

DEPARTMENT OF THE NAVY

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

CLG5/11/mhp
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CONFIDENTIAL (Unclassified when Part II, Annex B and Part III, Annex A to enclosure (1) are removed)

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 5750.12B
(b) CINCPACFLTINST 5750.2B

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

1. In accordance with references (a) and(b), the Command History for USS OKLAHOMA CITY (CLG-5) for the period 1 January through 31 December 1972 is submitted as enclosure (1).

W. A. KANAKANUI, JR.

Copy to:
CINCPACFLT
COMCRUDESPAC
COMSEVENTHFLT

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BRIEF CHRONOLOGY OF EVENTS

January 1972

- 1-2 Inport during holiday period at Yokosuka, Japan.
- 3-7 En route from Yokosuka, Japan to Subic Bay, Philippines.
- 8 Conduct type training in Subic Bay operating area.
- 9-17 Inport Subic Bay, Republic of the Philippines.
- 18-19 En route from Subic Bay, Republic of the Philippines to Hong Kong, B.C.C.
- 20-26 Inport Hong Kong, B.C.C.
- 27 En route from Hong Kong, B.C.C. to Vietnam combat zone.
- 28-31 On TALOS station in the combat zone.

February 1972

- 1-4 On TALOS station in the combat zone.
- 5-6 En route from the gunline to Subic Bay, Republic of the Philippines.
- 7-12 Inport Subic Bay.
- 13-14 En route from Subic Bay to Vietnam combat zone.
- 15-29 On TALOS station in the Vietnam combat zone.

March 1972

- 1 On TALOS station in the Vietnam combat zone.
- 2-5 En route from the combat zone to Yokosuka, Japan via the Okinawa OPArea to conduct gunnery exercises.
- 6-31 Upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan.

April 1972

- 1-2 Upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan.

- 2-6 En route from Yokosuka, Japan to the Vietnam combat zone.
- 7-30 Conducting NGFS and gunfire strikes in the Vietnam combat zone.

May 1972

- 1 Conducting NGFS and gunfire strikes in the Vietnam combat zone.
- 2-3 En route to Subic Bay, Republic of the Philippines.
- 4-6 Inport Subic Bay.
- 7-9 En route to the Vietnam combat zone for NGFS and strike operations.
- 10-31 Conducting NGFS and strike operations in the Vietnam combat zone.

June 1972

- 1-5 NGFS and strike operations in the Vietnam combat zone.
- 6-10 En route from the gunline to Yokosuka, Japan.
- 11-22 Inport Yokosuka, Japan.
- 23-27 En route from Yokosuka, Japan to the Vietnam combat zone.
- 28-30 Conducting NGFS and strike operations in the Vietnam combat zone.

July 1972

- 1-21 Conducting NGFS in the Vietnam combat zone.
- 22-27 En route to Yokosuka, Japan.
- 28-31 Upkeep and maintenance at Ship Repair Facility, Yokosuka, Japan.

August 1972

- 1-10 Maintenance and upkeep at Ship Repair Facility, Yokosuka, Japan.
- 11-31 Incremental overhaul at Ship Repair Facility, Yokosuka, Japan.

September 1972

- 1-21 Incremental overhaul at Ship Repair Facility,
Yokosuka, Japan.
- 22-24 En route from Yokosuka, Japan to Subic Bay, Republic
of the Philippines.
- 25-27 Missile exchange at Subic Bay.
- 28 En route to Vietnam combat zone.
- 29-30 NGFS in the Vietnam combat zone.

October 1972

- 1-13 Conducting NGFS in the Vietnam combat zone.
- 14-15 En route to Singapore.
- 16-20 Inport Singapore for a protocol port visit.
- 21-22 En route from Singapore to the Vietnam combat zone via
the Equator where "Crossing the Line" ceremony was
conducted.
- 23-28 Conducting NGFS in the Vietnam combat zone.
- 29-31 En route from the combat zone to the Okinawa operating
area.

November 1972

- 1 Conducting SAMEX in the Okinawa operating area.
- 2 En route to Yokosuka, Japan
- 3-17 Maintenance and upkeep at Ship Repair Facility,
Yokosuka, Japan.
- 18-21 En route to Subic Bay, Republic of the Philippines.
- 22-23 Inport Subic Bay for missile exchange.
- 24 En route to the Vietnam combat zone.
- 25-30 Conducting NGFS in the Vietnam combat zone.

December 1972

- 1-4 Conducting NGFS in the Vietnam combat zone.

5-7 En route to Keelung, Taiwan.
8-10 Inport Keelung for a protocol port visit.
11-12 En route to Yokosuka, Japan.
13-31 Upkeep and maintenance at Ship Repair Facility,
Yokosuka, Japan. Holiday period for the crew.

COMMAND ORGANIZATION AND RELATIONSHIP

The present Commanding Officer of the USS OKLAHOMA CITY (CLG-5) is Captain William Atherton KANAKANUI, JR., U. S. Navy. He assumed command of the OKLAHOMA CITY on 22 June 1972, relieving Captain John Joseph TICE III, U. S. Navy. The ship's Executive Officer is Commander Joseph Donald FAIRCHILD, U. S. Navy. Commander FAIRCHILD relieved Commander Rodney Lee STEWART, U. S. Navy as Executive Officer in March 1972.

OKLAHOMA CITY is under the Administrative control of Commander Cruiser-Destroyer Force, U. S. Pacific Fleet. OKLAHOMA CITY is Command Ship for and is under the operational control of Commander SEVENTH Fleet.

As Command Ship for Commander SEVENTH Fleet, OKLAHOMA CITY is designated SEVENTHFLT COMMAND SHIP GROUP OKLAHOMA CITY CLG-5, TG 70.1 with the Commanding Officer as Task Group Commander.

OKLAHOMA CITY regularly serves as a unit of TU 70.8.9 (now designated TG 75.9) while involved in Naval Gunfire Support Operations off the coast of Vietnam and as a unit of TG 77.0 while on AAW tasks in the Gulf of Tonkin.

OKLAHOMA CITY is homeported in Yokosuka, Japan.

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

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

Calendar year 1972 began with USS OKLAHOMA CITY (CLG-5) in her homeport of Yokosuka, Japan completing an upkeep period coupled with the Christmas/New Year holiday. On 3 January the ship left Yokosuka steaming south toward Subic Bay, Republic of the Philippines. During the Subic Bay stay, the ship and staff received visits by RADM GRAVELY, Commander Naval Communications Command; the Honorable John CHAFFEE, Secretary of the Navy; and RADM COOPER, Commander Task Force SEVENTY-SEVEN. After a nine-day stay in Subic the ship proceeded to Hong Kong for a seven-day protocol port visit followed by special operations in the Gulf of Tonkin off the coast of Vietnam. Special operations continued throughout February except for a brief return to Subic Bay for supplies, repairs and crew's relaxation. On 27 February ADM ZUMWALT, Chief of Naval Operations visited the ship at sea via helicopter. OKLAHOMA CITY returned to Yokosuka from the gunline on 6 March where she remained in an upkeep and maintenance status at the Yokosuka Ship Repair Facility until 2 April. Special visitors to the ship during March were RADM LACY, Commander Submarine Pacific; VADM HOSHINO, JMSDF, Commander Japanese Self Defense Fleet; VADM NAKAMURA, JMSDF, Commander Fleet Escort Force. On 23 March Commander Joseph D. FAIRCHILD, USN relieved Commander Rodney L. STEWART, USN as Executive Officer. On 2 April the ship returned to the gunline and was assigned to Task Unit 70.8.9 to provide gunfire support for ARVN forces in the DMZ area. OKLAHOMA CITY was then assigned to TU 77.1.1 with Commanding Officer, OKLAHOMA CITY assuming the duties of CTG 77.1.1 conducting cruiser-destroyer strikes against military targets in North Vietnam. The ship and embarked staff personnel earned the Combat Action Ribbon during these operations when the ship received hostile fire from shore batteries located north of the Cua Viet River, the first time at 1853, 7 April. Hostile fire was received on numerous occasions and from varied coastal positions during the month of April. The ship participated in the first naval gunfire strike north of 19 degrees North against Than Hoa on 14 April 1972, the "show of force" incursion north of 20 degrees North on 15 April and a major strike on Vinh on 17 April. Further, OKLAHOMA CITY participated in the first naval gunfire strike against Haiphong on 16 April and in the Battle of Dong Hai Gulf on 19 April in which a MIG aircraft was shot down while attacking the task unit. Provisions to keep the ship on the line were provided by replenishment ships USS CALIENTE (AO-53), USS VESUVIUS (AE-15), USS PYRO (AE-24), USS WHITE PLAINS (AFS-4) and numerous other Service Force units.

On 19 April OKLAHOMA CITY received slight antenna damage from air bursts and one ship in company, USS HIGBEE (DD-806) was hit by a bomb in her after gun mount. "Operation Line-backer" as the missions were called, provided gunfire strike

Originator

Declassified December 1978

missions into North Vietnam and included such locations as an AAW site and highway bridge near TU DUNG; AAW site and communications station and bridge near HUANG TRUNG; CD sites and petroleum storage area vicinity 17-50N 106-27E; and army barracks and storage area near HOA DINH. Observations from spotters and reconnaissance planes indicated the success of the "Linebacker" strikes.

On 2 May the OKLAHOMA CITY was detached from TU 70.8.9 and left the gunline for regunning of the main battery at Subic Bay. Once back on the line the ship, in company with the USS NEWPORT NEWS (CG-148), USS PROVIDENCE (CLG-6) and SEVENTH Fleet supporting destroyers conducted special operations off DO SON Peninsula at the entrance to Haiphong Harbor. These strikes were the first multi-cruiser strikes since World War II. Hostile fire was again received with several rounds as close as 50 yards from the ship. On completion of assigned strike missions OKLAHOMA CITY returned to the vicinity of the DMZ to provide naval gunfire in support of an RVN marine division. The remainder of May 1972 saw OKLAHOMA CITY actively providing naval gunfire support for RVN units pausing only long enough to rearm, refuel, or replenish from units of the Service Force ships USS HASSAYAMPA (AO-145); USS MOUNT HOOD (AE-29) and USS MARS (AFS-1).

On 23 May 1972, while at sea on the gunline, VADM J. L. HOLLOWAY, III, USN relieved VADM W. P. MACK, USN as Commander SEVENTH Fleet.

The month of June was both a strenuous and a colorful month for the men of the OKLAHOMA CITY. During this short period of time the OKLAHOMA CITY, in accordance with Commander SEVENTH Fleet employment schedule, conducted naval gunfire support in northern military region one, RVN. As a major combatant for Commander Task Group 70.8.9 she provided powerful naval gunfire support for the Army of the Republic of Vietnam Forces conducting fierce ground fighting in defense of the area near Quang Tri City with her long range, highly capable 6"/47 and 5"/38 guns. Upon completion of the rendezvous the OKLAHOMA CITY departed the Gulf of Tonkin for a well deserved two weeks rest at her homeport, Yokosuka, Japan. During her journey homeward she participated in three TALOS missile exercises in the Okinawa operation area.

During the inport period from the tenth of June to the twenty-third the men of the OKLAHOMA CITY had an opportunity besides taking a well deserved rest with their loved ones to participate in a colorful and ceremonious change of command. The following dignitaries attended the ceremony:

Commander SEVENTH Fleet
Commander Naval Forces Japan
Commander Fleet Air Western Pacific
Chief of Staff Self Defense Fleet (Japan)
Staff Fleet Escort FIVE
Submarine Flotilla SEVEN

The ship's company welcomed Captain William A. KANAKANUI, Jr., the new Commanding Officer for OKLAHOMA CITY. They also bid fond farewell to the departing Commanding Officer, Captain John J. TICE III. At 1057, Captain J. J. TICE III read his orders followed by the reading of Captain W. A. KANAKANUI, Jr.'s orders. At 1106, Captain KANAKANUI hoisted his commissioning pennant. At 1119 Captain J. J. TICE III departed the USS OKLAHOMA CITY with appropriate honors.

On 23 June OKLAHOMA CITY once again returned to Naval gunfire support station near Quang Tri City as a unit of TU 70.8.9. With her powerful 6"/47 and 5"/38 guns she continued to provide the much needed naval gunfire in support of the Army of the Republic of Vietnam. The remainder of June and most of July was spent providing gunfire support in the vicinity of the DMZ as a member of TU 70.8.9 with breaks only long enough to allow for refueling, rearming and replenishing from SEVENTH Fleet mobile logistic support ships. During the month of July OKLAHOMA CITY fired 2,292 rounds of 5"/38 and 2,597 rounds of 6"/47 projectiles while conducting a total of 76 naval gunfire support missions.

OKLAHOMA CITY returned to Yokosuka on 28 July for a programmed upkeep and maintenance period at the Ship Repair Facility, Yokosuka, Japan. However, this upkeep period evolved into the second phase of OKLAHOMA CITY's incremental overhaul/restricted availability which kept her in Yokosuka until 22 September. The overhaul saw many changes to the internal appearance of the ship as well as overhauling machinery, engines and equipment and refurbishment of the TALOS missile system. Of extreme importance to the welfare and morale of the crew was complete refurbishment of the crew's messdecks, galley and lounge which turned a previously drab area into a modern efficient dining and lounging area. Commander SEVENTH Fleet received calls by Japanese dignitaries during the overhaul including Mr. FUNADA, Speaker of the Japanese House of Representatives.

Once the overhaul was completed, OKLAHOMA CITY left Yokosuka en route to the gunline off RVN via Subic Bay. Once on the gunline in the vicinity of the DMZ she was again to provide naval gunfire as a member of TG 75.9 (formerly TU 70.8.9) in support of RVN marine units. Compared to the heavy gunline missions of April, May and early June, the latter half of September and early October resulted in a less intense schedule of gunfire support, rearming, refueling and replenishing.

A complete change in pace came in mid-October when OKLAHOMA CITY once again functioned principally as a command ship by making a protocol port visit to Singapore. When the ship entered Singapore on 16 October it was her first protocol visit since January 1972 when she visited Hong Kong. The visit complete and leaving behind many new friendships acquired through luncheons, receptions and visits, the command ship on 21 October proceeded south where she crossed the Equator on 22 October to initiate her slimy polywogs into the mysteries of the deep. With a full crew of Shellbacks, OKLAHOMA CITY turned her bow north and headed for Vietnam to finish the month providing gunfire as a unit of TU 77.1.1 on strikes into North Vietnam as well as a unit of TG 75.9 providing NGFS. In the 60 naval gunfire support missions conducted in October there were 619 rounds of 5"/38 and 2,405 rounds of 6"/47 projectiles fired.

On 1 November, while en route from the gunline to Yokosuka, Japan OKLAHOMA CITY conducted surface to air missile exercises in the Okinawa operating area. Three TALOS missiles were expended against drone and surface targets and each was a "hit." When exercises were completed, the ship headed for Yokosuka arriving on 3 November. Personnel at the Ship Repair Facility, Yokosuka provided two weeks of required upkeep and maintenance before the ship departed Yokosuka on 18 November to return to the gunline via a missile exchange at Subic Bay.

OKLAHOMA CITY spent the period from 25 November to 4 December as a unit of TG 75.9 providing gunfire support in the vicinity of the DMZ, refueling, rearming and replenishing. Although OKLAHOMA CITY spent two weeks of November in Yokosuka, she expended 1,066 rounds of 5"/38 and 945 rounds of 6"/47 projectiles in a total of 30 naval gunfire support missions. December saw OKLAHOMA CITY on the gunline for only four days but during this short period the ship fired 240 rounds of 5"/38 and 873 rounds of 6"/47 projectiles in 15 naval gunfire support missions. However, the Navy once again came through to provide a time to relax following many days of arduous duty. The ship left the gunline where the crew could rest, relax and shop in Keelung, Taiwan. The visit was busy with shopping, touring and entertainment plus the many protocol functions. General visiting saw thousands of people standing in long lines in the sun for a chance to walk aboard this SEVENTH Fleet Command Ship.

With her visit to Keelung behind her and all compartments loaded with Christmas gifts, OKLAHOMA CITY headed north for Yokosuka where her officers and men would spend the Christmas/New Year holiday with families and friends in addition to preparing the ship for her next deployment early in 1973.

During the 1972 calendar year the following awards and promotions were received by OKLAHOMA CITY crewmembers:

Bronze Star Medal	1
Navy Commendation Medal	3
Navy Achievement Medal	18
Combat Action Ribbon	1125
Navy Unit Commendation	3
Meritorious Unit Commendation (This represents those personnel who earned the award as extended from 1 January 1971 through 31 March 1972. OKLAHOMA CITY originally earned the MUC for the period 26 November 1968 through 31 December 1970.)	514
Good Conduct Award	56
Letter of Commendation	57
Petty Officer/Sailor of the Quarter	12
Promotions and Advancements	192

VIETNAMESE AWARDS

Navy Meritorious Service Medal	3
Armed Forces Honor Medal First Class	1
Armed Forces Honor Medal Second Class	4

In addition to the individual awards enumerated above, OKLAHOMA CITY also earned the following departmental excellence awards as a result of Battle Efficiency Competition for the competitive period ending 31 October 1972:

Gunnery	(Second Award)
Missile	(Second Award)
Engineering	(Third Award)
Operations	(Third Award)
Supply	(Third Award)
Communications	(Third Award)

ENGINEERING STATISTICS

JANUARY 1972

1. During the month the ship distilled 1,410,910 gallons of fresh and feed water, utilizing number 1 evaporator for 502 hours, No. 2 evaporator for 437, No. 3 evaporator for 297 hours. Number 4 evaporator was not used.
2. 22,455 gallons of JP-5 were expended and 14,300 gallons were received.
3. 662,084 gallons of NFSO were received and 737,938 gallons were expended in January.
4. The ship steamed 288 hours underway and 456 hours not underway. 0 hours were spent cold iron.
5. Number 1 boiler was steamed 297.2 hours, No. 2 was steamed 236.7 hours, No. 3 was steamed 277.2 hours, and No. 4 was steamed 250.7 hours.

FEBRUARY 1972

1. During the month the ship distilled 1,798,630 gallons of fresh and feed water, utilizing No. 1 evaporator for 609 hours, No. 2 for 622 hours, and No. 3 for 478 hours.
2. 12,193 gallons of JP-5 were expended by the helicopter and gas turbine generator. 18,219 gallons were received.
3. 688,695 gallons of NSFO were received while 803,742 gallons were expended.
4. The ship steamed 552 hours underway, and 144 hours not underway.
5. No. 1 boiler was steamed 322.1 hours, No. 2 was steamed 259.3 hours, No. 3 was steamed 386.0 hours, and No. 4 was steamed 344.1 hours.

MARCH 1972

1. During the month the ship distilled 450,130 gallons of fresh and feed water, utilizing No. 1 evaporator for 161 hours, No. 2 for 173 hours, No. 3 for 124 hours and No. 4 for 0 hours.
2. 14,190 gallons of JP-5 were expended by the helicopter and gas turbine generator. 14,963 gallons were received.

3. 470,330 gallons of NSFO were received while 324,356 gallons were expended.

4. The ship steamed 120 hours underway and 72 hours not underway.

5. No. 1 boiler was steamed 63.1 hours, No. 2 was steamed 120.7 hours, No. 3 was steamed 6.1 hours and No. 4 was steamed 131.3 hours.

APRIL 1972

1. During the month the ship distilled 2,026,880 gallons of fresh and feed water, utilizing No. 1 evaporator for 720 hours, No. 2 for 708 hours, No. 3 for 577 hours and No. 4 for 44 hours.

2. 3,320 gallons of JP-5 were expended by the helicopter and gas turbine generator. 1,119 gallons were received.

3. 1,419,908 gallons of NSFO were received while 1,391,720 gallons were expended.

4. The ship steamed 648 hours underway and 72 hours not underway.

5. No. 1 boiler was steamed 428.9 hours, No. 2 was steamed 415.9 hours, No. 3 was steamed 428.4 hours and No. 4 was steamed 374.2 hours.

MAY 1972

1. During the month the ship distilled 2,062,280 gallons of fresh and feed water, utilizing No. 1 evaporator for 687 hours, No. 2 for 687 hours, No. 3 for 574 hours and No. 4 for 94 hours.

2. 18,066 gallons of JP-5 were expended by the helicopter and gas turbine generator. 11,258 gallons were received.

3. 940,706 gallons of NSFO were received while 1,043,628 gallons were expended.

4. The ship steamed 672 hours underway, and 72 hours not underway.

5. No. 1 boiler was steamed 317.6 hours, No. 2 boiler was steamed 374.4 hours, No. 3 boiler was steamed 422.1 hours, and No. 4 boiler was steamed 361.2 hours.

JUNE 1972

1. During the month the ship distilled 1,325,860 gallons of fresh and feed water, utilizing No. 1 evaporator for 433 hours, No. 2 for 443 hours, No. 3 for 387 hours, and No. 4 for 134 hours.

2. 10,240 gallons of JP-5 were expended by the helicopter and gas turbine generator. 20,731 gallons were received.
3. 867,293 gallons of NSFO were received while 903,323 gallons were expended.
4. The ship steamed 432 hours underway, and 48 hours not underway.
5. No. 1 boiler was steamed 305.3 hours, No. 2 was steamed 177.6 hours, No. 3 boiler was steamed 159 hours, and No. 4 was steamed 268.5 hours.

JULY 1972

1. During the month the ship distilled 1,762,670 gallons of fresh and feed water, utilizing No. 1 evaporator for 637 hours, No. 2 for 637 hours, No. 3 for 552 hours, and No. 4 for 91 hours.
2. 22,817 gallons of JP-5 were expended by the helicopter and gas turbine generator. 0 gallons were received.
3. 1,067,853 gallons of NSFO were received while 955,133 gallons were expended.
4. The ship steamed 637.5 hours underway, and 2.5 hours not underway.
5. No. 1 boiler was steamed 244.2 hours, No. 2 was steamed 415.5 hours, and No. 3 boiler was steamed 263.9 hours, and No. 4 was steamed 391.2 hours.

AUGUST 1972

COLD IRON (RESTRICTED AVAILABILITY)

SEPTEMBER 1972

1. During the month the ship distilled 558,120 gallons of fresh and feed water, utilizing No. 1 evaporator for 245 hours, No. 2 for 300 hours, and No. 3 for 141 hours, and No. 4 for 20 hours.
2. 3,679 gallons of JP-5 were expended by the helicopter and gas turbine generator. 28,002 gallons were received.
3. 576,266 gallons of NSFO were received while 615,218 gallons were expended.
4. The ship steamed 120 hours underway and 336 hours not underway.
5. No. 1 boiler was steamed 155.6 hours, No. 2 was steamed 70.9 hours, No. 3 was steamed 220.7 hours and No. 4 was steamed 201.3 hours.

OCTOBER 1972

1. During the month the ship distilled 1,932,640 gallons of fresh and feed water, utilizing No. 1 evaporator for 794 hours, No. 2 for 641 hours, No. 3 for 497 hours and No. 4 for 39 hours.
2. 7,256 gallons of JP-5 were expended by the helicopter and gas turbine generator. 6,465 gallons were received.
3. 1,147,019 gallons of NSFO were received while 1,179,771 gallons were expended.
4. The ship steamed 624 hours underway and 120 hours not underway.
5. No. 1 boiler was steamed 452.1 hours, No. 2 was steamed 336.6 hours, No. 3 was steamed 319.7 hours and No. 4 was steamed 345.5 hours.

NOVEMBER 1972

1. During the month the ship distilled 1,043,900 gallons of fresh and feed water, utilizing No. 1 evaporator for 364 hours, No. 2 for 455 hours, No. 3 for 261 hours and No. 4 for 0 hours.
2. 10,703 gallons of JP-5 were expended by the helicopter and gas turbine generator. 6,871 gallons were received.
3. 780,015 gallons of NSFO were received while 704,467 gallons were expended.
4. The ship steamed 336 hours underway and 120 hours not underway.
5. No. 1 boiler was steamed 279.6 hours, No. 2 was steamed 164.5 hours, No. 3 was steamed 230.1 hours and No. 4 was steamed 103.9 hours.

DECEMBER 1972

1. During the month the ship distilled 758,990 gallons of fresh and feed water, utilizing No. 1 evaporator for 254 hours, No. 2 for 262 hours, No. 3 for 222 hours, and No. 4 for 60 hours.
2. 18,974 gallons of JP-5 were expended by the helicopter and gas turbine generator. 22,728 gallons were received.
3. 552,857 gallons of NSFO were received while 491,272 gallons were expended.
4. The ship steamed 234 hours underway and 72 hours not underway.
5. No. 1 boiler was steamed 109.3 hours, No. 2 was steamed 135.7 hours, No. 3 was steamed 164.2 hours, and No. 4 was steamed 148.2 hours.