P. I.

9 Enroute Okinawa OP Area

10 Missile exercise in Okinawa OP Area

11 Enroute Yokosuka

12-30 Upkeep and maintenance at ship repair facility,
Yokosuka, Japan.

JULY 1971

1-6 Upkeep and Maintenance at Ship Repair Facility,
Yokosuka, Japan.

7-8 Enroute Okinawa OP Area.

9 Gunnery Exercises in Okinawa OP Area.

10-12 Enroute Gulf Of Tonkin.

13-16 On Station Gulf of Tonkin.

17 Evading Typhoon Jean in Gulf of Tonkin.

18 Enroute to Hong Kong.

19-20 Inport Hong Kong.

21-22 Underway Evading Typhoon Lucy.

23 Enroute to Buckner Bay.

24 Inport Buckner Bay.

25-26 Enroute to Yokosuka.

27-31 Upkeep and Maintenance at Ship Repair Facility,
Yokosuka, Japan.

AUGUST 1971

1-16 Upkeep and maintenance at Ship Repair
Facility, Yokosuka, Japan.

17-19 Enroute to Keelung, Taiwan.

20-23 Inport Keelung.

24 Enroute Hong Kong.

25 Inport Hong Kong.

26 Enroute to Gulf of Tonkin.

27-31 On Station in Gulf of Tonkin conducting
NGFS.

SEPTEMBER 1971

1-6 On Station in Gulf of Tonkin.

7-8 Enroute to Okinawa OP Area.

9 Gunnery exercise at Okinawa OP Area.
10 Enroute to Yokosuka.
11-30 Restricted Availability - Yokosuka.

OCTOBER 1971

1-20 Restricted availability, Yokosuka.
21-22 Enroute to Okinawa OP Area.
23 Vicinity Okinawa OP Area for helo ops.
24-25 Enroute Gulf of Tonkin.
26-31 On assigned NGFS Station, Gulf of Tonkin.

NOVEMBER 1971

1-7 On Station in Gulf of Tonkin
8-9 Enroute Sattahip, Thailand
10-14 Inport Sattahip
15-18 Enroute Singapore
19-23 Inport Singapore
24-26 Enroute Subic Bay
27-29 Inport Subic Bay
30 Enroute Yankee Station

DECEMBER 1971

1-2 On Station in Gulf of Tonkin
3-5 Enroute to Yokosuka
6-31 Inport Yokosuka

PART II

COMMAND ORGANIZATION AND RELATIONSHIP

The present Commanding Officer of the USS OKLAHOMA CITY (CLG5) is Captain John Joseph TICE III, U. S. Navy. He assumed command of the OKLAHOMA CITY on 26 February 1971, relieving Captain Jay Stanley HOWELL, U. S. Navy. The ship's Executive Officer is Commander Rodney Lee STEWART, U. S. Navy. Commander Stewart relieved Captain John Farwell DANIS, U. S. Navy, as Executive Officer in July 1970.

OKLAHOMA CITY is under the Administrative control of Commander, Cruiser-Destroyer Force, U. S. Pacific Fleet.

OKLAHOMA CITY is Command Ship and under the operational control of Commander SEVENTH FLEET. Also, while in the Western Pacific, OKLAHOMA CITY reports to Commander Cruiser-Destroyer Group SEVENTH Fleet for administrative purposes.

As Command Ship for Commander SEVENTH Fleet, OKLAHOMA CITY is designated SEVENTHFLT COMMAND SHIP GROUP OKLAHOMA CITY CLG5, TG 70.1 with the Commanding Officer as Task Group Commander. OKLAHOMA CITY regularly serves as a unit of TU 70.8.9 while involved in Naval Gunfire Support Operations off the coast of Vietnam and as a unit of TG 70.0 while on AAW tasks in the Gulf of Tonkin.

OKLAHOMA CITY is forward deployed to Yokosuka, Japan.

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

- Executive
- Weapons
- Supply
- Operations
- Engineering
- Navigation
- Medical
- Dental
- Communications

New Year's Day 1971, found the OKLAHOMA CITY crew relaxing from a holiday upkeep period at Fleet Activities Yokosuka, Japan. The SEVENTH Fleet Command Ship completed upkeep on 6 January 1971 and sailed for extended operations in the Gulf of Tonkin off the coast of Vietnam. During the period 6-22 January the ship conducted various gunnery, engineering and general quarters exercises and conducted underway replenishments with the following ships: USS KAWISHIWI (AO-146), USS CHIPOLA (AO-63), USS MARS (AFS-1), and USS CAMDEN (AOE-2). These replenishments included UNREP and VERTREP transfers of fuel, fresh and frozen provisions, general stores and ammunition. While on station providing gunfire support in the Gulf of Tonkin the ship expended 91 rounds of 5"/38 and 328 rounds of 6"/47. On 22 January, OKLAHOMA CITY arrived U. S. Naval Station, Subic Bay, R. P. where she remained through the end of the month in a status of upkeep and R&R for the crew.

Engineering Data for January 1971:

During the month the ship distilled 1,206,440 gallons of fresh and fuel water, utilizing #1 evaporator for 520 hours, #2 for 535 hours, #3 for 395 hours, #4 for 97 hours. The boats, helicopter, and gas turbine generator consumed 4,211 gallons of JP-5. During January 1,184,629 gallons of Navy Special Fuel Oil were received and 896,667 gallons were expended. The ship steamed 392 hours underway, 353 hours not underway and 0 hours in a cold-iron status. Boiler #1 was steamed 196.4 hours; boiler #2 was steamed 448.3 hours; boiler #3 was steamed 313.2 hours; and boiler #4 was steamed 262.1 hours.

OKLAHOMA CITY departed Naval Station Subic Bay on 1 February enroute to Hong Kong, B. C. C. where she was to moor at the west arm, Victoria Basin HMS TAMAR. While in Hong Kong the officers and men participated in protocol social and athletic activities which characterize Hong Kong port calls. The ship departed Hong Kong on 9 February enroute to the combat zone for duty in the vicinity of South SAR station, Gulf of Tonkin to provide AAW support. The ship remained on station, except for necessary underway replenishments, until 19 February when she headed northward to Yokosuka, Japan. Once back in Yokosuka, the ship was dry docked in drydock no. 5, SRF Yokosuka. There she received most repairs normally associated with the dry docking package of a regular overhaul. The bottom was cleaned and painted, the anchor chains were roused out, sand blasted, painted and marked, etc.

This work was funded by RATA funds rather than overhaul funds. While still in dry dock, a Change of Command Ceremony was held on board and CAPT J. J. TICE III, USN, relieved CAPT J. S. HOWELL, USN, on 26 February. The ceremony and reception were attended by most military commanders

in the area both from the American and Japanese communities. A brief reception was held in the wardroom followed by a more elaborate one at the Yokosuka Officer's Club. For the remainder of the month the ship continued her upkeep and R&R at SRF Yokosuka.

ENGINEERING DATA FOR FEBRUARY 1971:

During the month the ship distilled 1,244,380 gallons of fresh and feed water, utilizing #1 evaporator for 423 hours, #2 for 465 hours, and #3 for 322 hours. The boats, helicopter, and gas turbine generator consumed 3,632 gallons of JP-5. During February 350,799 gallons of Navy Special Fuel Oil were received and 828,453 gallons were expended. The ship steamed 337 hours underway, 178 hours not underway, and 156 hours in cold iron status. Boiler #1 was steamed 172.7 hours; Boiler #2 was steamed 206.8 hours; boiler #3 was steamed 252.8 hours; and boiler #4 was steamed 268.4 hours.

March began with OKLAHOMA CITY in drydock number 5, SRF Yokosuka. As new commanding officer, CAPT J. J. TICE III, USN, made calls on military commanders in the area in accordance with Navy custom and protocol. On 17 March the OKLAHOMA CITY got underway en route to White Beach, Okinawa for a three-day official visit where the crew enjoyed liberty from Naha and Koza City to White Beach and the ship was opened to general visiting. A significant majority of the visitors were U. S. military and civilian families living on the island. The visit completed, the ship proceeded to the combat zone of Vietnam, conducting exercises and replenishments en route. She remained on station through the remainder of March.

ENGINEERING DATA FOR MARCH 1971:

During the month the ship distilled 940,200 gallons of fresh and feed water, utilizing #1 evaporator for 412 hours, #2 evaporator 452 hours, #3 evaporator for 111 hours. 3,685 gallons of JP-5 were expended by the boats, helicopter, and gas turbine generator. 1,006,606 gallons of Navy Special Fuel Oil were received and 661,369 gallons were expended. The ship steamed 277 hours underway, 216 hours not underway, and spent 252 hours in cold iron status. Boiler #1 was steamed 197.0 hours; boiler #2 was steamed 214.3 hours; boiler #3 was steamed 144.9 hours; and boiler #4 was steamed 177.1 hours.

OKLAHOMA CITY spent the first nine days of April on PIRAZ and Yankee Station in the Gulf of Tonkin leaving only long enough to replenish from the USS MISPILLION (AO105) and USS REGULUS (AF57). On 9 April the ship departed the combat zone

en route to Yokosuka, delaying only long enough to conduct gunnery and missile firing exercises off Okinawa on 12 April. The remainder of the month found the ship in a state of upkeep at SRF Yokosuka, Japan where maintenance routine was interrupted only occasionally for protocol events involving Commander SEVENTH Fleet.

Engineering Data for April 1971:

During April the ship distilled 1,034,130 gallons of fresh and feed water utilizing #1 evaporator for 360 hours; #2 evaporator for 422 hours. and #3 evaporator for 112 hours. The ship received 0 gallons of JP-5 while 5,045 gallons were expended. A total of 442,887 gallons of Navy Special Fuel Oil were received and 764,351 gallons were expended. Boiler #1 was steamed 190.1 hours; #2 was steamed 145.8 hours; #3 was steamed 182.7 hours; and #4 was steamed 355.4 hours.

Upkeep and maintenance occupied OKCITY's first seven days of May and on 8 May the ship was once again underway en route to the Okinawa operating area to conduct various gunnery exercises and then continued on to Subic Bay, Republic of the Philippines where the Command Ship made an overnight stop on 13 May. On 14 May she headed for Vietnam where she rendezvoused with USS KITTY HAWK (CVA-63) in the vicinity of Yankee Station Gulf of Tonkin. The ship provided AAW support as a unit of TU77.0.2 and naval gunfire support in DaNang Harbor as a unit of TU70.8.9, expending 355 rounds of 5"/38 and 134 rounds of 6"/47 ammunition. During this period she left her station several times to conduct underway replenishments with USS REGULUS (AF57), USS PASSUMPSIC (AO107), and USS MT KATMAI (AE61). The ship returned to Subic Bay, R. P. on 25 May and remained until 29 May. On 29 May the ship was once again underway for the Vietnam combat zone where she would remain until 7 June.

Engineering Data for May 1971:

During the month the ship distilled 1,304,730 gallons of fresh and feed water, utilizing #1 evaporator for 463 hours, #2 for 603 hours, and #3 for 107 hours. The boats, helicopter and gas turbine generator consumed 4523 gallons of JP-5. During May, 1,566,463 gallons of Navy Special Fuel Oil were received and 1,040,722 gallons were expended. The ship steamed 445 hours underway, 216 hours not underway, and spent 84 hours in a cold iron status. Boiler #1 was steamed 235.3 hours; boiler #2 was steamed 371.3 hours; #3 was steamed 295.0 hours; and #4 was steamed 285.7 hours.

June began for the Command Ship in the Gulf of Tonkin on modified PIRAZ/SSAR Station as a unit of TU 77.0.2. On 7 June the ship proceeded from the combat zone to Yokosuka, Japan via Okinawa for gunnery exercises. Arriving in Yokosuka

on 12 June, the command Ship remained through the end of the month in an upkeep and maintenance status at Ship Repair Facility, Yokosuka. During this period VADM W. P. MACK, USN relieved VADM M. F. WEISNER, USN, as Commander SEVENTH Fleet on board USS MIDWAY (CVA-41).

ENGINEERING DATA FOR JUNE 1971:

During the month of June the ship distilled 1,487,400 gallons of fresh and feed water, utilizing # 1 evaporator for 564 hours, #2 evaporator for 520 hours and #3 evaporator for 285 hours. #4 evaporator was not used during the month. 378 gallons of JP-5 were expended by the boats, helicopter, and gas turbine generator. 539,353 gallons of Navy Special Fuel Oil were received and 509,395 gallons were expended in June. The ship steamed 282 hours underway, 5 hours not underway, and 432 hours in a cold iron status. #1 boiler was steamed 148.6 hours, #2 boiler was steamed 156.6 hours, #3 boiler was steamed 144.0 hours, and #4 was steamed 135.8 hours.

From 1 to 6 July the Command Ship readied herself for sea at Yokosuka taking only enough time out to celebrate Independence Day with a Ship/Staff Picnic on 4 July. After leaving Yokosuka on 7 July, the ship arrived in the Okinawa operating area on 9 July to conduct weapons exercises Z-6-AA and Z-18/41-AA. Upon completion of these exercises she proceeded southward to the Gulf of Tonkin where she provided naval gunfire support to ROK Marines in the vicinity of CU LAO CHAM as a unit of TU70.8.9 expending 288 rounds of 5"/38 and 17 rounds of 6"/47 ammunition. On 16 July the ship replenished from USS KANSAS CITY (AOR3), spent 17 July evading Typhoon "JEAN," and finally entered Hong Kong Harbor on 19 July for a short visit. The visit was shorter than expected because the ship was forced to get underway 21 July to evade Typhoon "LUCY." Once clear of the Typhoon "LUCY," the ship was prevented from reentering Hong Kong by the threat of approaching Typhoon "NADINE," and was forced to head for Yokosuka with a brief stop for fuel at Okinawa. Heavy winds and swells in Buckner Bay forced a premature departure from White Beach on 26 July and the ship sailed after an all night vigil with parting nylon mooring lines. The Command Ship arrived Yokosuka on 27 July to commence another upkeep and maintenance period that continued through the end of July and half of August. During this period bucklers were replaced on the 6" guns of #1 Turret owing to storm damages in typhoon evasion.

ENGINEERING DATA FOR JULY 1971:

During the month of July #1 boiler was steamed 208.6 hours, #2 boiler was steamed 374.4 hours, #3 boiler was steamed 276.9 hours, and #4 was steamed 230.4 hours. The ship expended 987,410 gallons of Navy Special Fuel Oil and received 962,932 gallons. The ship distilled 1,321,200 gallons of fresh and

feed water with #1 evaporator in operation 513 hours, #2 for 483 hours, and #3 for 259 hours. #4 evaporator was used during the month of July.

After spending 1-16 August in upkeep at SRF Yokosuka, the ship got underway on 17 August en route to the Okinawa operating area to conduct weapons, operations and general quarters exercises. On 20 August the ship arrived in Keelung, Taiwan for a three day protocol visit. While in Keelung, the ship's rescue and assistance party rendered deflooding assistance to a Chinese freighter moored astern and thrust into darkness by a power failure. After leaving Taiwan, OKLAHOMA CITY made a brief one-hour stop in Hong Kong to allow crewmembers the opportunity to retrieve purchased items left behind due to evasion of Typhoon "LUCY" in July. Once again underway, the ship made her way to Vietnam where she received provisions and mail in DaNang Harbor and conducted a NGFS Briefing prior to conducting naval gunfire support in the vicinity of Point Allison as a unit of TU70.8.9, expending 393 rounds of 5"/38 and 249 rounds of 6"/47 ammunition. The balance of the month was spent in the vicinity broken only by refueling and rearming from USS WICHITA (AOR1) on 31 August.

ENGINEERING DATA FOR AUGUST 1971:

During the month of August, #1 boiler was steamed for 124.9 hours, #2 was steamed for 168.3 hours, #3 was steamed for 203.3 hours, and #4 was steamed for 227.3 hours. The ship expended 583,112 gallons of Navy Special Fuel Oil during the month and received 740,465 gallons. The ship distilled 952,740 gallons of fresh and feed water during the month with #1 evaporator in operation for 362 hours, #2 for 383 hours, and #3 for 189 hours. #4 evaporator was not used during the month.

On 1 September OKLAHOMA CITY proceeded to PIRAZ station in the Gulf of Tonkin where she remained as a TU70.0.2 until 6 September when a VERTREP was conducted from USS NIAGARA FALLS (AFR3) and an UNREP from USS WICHITA (AOR1). On 7 September the ship sailed for Yokosuka conducting AA gunnery and missile exercises in the Okinawa operating area en route. The ship arrived in Yokosuka on Saturday, 11 September mooring starboard side to berth 8, Ship Repair Facility, Yokosuka where she commenced the first increment of a precedent setting "WESTPAC ROH," which was to be an extensive series of RAV's to accomplish major repairs, SHIPALTS and ORDALTS normally associated with a regular shipyard overhaul. This first segment continued through the end of the month.

ENGINEERING DATA FOR SEPTEMBER 1971:

During the month of September #1 boiler was steamed for 101.0 hours, #2 was steamed for 151.1 hours, #3 was steamed

for 146.5 hours, and #4 was steamed for 161.3 hours. The ship expended 245,046 gallons of NSFO during the month and received 470,151 gallons. 2,226 gallons of JP-5 were expended and none received. The ship distilled 483,880 gallons of fresh water during the month with #1 evaporator in operation for 100 hours, #2 for 101 hours and #3 for 61 hours. #4 evaporator was not used during the month.

The ship's restricted availability was in full swing when October began and continued until the last minute on 20 October. On 21 October OKLAHOMA CITY got underway for the Okinawa operating area for gunnery exercises. Upon completion of exercises the ship proceeded to DaNang and later to Point Allison where she provided naval gunfire support expending 123 rounds of 5"/38 and 120 rounds of 6"/47 ammunition as a unit of TU 70.8.9 during the period of 30 October through 7 November 1971.

ENGINEERING DATA FOR OCTOBER 1971:

During the month of October #1 boiler was steamed for 136.2 hours, #2 was steamed for 271.9 hours, #3 was steamed for 119.1 hours, and #4 was steamed for 145.3 hours. The ship expended 522,701 gallons of NSFO during the month and received 632,845 gallons. 984 gallons of JP-5 were expended and 11,936 gallons received. The ship distilled 761,830 gallons of fresh water during the month with #1 evaporator in operation for 335 hours, #2 for 358 hours, and #3 for 149 hours. #4 evaporator was not used during the month.

November was a busy month in terms of steaming and protocol visits. The first seven days were spent in the Gulf of Tonkin providing AAW cover as a unit of TF 70.0 and gunfire support as a unit of TU 70.8.9 off the coast of Vietnam. On 8 November the ship left the combat zone for Sattahip, Thailand, conducting a 15 knot economy trial en route. Arriving 10 November, the ship commenced a five day visit to Thailand which proved to be an enjoyable country for the crew and one free from shipboard protocol functions due to the remoteness from Bangkok. When the ship departed Thailand on 15 November she headed for Singapore via the Equator. On 17 November OKLAHOMA CITY crossed the Equator and conducted the traditional Crossing the Line ceremonies well known to all men of the sea as the "Shellback Initiation." On 19 November the 751 new and 449 old Shellbacks and a few "perpetual pollywogs" (by choice) sailed into the ANZUK Naval Base, Singapore for a five-day visit. After leaving Singapore the ship visited Subic Bay, Republic of the Philippines and then headed for Yankee Station in the Gulf of Tonkin on 30 November. En route the ship received a call of distress to rescue a group of 30 Taiwanese fishermen whose four fishing boats had foundered on Scarborough Shoals. After steaming at high speed into heavy seas near perilous shoal water with poor navigation aids, OKLAHOMA CITY launched COMSEVENTHFLT's helo

and six survivors were recovered from the wreckage of their boats and brought back to the ship on one trip followed by another man on a second flight. Help was later provided by the U. S. Air Force under the direction of OKLAHOMA CITY as SAR on scene commander. Air Force helos eventually delivered all 29 survivors to Manila. Rescue completed, the ship proceeded to station.

ENGINEERING DATA FOR NOVEMBER 1971:

During the month of November #1 boiler was steamed for 411.2 hours, #2 was steamed for 203.2 hours, #3 was steamed for 249.5 hours, and #4 was steamed for 294.1 hours. The ship expended 938,768 gallons of NSFO during the month and received 989,651 gallons. 13,246 gallons of JP-5 were expended and 14,366 gallons were received. The ship distilled 1,541,000 gallons of fresh water during the month with #1 evaporator in operation for 500 hours, #2 for 429 hours, and #3 for 362 hours. #4 evaporator was not used during the month.

OKLAHOMA CITY continued toward Yankee Station from her rescue mission on 1 December and remained in the combat area until early December. On 3 December the ship sailed for Yokosuka arriving on 6 December where she moored starboard side to Berth 8, Ship Repair Facility, Yokosuka. The ship remained in Yokosuka for the remainder of the month. The crew enjoyed the fun and festivities of their annual Christmas Party, Children's Christmas Party and Orphans' Christmas Party to round out the Christmas/New Year Season.

ENGINEERING DATA FOR DECEMBER 1971:

During the month the ship distilled 432,420 gallons of fresh and feed water, utilizing #1 evaporator for 344 hours, and number 2 for 107 hours. 14,326 gallons of JP-5 were expended by the boats, helicopter, and gas turbine generator. 12,516 gallons were received. 455,448 gallons of NSFO were expended and 447,138 gallons were received in December. The ship steamed 135 hours underway, 3 hours not underway, and was in cold iron for 606 hours. #1 boiler was steamed for 411.2 hours, #2 boiler was steamed 203.2 hours, #3 was steamed 249.5 hours, and #4 was steamed 294.1 hours.

During the 1971 calendar year the following awards and promotions were received by OKLAHOMA CITY crewmembers:

Advancements/Promotions	147
Meritorious Service Medal	1
Navy Commendation Medals	8
Navy Achievement Medals	13
Combat Action Ribbons	4
Presidential Unit Citation	1
Meritorious Unit Commendation	1141
Expert Pistol Awards	2
Good Conduct Medals	57
Surface Warfare Designates	19
Commanding Officer Letter of Commendation	63
Letters of Appreciation	55