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From: Commanding Officer, USS SOLERS (DDG-34)
To: Director of Naval History (OP-09B9), Washington Navy Yard, Washington
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Subj: USS SOLERS (DDG-34) 1970 Command History (OPNAV Report 5750-1);
submission of

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Chronology of Events
(2) Narrative of Events
(3) Documentary Annex to the history of USS SOLERS (DDG-34)

1. In accordance with reference (a), enclosures (1) through (3) are submit



C. H. ULRICH

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NARRATIVE OF EVENTS OF USS SOMERS (DDG-34)
1 JANUARY 1970 TO 31 DECEMBER 1970

SOLEMS began the first day of the new decade in Sasebo, Japan, moored at pier 7, India Basin, with USS RAINSEY (DEG-2) moored outboard to port.

On the 2nd of January SOMERS got underway for the first time in 1970 as Task Group 71.4 enroute the Sea of Japan for five days of training exercises. USS RAINSEY (DEG-2), USS CUNNINGHAM (DD-752), and the submarine USS POLKDON (SSN-593) were assigned to these same two days to complete two anti-air warfare gun exercises and an electronic warfare exercise.

After completing the ASW exercises on the morning of January 5th, SOMERS proceeded at flank speed to rendezvous with USS HANCOCK (CVA-19) and USS CAIDEN (AOE-2). At 1800 she maneuvered alongside CAIDEN and replenished both fuel and provisions. By 2000, the replenishment completed, SOMERS, along with U CUNNINGHAM, commenced patrolling ASW screen stations ahead of USS HANCOCK.

The next three days were spent primarily plane guarding for HANCOCK. The pace gradually grew more and more intense as more ships joined the formation. By the third day there were four other destroyers screening HANCOCK in addition to SOMERS. The bridge watch stations received much valuable training in practical shiphandling during an ASW exercise, frequent screen re-orientations, and a underway replenishment with USS CHIPOLA (AO-63).

On the 19th of January SOMERS, along with HANCOCK, USS CUNNINGHAM (DD-752), USS DEHAVEN (DD-727), and USS HOLLISTER (DD-758), was detached to proceed to Hong Kong. During the next two days of transit the ships conducted numerous inter-ship communications drills.

HANCOCK and her entourage pulled into Hong Kong early on the 11th, after transiting the narrow, junk-filled harbor entrance in the early hours of the morning. The next six days were spent by all hands shopping, touring and generally taking advantage of this long anticipated liberty.

SOMERS steamed out of Hong Kong on the 17th to begin the first major leg of her 1969-70 WESTPAC deployment. In company with HANCOCK and DEHAVEN, SO arrived on Yankee Station in the Tonkin Gulf on January 18th. For the next weeks SOMERS fell into a routine of plane guard destroyer, supporting HANCOCK operations. On the 21st, DEHAVEN was relieved as SOMERS' partner by USS AL DAVID (DE-1050). During this period the ship averaged more than one underway replenishment every other day. She also completed three dummy missile transits with USS CAIDEN (AOE-2) and one with USS PYRO (AE-24).

On the 3rd of February SOMERS received an unanticipated change in her assignment as she was appointed to relieve USS HOEL (DDG-13) on the gunline in Vietnam of a gunnery casualty in HOEL. SOMERS refueled from HANCOCK, was relieved plane guard by HOEL and sped to Vietnam, arriving in DaNang Harbor that evening. For the next three days SOMERS fired her gun in support of Marine Corps operations there, leaving only long enough each morning to rearm from AEs outside the bay. By the time the ship finished firing on February 5th for the 1970 TET cease-fire she had fired a total of 413 rounds and established herself as the first US ship on the gunline in Vietnam.

On the 6th of February SOLIERS was detached from the guidelines to proceed search and rescue station in the Gulf of Tonkin. Her TACAN was needed to control aircraft during air operations from Yankee Station. By that evening SOLIERS had refueled and resupplied provisions on Yankee Station and then re-joined USS HOEL (DDG-13) on the assigned search and rescue station. The next two days were spent engaged in search and rescue operations in company with USS HOEL (DDG-13).

On the 9th SOLIERS was relieved by USS FRECHTELER (DD-870) and proceeded Yankee Station for two more days of plane guarding for USS HANCOCK (CVA-19). HANCOCK ended her line period on 12 February and began her transit back to Japan, escorted by SOLIERS, USS TURNER JOY (DD-951), USS OZBOURN (DD-846) and MANSFIELD (DD-728). After a transit of three days this Task Group arrived Sasebo, on February 15th.

SOLIERS spent the next six days in Sasebo, recuperating from her just completed strenuous line period.

The 22nd saw SOLIERS again underway with USS HANCOCK, this time for locations and exercises in the Sea of Japan. The next three days were spent planning for the carrier and conducting a long anti-air warfare exercise. On the 25th the Task Group returned to Sasebo for five days of an upkeep period prior to the next line period.

Early on the morning of the 2nd of March, SOLIERS departed Sasebo, along with HANCOCK, USS TURNER JOY, USS CHANDLER, and USS OZBOURN, to begin her next line period. Before actually beginning her transit to Yankee Station, SOLIERS participated in an ASW exercise with TURNER JOY and USS TRIXTON (DLGN-35), the submarine USS SALLON (SS-573). In addition, she participated in an anti-air warfare exercise with aircraft from HANCOCK. Both these exercises were held 4 March.

The next day, SOLIERS began her transit to Yankee Station, escorting HANCOCK with USS RAISEY (DDG-2). For the next two days she conducted communication maneuvering drills. The transit ended on the 8th of March when the Task Group arrived at Yankee Station and commenced flight operations.

SOLIERS was diverted from her plane guard duties for the next three days in the search and rescue operation for a lost aircraft and its crew. The search finally terminated on the 11th, having produced no sign of the lost aircraft.

SOLIERS then returned to assume guard duty for HANCOCK, alternating with partner destroyer, USS RAISEY, so that each ship was detached every day for ship exercises. SOLIERS used these 12E periods to conduct engineering exercise drills, and on one occasion take advantage of the sunny weather to hold a deck party on the ASROC deck. On the 16th RAISEY was relieved by USS DECATUR (DDG-31).

USS HENRY B. WILSON (DDG-7) relieved SOLIERS on the 21st of March. From Yankee Station SOLIERS began a two day transit to Manila to participate with various forces from South East Asia Treaty Organisation countries and to prepare for the next SEATO exercise "SEA ROVER."

SOMERS moored in Manila Harbor at 0630 the morning of the 23rd and commenced the three day import preparation phase of Exercise "SEA ROVER". This primer involved communication drills coordinated between all the "SEA ROVER" ships. The 24th SOMERS moved from her mooring to pier 15 in Manila, and held an open all afternoon, receiving many visitors aboard. By the 25th all ships were ready to commence the next phase of "SEA ROVER".

The at-sea work-up phase of Exercise "SEA ROVER" began on the morning of 26th as the allied fleet sortied from Manila Bay. On the first day SOMERS spent her time with the main body taking part in maneuvering exercises and anti-air exercises, and a practice underway replenishment from the Australian Aircraft CARRIER MELBOURNE (CVS-21).

For the next three days SOMERS was detached from the main "SEA ROVER" force along with HES LYNN (F-17) and RPS DATU KALANTIAN (PS-76). The hectic schedule during this period included gunnery and anti-aircraft exercises during the day, anti-submarine warfare exercises all night. During the gunnery shoots SOMERS scored eight hits out of eight shots at a towed surface sled and a direct hit at a towed air target.

In observance of Easter Sunday, March 29th, the ship paused long enough in her busy schedule to hold sunrise services on the ship's TARTAN deck.

On the 30th, SOMERS was detached to rush into Subic Bay at 25 knots to pick up a repair part for one of her forced draft blowers. The ship moored alongside Pier just long enough to pick up the part and by 1300 was steaming back out to sea to take part in a screening exercise with HMAS MELBOURNE.

All of the allied "SEA ROVER" ships rendezvoused early in the morning on the last day of March, at sea to the southwest of Luzon Island. After a major underway replenishment and refueling, all ships formed up and steamed into Manila Bay. At a signal, all ships, in formation, 10 miles out of Manila.

The final transit phase of Exercise "SEA ROVER" commenced on the morning of April. During the next phase, the allied task force applied all of the practical experience gained in working together for the previous week to the problem of transiting the South China Sea in a simulated enemy environment. The exercise commenced in the morning as minesweepers cleared a swept channel out of Manila Bay. By the morning the force was underway, SOMERS with the group screening HMAS MELBOURNE ultimately bound for Bangkok, Thailand.

Assisting SOMERS as screening ships for the carrier task group were HMAS (F-45), HMAS DUCHESS (L-5), USS BRINKLEY BASS (DD-83) and HMAS TARANAKI (L-5). During the five days of transit the screening unit was kept busy defending itself against frequent attacks by exercise enemy aircraft and submarines. Between anti-submarine and anti-aircraft exercises, along with frequent underway replenishment from the "SEA ROVER" support convoy, all ships were kept busy day and night.

Exercise "SEA ROVER" ended for SOMERS when her task group reached the mouth of the Chao Phraya River and she was detached to proceed up the Bangkok River to Bangkok for a few days of liberty and relaxation before returning to her duties on Yankee Station. SOMERS arrived at the port of Bangkok on the 4th, dropping her anchor at Satit along with two other ships from the "SEA ROVER" forces, HES LYNN (F-27) and

CALATEA (P-18). The next few days were spent touring and enjoying this own and rare port of call for WESTPAC deployed ships.

By the 13th it was time to go back to work again. Reluctantly, SOIERS' weighed anchor and steamed down the river bound for the Gulf of Tonkin. At Bangkok, Commander, Destroyer Squadron 19, and his staff, were embarked to SOIERS until her return to the United States.

Three days of steaming and one underway replenishment later, SOIERS arrived at Yankee Station to assume plane guard destroyer duties. This time she operated with USS JOHN PAUL JONES (DDC-32), in support of USS CONSTELLATION (CVA-64).

After only two days on Yankee Station, SOIERS was detached with CONSTELLATION Task Group to proceed into port at Subic Bay. The group arrived in Subic Bay on the 19th and SOIERS commenced four days of upkeep, painting of the ship, and deck control drills. SOIERS was preparing for her long transit home. During this time she managed to hold a ship's party on two consecutive days on the beach club point in Subic Bay. Spirits were high as everyone anticipated returning after a long and hard deployment.

On the 24th the second most waited moment of any deployment took place. SOIERS got underway for the transit back to Long Beach, in company with USS BRADLEY (DD-785) and USS CONSTELLATION (CVA-64). The first day of the transit was in the beautiful San Bernardino Straits through the Philippine Archipelago, by numerous schools of dolphins.

The transit lasted for a long two weeks. To pass the time, task group ship to ship exercises and drills, and even swapped officers between the command and destroyers for several days at a time. On the 30th of April the ships returned to operational control to Commander, First Fleet. At this time Commander, Destroyer Squadron 19, embarked in SOIERS, assumed tactical command of the task group. On occasion, he turned his watch over to SOIERS' Officer of the Deck. During the unusual situation on several occasions of having one of SOIERS' Ensigns acting as Officer in Tactical Command of the entire task group.

Friday, May 1st, was experienced on two occasions by SOIERS' personnel having crossed the International Date Line and entering the Western Hemisphere.

On the 8th of May, the day all had been waiting for, SOIERS steamed into Beach Harbor. Almost immediately after the welcoming cries of wives and families of SOIERS' personnel had died away, SOIERS entered the Long Beach Naval Shipyard for a restricted availability as well as an extended period of leave and up to the crew to recuperate from the long deployment just completed. At this time Commander, Destroyer Squadron 19, disembarked. This left SOIERS without a commanding officer until the 24th of May when Commander, Destroyer Squadron 9 embarked and SOIERS his flagship.

SOIERS' next underway period was to be with the 1970 Pacific Midshipman Squadron for the annual 5 week midshipman summer cruise. In preparation she spent all day on the 17th loading ammunition at Seal Beach. On the 18th SOIERS' group of midshipmen, representing NROTC units from colleges and universities all over the Western United States arrived on board. There were a total of 31 midshipmen, 31 third class and 4 first class. During the next three days they got a chance to adapt to shipboard life aboard SOIERS while she remained in

On the 22nd of June SOIERS got underway for five days of exercises in So California waters, and a real initiation by fire for her midshipmen. There is a total of eleven ships in the Pacific Midshipman Training Squadron; SOIERS' Unit consisted of SOIERS, USS BLUE (DD-744) and USS HOLLISTER (DD-768). The day was spent conducting communication drills, and orienting the midshipmen coordinated task unit evolutions. The second day was devoted entirely to an air warfare exercise. On the 24th the task unit, by now in sunny Baja Calif waters, was engaged in fierce neck combat with the submarine GURDARD (SSB-66). Several exercise ASROC's and surface launched torpedoes were fired. By the 26th the task unit had progressed to the Pacific Missile Range where SOIERS fired TARTAR Missiles. The ships returned to Long Beach on the 27th. In a hectic days SOIERS' Midshipmen had been treated to a fairly complete indoctrination her capabilities as a fighting ship.

The second week of PACMEDTRABON 70 began on the 29th as all eleven ships rendezvoused in the Southern California operating areas for a large missile exercise. SOIERS, USS TRUMPTON (DLG-35), and USS HOEL (DDG-13) all fired and with SOIERS scoring a direct hit on a target drone.

SOIERS, again with BLUE, and HOLLISTER were then detached to proceed to Francisco for the midshipman's first liberty port visit. During the one day the ship conducted intership drills for midshipman competition. The ships p under the Golden Gate Bridge and entered San Francisco Bay on the 1st of Jul. SOIERS moored at Pier 23 on the Embarcadero, near Fisherman's Wharf, outboard HOEL (DDG-13) with USS COLLETT (DD-730) moored outboard. The next five days spent enjoying the unique sights and friendly flavor of the famous city by t

SOIERS departed on the 6th for two days of transit to her next liberty p Vancouver, British Columbia. On the 18th of July, after passing through the beautiful Straits of Juan DeFuca and Straits of Georgia, south of Vancouver SOIERS arrived in Vancouver, in company with USS HERBURN (DE-1055). The am Vancouver Sea Festival began on the 11th, and SOIERS' officers and midshipmen the opportunity during the next few days to attend several parties and rusep in connection with this event.

SOIERS got underway again on the 13th, this time headed for the III-Pacel Operating Areas and ultimately to Honolulu. Most of the transit was spent e ducting several neck battle problems in preparation for an operational readi inspection to be held on the 15th with the embarked COMDESRON 9 Staff as the SOIERS successfully passed this annual inspection. Midshipmen training went throughout the transit with a break on Sunday the 19th for holiday routine a cook-out on deck.

Two underway replenishments and 9 days after departing the West Coast, t task group came within sight of the Hawaiian Islands. The task group remain Hawaiian waters for three more days to conduct a missile firing exercise on 22nd in which SOIERS downed a target drone with a direct hit. The task grou finally arrived at Pearl Harbor at mid-day on the 23rd. SOIERS moored at Be B-23, with USS DENAVEN (DD-727) and USS OZBURN (DD-846) moored outboard.

The next five days were spent by the midshipmen and crew enjoying the tropical environment of Honolulu and the Island of Oahu.

The rest of the training squadron got underway from Pearl Harbor on 29th. SOLIERS, however, was delayed due to an engineering casualty. All night efforts by the engineering department corrected the situation and SOLIERS departed harbor at 0600 on the 30th. By doing 20 knots for the 3 days, SOLIERS managed to overhaul the rest of the training ships at 1700 August 1st. During the next few days SOLIERS joined in the final competition between midshipmen embarked in the various ships. SOLIERS' midshipmen were finalists in both the anti-air warfare and tactical voice communication of the competition. On the morning of the 5th, SOLIERS arrived in Long Beach completing her part in PACMIDTRARON 70. The midshipmen departed the ship much saltier for their six week tour aboard SOLIERS.

SOLIERS spent the next week in port Long Beach enabling the crew to take well deserved time with their families. On the 12th an awards ceremony held on SOLIERS' TARTAR deck. Many of the crew received recognition for outstanding performance during the previous Western Pacific deployment. Commanding Officer, Commander Hugh L. WEBSTER, was awarded the Bronze Star, Commander, Destroyer Squadron NINE in this ceremony.

SOLIERS moved from the Long Beach Destroyer Piers to pier 9 of the Naval Shipyard on August 14th and set a cold iron watch. For the next ship underwent a restricted shipyard availability period during which refurbished and readied for her scheduled WESTPAC deployment. During this period, the week of 31 August, SOLIERS underwent an annual command inspection in the areas of administration, material, and electronics, receiving an overall rating of outstanding.

SOLIERS ended her upkeep period on the 16th of September, when she departed Long Beach Naval Shipyard to spend the day at Seal Beach Loading and preparation for an upcoming major Fleet exercise, ROPEVAL 4-70. After receiving ammunition she returned to Long Beach for five more preparatory days.

On the 22nd SOLIERS left Long Beach and transited to San Diego, where she rendezvoused with other units taking part in ROPEVAL 4-70. On the next day the 23rd SOLIERS took part in the first event, an opposed sortie from San Diego as part of the ROPEVAL task force. SOLIERS was then detached to go to the naval gunfire range at San Clemente Island to conduct naval gunfire exercises. However, a last minute casualty required that SOLIERS return to San Diego due to a problem with the ship's gyro compass.

The 24th was spent at San Diego Naval Base repairing the ship's gyro compass. That afternoon, however, the casualty had been repaired, and SOLIERS departed San Diego channel to rejoin the other exercise units at sea.

On the 25th, SOLIERS rendezvoused with USS TRUKUN (DLGN-35), USS PROVIDENCE (CGI-6) to conduct an anti-air warfare exercise as a check in preparation for the two day missile firing phase of the exercise to follow. The missile exercise turned out to be a high pressure, busy but SOLIERS proved herself to be a superior missile ship by scoring 5 of 6 missiles fired.

The ROPEVAL forces converged the 28th for a massive, coordinated exercise to culminate the ROPEVAL training period. Four aircraft carriers, USS TIG (CVS-14), USS KITTY HAWK (CVA-69), USS RANGER (CVA-61) and USS HANCOCK (CV-76) all conducted operations simultaneously. SOLIERS operated as a screening and plane guard destroyer for HANCOCK. That afternoon she "sank" three air enemy torpedo boats that were threatening the formation.

The exercise continued for SOLIERS until the night of the 29th, when she was detached to assume exercise search and rescue duties which turned out to be uneventful, until the finish of the ROPEVAL exercise.

On the 1st of October, before returning to Long Beach, upon completion ROPEVAL 70, SOLIERS returned to San Clemente Island to complete her naval gun support training that she had been unable to complete earlier in the exercise. Unfortunately, SOLIERS was still unable to complete her required qualification before returning to port.

The month of October was spent in port Long Beach. From the 14th until 29th of October, SOLIERS had a tender availability period with USS SAMUEL G (AD-37). During this availability the destroyer tender provided the services required to ensure that the ship was in excellent condition prior to again

The availability period with SOLIERS ended on 20 October, and on the 2 and 3rd of November, SOLIERS got underway for final equipment checks before sailing. On the 3rd the ship found time to complete naval gunfire support qualifications at San Clemente Range. By the evening of the 4th she was back in port enabling the crew to spend one more week with their families before starting next overseas deployment.

The inevitable day of leave-taking finally arrived on November 13th. Hand playing and wives and families waving goodbye from the pier, SOLIERS was away for the last time for six long months. By about 1000 she was steaming out of the harbor headed for the Western Pacific, along with USS HOLLISTER (DE-100), USS OZBURN (DD-717) and USS DEHAVEN (DD-727).

After six days of formation steaming the transit unit reached Honolulu last American port she was to visit for some time to come. After only two days of briefing in port, SOLIERS and DEHAVEN were called upon to take the place two escort destroyers that were to accompany USS KITTY HAWK (CVA-69) during transit to WESTPAC. They were both delayed by engineering casualties. As the carrier departed Pearl Harbor on the 21st, so did SOLIERS.

Transiting with a carrier meant that no fuel stops were necessary between Honolulu and Subic Bay, since the carrier would refuel her escorts, and a high speed of advance was possible. As a result, this generally long trip was accomplished in just eleven days. The time was spent conducting communications and CIC drills between the ships and generally getting used to being on the sea again. The 25th of November was lost to everyone on board when the ship crossed the International Date Line. The 26th was spent celebrating Thanksgiving and by partaking of a tasty and plentiful turkey dinner.

On the 3rd of December, SOIERS was back in Subic Bay, Luzon, Philippine Islands, where she had departed a few short months before. She had only a few days to recover from her long transit however, before KITTY HAWK, still in need of an escort, steamed out to the Philippine operating areas to conduct carrier qualifications. SOIERS provided the required plane guard assistance. She plane guarded for the carrier for only two days before the USS HOEL (DD-803), one of the KITTY HAWK's original escorts, arrived and relieved her. HOEL just managed to catch up after solving the engineering problem she had in Honolulu. SOIERS returned to Subic to continue the maintenance she so needed.

SOIERS was underway again on the 10th for a five day anti-submarine warfare exercise, ASWEX 6-70. This exercise simulated a real hot war situation in which two enemy submarines, played by USS BLACKFIN (SS-322) and USS ASPRO (SS-396) were to try to penetrate and attack a CVA in an area screened by SOIERS and OZBURN (DD-846). The ships were being assisted by two squadrons of anti-submarine patrol aircraft based on Luzon Island. By the end of the exercise on the 15th, both ships had gained valuable experience in coordinated anti-submarine warfare between ships and aircraft. The most memorable event of the exercise, however, occurred after its completion. During the transit back to Subic, SOIERS, OZBURN and two submarines steamed in a diamond formation with ASPRO on station 200 feet below the surface.

The next two days in port at Subic Bay were spent in preparation for the arrival of SOIERS' new Commanding Officer, Commander Charles H. ULRICH. The morning of the 18th was to be spent underway in the Subic Bay operating area for the orientation of the prospective Commanding Officer, who would observe a gunnery and a demonstration of general quarters drills. However, no sooner had SOIERS left Subic than she received a call for assistance via flashing light from a disabled ocean tug. The ship responded by cancelling her exercises and taking the tug, USS TANAKONE (ATF-114) back to Subic.

On the 19th of December the Command of USS SOIERS passed from Commanding Officer Hugh L. WEBSTER to Commander Charles H. ULRICH, during a ceremony held on the TARTAR deck at 1100, while SOIERS was moored to Alava Pier, U. S. Naval Station, Subic Bay, Philippine Islands.

The next day, in company with USS DEHAVEN, SOIERS got underway for Keelung, Taiwan to spend the Christmas Holidays. She arrived on the 22nd for four days of liberty, shopping, and sightseeing. Christmas day found most Sailors hit lonely since their families were half way around the world.

It was time to get underway again on the morning of the 26th, this time to head for SOIERS' first "gunline" period of the deployment. After two day transit, she arrived in DaNang Harbor, Republic of Vietnam, ready for her gunfire support duties. The morning of the 28th was spent anchored at DaNang while briefings were held on board by the Commanding Officer of USS STONE (DDG-22), the ship SOIERS was relieving, and the 1st MR Naval Gunfire Liaison Officer for the area in which she was to provide gunfire support. By late

the relieving process was complete and SOLEAS weighed anchor to proceed at 25 knots up to her assigned gunfire support area just south of the Demilitarized Zone of Vietnam. That evening she arrived on station and commenced her gunfire support of the Vietnamese and American forces ashore. By the next day, as the ship was getting acclimated to the rigorous gunfire schedule, having fired all night, an underway replenishment was required.

At 1800 on the last day of 1970, SOLEAS began a stand-down from her duties as observance of the New Years Day Vietnam cease fire commenced, to last until 1800 on the 1st day of 1971. The crew found time to contemplate the close of another year for SOLEAS. She ended the year in the same part of the world in which she had started it, far from home, meeting her responsibilities as a fighting ship engaged in the conflict in Southeast Asia.

Documentary Annex to
History of USS SOMERS (DDG-34)
from 1 January to 31 December 1970

1. Muster Roll of SOMERS personnel as of 31 December 1970.
2. Biography of CDR Charles H. WLRICH, USN, Third Commanding Officer, USS SOMERS (DDG-34).
3. Copies of SUPERS-SOMERSGRAINS dated 14 February, 3 May, 27 July and 28 November 1970.
4. Results of Command Admin inspection, 4 September 1970.
5. Summary of SOMERS' operational evaluations.
6. Letters and messages of appreciation and commendation.

CHRONOLOGY OF EVENTS OF USS SOMERS (DDG-34)
1 JANUARY TO 31 DECEMBER 1970

1 January Import Sasebo, Japan.

2-6 January Underway in Sea of Japan for ASW and AAW exercises and carrier operations.

9-10 January Enroute Hong Kong

11-16 January Import Hong Kong for liberty and rest and recreation.

17 January Enroute Gulf of Tonkin

18 January-2 February Underway for Yankee Station Operations in support of USS HANCOCK (CVA-19).

3-5 February On gun line, Ft. Carol, DaNang, RVN in support of U. S. Marine operations ashore.

6-9 February On South Search and Rescue Station, Tonkin Gulf, with USS HORNE (DDG-30).

10-11 February On Yankee Station with USS HANCOCK (CVA-19).

12-14 February Enroute, Sasebo, Japan.

15-21 February Import Sasebo for liberty and upkeep.

22-25 February Underway for local operations with USS HANCOCK (CVA-19), including AAW Training.

26 February-2 March Import Sasebo, Japan.

3-7 March Enroute Gulf of Tonkin, ASW and AAW exercises conducted.

8-20 March On Yankee Station with USS HANCOCK (CVA-19).

21-22 March Enroute Manila, Luzon, Philippine Islands.

23-25 March Import Manila. Commenced SEATO Exercise SEA ROVER with 2 import work-up phase.

26-30 March Underway in Subic operations areas for SEATO SEA ROVER including gunnery, ASW, AAW, tactical maneuvering.

31 March Import Manila Harbor with SEA ROVER ships.

1-6 April Enroute Bangkok, Thailand with SEATO ships. Transit phase SEA ROVER Exercise, supporting HMAS MELBOURNE (CVS-21) for AAW and ASW operations.

Enclosure (1)

9-12 April Import Bangkok, Thailand for rest and recreation.

13-15 April Enroute Gulf of Tonkin with Commander, Destroyer Squadron 19 embarked.

16-18 April On Yankee Station in support of USS CONSTELLATION (CVA-6)

19-23 April Import Subic Bay, P.I. for upkeep period prior to transit

24 April-8 May Enroute CONUS via San Bernardino Straits and direct to L Beach in company with USS HEIDERSO. (DD-785) and USS CONSTELLATION (CVA-64).

30 April Outchopped to COMFIRSTFLT.

1 May Crossed International Date Line.

8 May-15 June Import Long Beach Naval Shipyard for leave and upkeep per and restricted shipyard availability.

9 May Commander, Destroyer Squadron 19 disembarked.

24 May Commander, Destroyer Squadron 9 embarked.

16 June Shifted from Shipyard to Long Beach Destroyer Pier.

17 June Loaded ammunition at Seal Beach.

18-21 June Import Long Beach.

18 June Embarked 35 midshipmen for PACFLTTRABON 1970.

22-26 June Underway for PACFLTTRABON 1970 in Southern California op areas, in company with USS BLUE (DD-744) and USS HOLLISTER

23 June Conducted AAJ exercises.

24 June Conducted ASJ exercises with USS GURNARD (SSM-662).

25 June Conducted missile shoot on Pacific Missile Range.

27-28 June Import Long Beach

29 June Underway for Pacific Missile Range. Conducted missile e in company with entire PACFLTTRABON Force of 11 ships.

30 June Enroute San Francisco in company with USS BLUE (DD-744) USS HOLLISTER (DD-788).

1-5 July Import San Francisco, moored outboard of USS HOEL (DDG-1 Pier 33, Embarkation with USS COLLETT (DD-730) moored ou

6-7 July	Enroute Vancouver, British Columbia, conducting missile training.
8-12 July	Import Vancouver, B. C. for Sea Festival festivities.
13-22 July	Enroute Middle Pacific operating areas and Pearl I in company with PACFLT/RAFOR Task Group.
21 July	Sighted Hawaiian Islands. Commenced IIDRFAC training.
23-28 July	Import Pearl Harbor for liberty and recreation.
30 July- 4 August	Enroute Long Beach. Conducted final midshipman inter competition.
5 August	Arrived Long Beach, moored at Destroyer Pier.
6 August	Disembarked midshipmen. Completed PACFLT/RAFOR 70.
7 August- 15 September	Import Long Beach
12 August	Held awards ceremony.
13 August	Annual COMCINCPAC FMS Inspection.
14 August- 15 September	Restricted availability period, moored alongside pier
31 August- 4 September	Completed Annual Command Inspections.
16 September	Loaded ammunition at Seal Beach.
17-21 September	Import Long Beach.
22 September	Enroute San Diego for ROFEVAL 4-70. Import San Diego
23 September	Underway for ROFEVAL 4-70.
24 September	Import San Diego for gyro repairs.
25 September- 1 October	Underway for ROFEVAL 4-70. Conducted underway range AAM and missile firing exercises, as well as carrier
2-14 October	Import Long Beach.
12-13 October	IFPI Inspection
15 October	Loaded weapons and ammunition at Seal Beach.
16-29 October	Import Long Beach for tender availability with USS S GOLFERS (AD-37).

30 October- 1 November	Import Long Beach.
2-3 November	Underway for at-sea operational tests of ship's equipment prior to deployment.
4-12 November	Import Long Beach.
13 November	Underway for 1970-71 Western Pacific deployment, in company with USS HOLLISTER (DD-788), USS OZBOURN (DD-846), USS CHANDLER (DD-717), and USS DEHAVEN (DD-727).
14-18 November	Enroute Pearl Harbor.
19-30 November	Import Pearl Harbor.
21 November- 3 December	Enroute Subic Bay, Philippines in company with USS DEHAVEN (DD-717) and USS KITTY HAWK (CVA-63).
25 November	Lost due to crossing International Date Line.
26 November	Held Thanksgiving dinner at sea.
3-4 December	Import Subic Bay, P.I. for upkeep and liberty.
5-6 December	Underway for Subic operating areas, plane guarding for USS KITTY HAWK (CVA-63).
6 December	Relieved as KITTY HAWK plane guard by USS HOEL (DDG-13).
7-9 December	Import Subic Bay for upkeep.
10-15 December	Underway for Subic operating areas to take part in ASWEX in company with USS OZBOURN (DD-846), USS BLACKFIN (SS-563), USS ASPRO (SSN-648).
15 December	Completed ASWEX 6-70. Enroute Subic Bay with USS OZBOURN, USS BLACKFIN, and USS ASPRO in a diamond formation, with ASPRO submerged on station.
16-17 December	Import Subic Bay.
18 December	Underway for gunnery exercise and general quarters drill. Diverted to tow distressed USS TAWAKOIE (ATP-311) back to Subic Bay.
20-21 December	Enroute Keelung, Taiwan in company with USS DEHAVEN
22/23 December	Import Keelung for liberty.

Enclosure (1)

25 December Celebrated Christmas Day.

26-27 December Enroute Vietnam.

28 December Relieved USS STODDARD (DDG-22) in DaNang Harbor, Republic of Vietnam, of naval gunfire support duties; Assumed station south of the Demilitarized Zone.

29-30 December Continued naval gunfire support duties.

31 December Commenced 24 hour standdown for New Year's Day cease fire.