

U.S.S. OKLAHOMA CITY (CLG-5))

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Documentary Annexes B and 0 of 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 5750.12 series
(b) CINCPACFLTINST 5750.2 series

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 21 June 1968 through
30 June 1969 is submitted as enclosure (1).

Wayne D. SURFACE

Copy to:
CINCPACFLT
COMCRUDES PAC
COMCRUDES FLOT NINE

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BRIEF CHRONOLOGY OF EVENTS

JUNE 1968

- 21 Moored starboard side to berth LIMA, U. S. Naval Air Station, North Island, San Diego, California. COMFIRSTFLT embarked.
Change of Command on board at 1100.
- 22-23 Inport.
- 24 RADM DAVIS, Commander Cruiser-Destroyer Flotilla NINE arrived on board at 1004 and departed at 1030.
- 24-30 Participated in Fleet Exercise "BEARER BURDEN".

JULY 1968

- 1 Fleet Exercise "BEARER BURDEN", RADM WHITE, Commander Pacific Missile Range, Point Mugu arrived on board at 1725.
- 2 Fleet Exercise "BEARER BURDEN" completed. RADM WHITE departed at 1207.
Arrived in San Diego and moored at Pier #1, NAS North Island at 1803.
- 3 Rendered 21 Gun Salute to Japanese Maritime Self-Defense Force Destroyer Training Squadron.
- 4 Rendered 21 Gun Salute in honor of "Independence Day".
- 5 RADM DAVIS, COMCRUDESFLOT NINE arrived on board at 1545 departed at 1615.
- 6-7 Inport San Diego.
- 8 Underway for local operating area.
- 9-11 In local operating area for special exercise.
- 12-14 Moored at pier INDIA, NAS, North Island, San Diego, California.
- 15 Underway for local operating area.
- 16 Returned to San Diego and moored at pier INDIA, NAS, North Island.

- 17 VADM BROWN, Navy Surgeon General arrived at 0830 and departed at 0853.
- 18 Inport.
- 19 RADM KINNEY, COMCRUDESFLOT ELEVEN arrived on board at 1030 and departed at 1150.
- 20-21 Inport.
- 22 RADM FREEMAN, COMCRUDESPAC arrived on board at 1302 and departed at 1400.
- 23 RADM MONROE, COMPHIBTRAPAC arrived on board at 0832 and departed at 0852.
RADM LAMBERT, COMTRAPAC arrived on board at 1450 and departed at 1537.
- 24-25 Underway for Esquimalt, B.C.
- 26 Moored to Jetty "A", Esquimalt, B.C.
RADM CHARLES and RADM O'BRIEN, Canadian Navy, arrived at 1429 and departed at 1456.
LT Governor, British Columbia, The Honorable J. R. NICHOLSON arrived at 1615 and departed at 1710.
- 27-28 Inport.
- 29 Underway at 0709 enroute for Vancouver, B.C.
Arrived Vancouver at 1351 and moored to Centennial Pier.
British Council General arrived on board at 1501 and departed at 1531.
- 30 Inport.
- 31 Underway at 0950 enroute Seattle, Washington.
Arrived Seattle at 1801 and anchored in Elliott Bay.

AUGUST 1968

- 1 Moored at Pier 91 Seattle, Washington.
Seattle Sea Fair Queen arrived on board to extend a welcome for the officers and men and departed.
VADM SMITH, COMPHIBPAC arrived on board at 1523 and departed at 1529.
- 2 RADM H. J. TRUM III, Commandant THIRTEENTH Naval District arrived on board at 0831 and departed at 0906.

page 3 missing

30 RADM FITZPATRICK arrived on board at 0727 and departed at 0902.

SEPTEMBER 1968

1-3 Inport.

4 Commodore Than A. BALASINGAN, Chief of Naval Staff, Malaysian Navy arrived on board at 0813 and departed at 0842.

5 Commander Carrier Division THREE arrived at 1040 and departed at 1129.

6-9 Inport.

10 RADM CAGLE, Commander Carrier Division ONE arrived at 1422 and departed at 1530.

11-12 Inport.

13 RADM FAIRFAX, COMASWGRU FIVE arrived at 1112 and departed at 1530.

14-15 Inport.

16 RADM KINNEY, COMCRUDESFLOT ELEVEN, arrived at 1402 and departed at 1427.

17 VADM SMITH, COMPHIBPAC; VADM SHINN, COMNAVAIRPAC; LGEN BUSE, USMC, CG FMFPAC and Assistant Secretary of the Navy made a brief visit to the ship.

18-22 Inport.

23 VADM BOWEN, COMASWFORPAC; RADM WEYMOUTH, COMASWGRU ONE; RADM KARABERIS, COMFAIR SDIEGO; RADM FAIRFAX, COMASWGRU FIVE and VADM SMITH, COMNAVAIRPAC made a brief visit to the ship.

24 RADM SMALL, COMSUBPAC arrived on board at 1002 and departed at 1031.

25-26 Inport.

27 RADM KINNEY, COMCRUDESFLOT ELEVEN, arrived on board at 0857 and departed at 1001.

28-29 Inport.

30 RADM KINNEY arrived on board at 0903 and departed at 0923.
Vice Naval Operations, Portuguese Navy made a brief visit to the ship.
A 15 gun salute was rendered.

OCTOBER 1968

1 Underway for Fleet Exercise "BEAT CADENCE".

2-3 Participating in Fleet Exercise "BEAT CADENCE".

4 RADM KINNEY arrived by helo at 1102 and departed at 1350.

5-8 Participating in Fleet Exercise "BEAT CADENCE".

9 Fleet Exercise "BEAT CADENCE" completed.
Returned to San Diego and moored to pier OSCAR/PAPA, NAS, North Island.

10 RADM WILLIAMS, Pacific Fleet Inspector General, and RADM KINNEY, Commander Cruiser-Destroyer Flotilla ELEVEN made a brief visit to the ship.

11-14 Inport.

15 NTPI Inspection.

16 Inport.

17 Shifted berth from OSCAR/PAPA to pier INDIA.

18 Inport

19-20 RADM CAGLE, COMCARDIV ONE; RADM KARABERIS, COMFAIR SDIEGO; and RADM KINNEY, COMCRUDESFLot ELEVEN made a brief visit to the ship.

22 RADM KINNEY, COMCRUDESFLot ELEVEN; RADM FREEMAN, COMCRUDESFLot PAC and RADM BARDSHAR, COMCARDIV SEVEN made a brief visit to the ship.

23 Received USS ST PAUL (CA-73) to starboard.

24 In process of shifting COMFIRSTFLT Staff to ST PAUL.

25 Shifting of COMFIRSTFLT Staff personnel, material and equipment to ST PAUL completed.
USS ST PAUL was cast off at 1405.

26-28 Inport.
Routine preparation for WESTPAC deployment.

29 COMCRUDESPAC made a brief visit to the ship.

30-31 Inport.

NOVEMBER 1968

- 1 Received USS ST PAUL (CA-73) to starboard.
Officially shifted COMFIRSTFLT Flag to USS ST PAUL.
- 2-3 Inport.
- 4 Cast off USS ST PAUL.
- 5-6 Inport.
- 7 Underway at 0957 enroute Yokosuka, Japan via
Pearl Harbor.
- 8-11 Enroute as before.
- 12 Arrived Pearl Harbor at 0725 and moored port side
to berth MIKE, U. S. Naval Station Pearl.
Visited by ADM HYLAND, CINCPACFLT.
- 13 Underway at 1702 enroute Yokosuka, Japan.
- 14-17 Enroute as before.
- 18 Crossed the 180° Meridian.
Course 291°(T), speed 18.4 kts.
- 19 Enroute as before.
- 20 Crossed the 160° Meridian.
Course 282°(T), speed 18.4 kts.
Officially chopped to COMSEVENTHFLT.
- 21 Enroute as before.
- 22 Arrived Yokosuka, Japan and moored port side to
USS PROVIDENCE (CLG-6), pier #10, Yokosuka, Japan.
VADM BRINGLE, COMSEVENTHFLT, arrived at 1501 and
departed at 1532.
- 23-25 Made preparations for shifting COMSEVENTHFLT, his
staff, material and equipment from the PROVIDENCE
to OKLAHOMA CITY.

- 26 VADM W. F. BRINGLE, COMSEVENTHFLT, broke his flag in OKLAHOMA CITY.
- 27 RADM SMITH, COMNAVFORJAPAN, arrived on board at 0911 and departed at 0919.
- 28-30 Inport.

DECEMBER 1968

- 1 Inport.
- 2 Underway at 1100 for Special Operations in Tonkin Gulf and coast of South Vietnam.
- 3-5 Enroute as before.
- 6 Man overboard. Lost BT3 Percy (n) MICHEAUX, USN, 686 38 47. Death by drowning. Position: Latitude 19° 24' 05"E, Longitude 116° 11' 02"N.
- 7 In Combat Zone area.
RADM GEIS, Chief of Naval Information arrived on board by helo at 0948 and departed by helo at 1301.
- 8-12 On Special Operations off Vietnam providing Gun Fire Support.
- 13 Admiral J. J. HYLAND, CINCPACFLT arrived by helo at 1207 and departed by helo at 1400.
- 14-15 On Special Operations off Vietnam providing Gun Fire Support.
- 16 Departed Combat Zone area, enroute Yokosuka, Japan.
- 17-18 Enroute as before.
- 19 Arrived Yokosuka, Japan and moored to pier #10, Fleet Activities, Yokosuka.
- 20-23 Inport.
- 24 Commander Self-Defense Fleet, Japanese Maritime Self-Defense Force arrived on board at 1005 and departed at 1023.
- 25 Christmas in Yokosuka, Japan.
- 26-31 Inport.

JANUARY 1969

- 1 New Year in Japan.
- 2-5 Inport.
- 6 RADM SMITH, COMNAVFORJAPAN, arrived on board at 0828 and departed at 0839.
GEN CHAPMAN, Commandant of the U. S. Marine Corps arrived on board at 0857 and departed at 1002.
Underway enroute for Special Operations off the coast of Vietnam.
- 7-10 Enroute as before.
- 11 Entered Combat Zone.
- 12-14 Enroute to Danang, Vietnam.
- 15 Body later identified as Caucasian male was spotted South of Danang.
The body was brought aboard and later transferred to Naval Hospital Danang. Identity unknown.
- 16 Special Operations off the coast of Vietnam providing Gun Fire Support.
- 17 RADM COMBS, COMSERVPAC; RADM SUTHERLING; RADM BIERI and RADM BONNER made a brief visit to the ship.
All arrived by helo and departed by helo.
- 18 Ship ran aground at 0925, position 15° 53.3'N, 108° 24.7'E.
Ship was afloat and underway at 1556.
- 19-22 Special Operations off the coast of Vietnam providing Gun Fire Support.
- 23 Departed Combat Zone enroute to Subic Bay, Philippines.
- 24 Enroute as before.
- 25 Arrived Naval Station, Subic Bay, Philippines and moored to Naval Station pier.
RADM BAGLEY, COMCRUDESGRUSEVENTHFLT arrived on board at 1522 and departed at 1710.
- 26-31 Inport.

FEBRUARY 1969

- 1-2 Inport.
- 3 Underway at 1059 from Subic Bay enroute Hong Kong, B.C.C.
- 4 Arrived Hong Kong, BCC at 0900 and moored to HMS TAMAR.
Commodore Hong Kong and American Consul General made a brief visit to the ship.
- 5-9 Inport.
- 10 Underway at 0950 from Hong Kong to Special Operations off Vietnam.
- 11 Entered Combat Zone.
- 12-17 On Special Operations off the coast of Vietnam providing Gun Fire Support.
- 18 Admiral J. J. HYLAND arrived on board by helo at 1004 and departed by helo at 1146.
- 19-21 On Special Operations off the coast of Vietnam providing Gun Fire Support.
- 22 Departed Combat Zone enroute Yokosuka.
- 23-24 Enroute Yokosuka and then turned around to return to Combat Zone and Special Operations.
- 25 Entered Combat Zone.
- 26-29 Special Operations off the coast of Vietnam providing Gun Fire Support.

MARCH 1969

- 1-2 On Special Operations off the coast of Vietnam providing Gun Fire Support.
- 3 RADM BEHRENS, COMPHIBFORSEVENTHFLT, arrived on board by helo at 1603 and departed at 1649.
- 4 Departed Combat Zone area.
Enroute Yokosuka.
- 5-7 Enroute as before.

- 8 Arrived Yokosuka, Japan at 1230 and moored to berth 10, Fleet Activities, Yokosuka.
- 9 Inport.
- 10 RADM SMITH, COMNAVFORJAPAN arrived on board at 1030 and departed at 1115.
- 11 Admiral KIM, Chief of Naval Operations, Korea; RADM MOORE and RADM SMITH, COMNAVFORJAPAN made a brief visit to the ship.
- 12-16 Inport.
- 17 Commandant Regional District, Japanese Self Defense Fleet arrived on board at 1010 and departed at 1057.
- 18-27 Inport.
- 28 RADM SMITH, COMNAVFORJAPAN arrived at 1000 and departed at 1026.
Underway at 1100 enroute Kaohsiung, Taiwan.
- 29-30 Enroute as before.
- 31 Arrived Kaohsiung, Taiwan at 0800 and moored to quay wall, Kaohsiung.
RADM LONG, CTF 73, arrived on board at 0902 and departed at 0915.

APRIL 1969

- 1 Commander Amphibious Forces, Republic of China Navy; Commandant Marine Force, Republic of China; Commander Service Force, Republic of China Navy and Mayor of Kaohsiung made a brief visit to the ship.
- 2 Inport.
- 3 Underway at 0900 enroute Special Operations.
- 4 Enroute as before.
- 5 Entered Combat Zone area.
- 6-14 On Special Operations off the coast of Vietnam providing Gun Fire Support.

- 15 VADM SMITH, COMPHIBPAC and RADM BEHRENS, COMPHIB-FORSEVENTHFLT arrived on board by helo at 0834 and departed by helo at 0938.
- 16 On Special Operations.
- 17 Departed Yankee Pim in company with USS ENTERPRISE (CVAN-65), USS CHICAGO (CG-11), USS TICONDEROGA (CVA-14), USS MEREDITH (DD-890), USS PERCY (DD-844), USS GURKE (DD-783) and USS JOHN W. WEEKS (DD-701) for Sea of Japan for Special Operations with TF 71.
- 18-25 Special Operations with TF 71.
- 26 Detached from TF 71 enroute Yokosuka, Japan.
- 27 Enroute as before.
- 28 Arrived Yokosuka, Japan and moored to pier #10, Fleet Activities.
- 29-30 Inport.

MAY 1969

- 1 Inport.
- 2 Admiral J. J. HYLAND, CINCPACFLT arrived on board at 0757 and departed at 0949.
- 3-4 Inport.
- 5 RADM RAMSEY, RADM SCHAFFER and RADM RAMAGE, CINCPACFLT Staff made a brief visit to the ship.
- 6 Commander Naval Base Subic, Philippines and Commander Patrol Force SEVENTHFLT made a brief visit to the ship.
- 7 Inport.
- 8 RADM BEHRENS arrived on board at 0943 and departed at 1035.
- 9 Inport.
- 10 RADM FLANNIGAN, COMRIVASSAULTFOR, arrived on board at 0945 and departed at 1041.
- 11 Inport.

- 12 RADM RUDDEN, COMCRUDESGRUSEVENTHFLT, and RADM SMITH, COMANVFORJAPAN, made a brief visit to the ship.
Underway at 1100 enroute Manila, Philippines.
- 13-15 Enroute as before.
- 16 Arrived Manila, Philippines 0830 and rendered 21 gun national salute.
Moored to pier at 0900, Manila, Philippines.
- 17-18 Open House - Conducted general and special visiting. Engaged in people to people activities.
- 19-20 Underway enroute Special Operations.
- 21 Enroute as before.
- 22 Entered Combat Zone.
- 23 Special Operations off the coast of Vietnam providing Gun Fire Support.
- 24 Secretary of the Navy, the Honorable John A. CHAFEE and the Honorable Charles A. BOWSHER arrived on board by helo at 1139 and departed by helo at 1340.
- 25-29 On Special Operations.
- 30 Departed Combat Zone enroute Singapore.
- 31 Enroute as before.

JUNE 1969

- 1 Enroute as before.
- 2 Arrived Singapore and moored to HMS TERROR, British Naval Base.
- 3 VADM O'BRIEN, British Navy; RADM M. D. KYRLE, British Navy; Sir Duncan WATSON, Political Advisor to VADM O'BRIEN; Mr. W. H. BRUNS, Charge D' Affairs, U. S. Embassy; Mr. Andre SELLIEZ, Belgium Charge D' Affairs; Mr. J. W. ZEIR, New Zealand High Commissioner and Mr. Woon Wah HSIANG, Mayor of Jurong, made a brief visit to the ship.
- 4 Defense Advisor Australian High Commissioner, Defense Advisor British High Commissioner and Commander Far East Fleet made a brief visit to the ship.

- 5 Inport.
- 6 Commander Far East Fleet, British Navy made a brief visit to the ship.
Underway at 0900 enroute Special Operations.
Crossed the Equator at 1710, Latitude 00 00°, Longitude 105°E, Course 180°(T), Speed 21 kts.
Davey Jones arrived on board at 1933 and departed at 1937.
- 7 Initiation of Pollywogs.
- 8 Entered Combat Zone.
- 9-10 On Special Operations off the coast of Vietnam providing Gun Fire Support.
- 11 RADM CAGLE, COMCARDIV ONE arrived on board by helo at 1129 and departed by helo at 1315.
- 12-13 On Special Operations off the coast of Vietnam providing Gun Fire Support.
- 14 Departed Combat Zone enroute for Yokosuka, Japan.
- 15 Arrived Yokosuka, Japan and moored to pier #10, Fleet Activities.
- 16-23 Inport.
- 24 RADM CAGLE, COMCARDIV ONE made a brief visit to the ship.
- 25 Admiral J. J. HYLAND arrived on board at 0910 and departed at 1105.
- 26-30 Inport.

COMMAND ORGANIZATION AND RELATIONSHIP

The present Commanding Officer of USS OKLAHOMA CITY (CLG-5) is Captain Wayne Douglas SURFACE, U.S. Navy. He assumed command of the USS OKLAHOMA CITY on 21 June 1968, relieving Captain David Harris BAGLEY, U.S. Navy as Commanding Officer. The ship's Executive Officer is Commander John Farwell DANIS, U.S. Navy. He relieved Commander Willard Robert HARTMAN, U.S. Navy on 17 October 1968.

OKLAHOMA CITY is under the administrative control of Commander Cruiser-Destroyer Force, U.S. Pacific Fleet and Commander Cruiser-Destroyer Flotilla NINE. Both Commanders have headquarters in San Diego, California.

OKLAHOMA CITY is Flagship and under the operational control of Commander FIRST Fleet while operating East of longitude 160° 00'E. While operating West of longitude 160° 00'E the OKLAHOMA CITY is Flagship and under the operational control of Commander SEVENTH Fleet.

From 21 June through 23 November 1968, OKLAHOMA CITY was homeported in San Diego, California. OKLAHOMA CITY's homeport was changed to Yokosuka, Japan on 24 November 1968.

Internally, OKLAHOMA CITY is organized into eight departments: Administrative Department, Weapons Department, Supply Department, Operations Department, Engineering Department, Navigation Department, Medical Department and Communication Department.

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OPERATIONS AND ACTIVITIES

The 21st of June 1968 was highlighted by a Change of Command Ceremony when Captain Wayne D. SURFACE, U. S. Navy relieved Captain David H. BAGLEY, U. S. Navy as Commanding Officer, USS OKLAHOMA CITY (CLG-5). The Change of Command took place on the fantail at 1100 and was followed by a reception. Guests at this event included Vice Admiral B. F. ROEDER, U. S. Navy and other officials and civilian dignitaries.

Immediately after the Change of Command, the OKLAHOMA CITY returned to routine maintenance, personnel training and busy preparation for deployment to the Western Pacific.

Amidst her busy schedule preparing for deployment the OKLAHOMA CITY was also actively participating in Fleet Exercises and making "good will" visits to other ports.

The first of the major Fleet Exercises after Captain SURFACE took command of the OKLAHOMA CITY was STRIKEX "BEARER BURDEN" under the operational control of Commander FIRST Fleet. The exercise was conducted in the Southern California operating area during the period 24 June - 2 July. Distinguished military visitor and observer of the exercise during this period was RADM WHITE, Commander Pacific Missile Range, Point Mugu. He arrived on board on 1 July and departed the following day.

(C) Five missiles were fired during STRIKEX "BEARER BURDEN". Three of the missiles fired resulted in successes, the fourth was a "No Test" and the fifth was a missile failure.

(C) The first firing was conducted on 27 June 1968. This was evaluated as a "No Test", due to command destruct of the BOMARC Target prior to TALOS intercept, test number CLG5/36/STRIKEX 1. The second firing took place on 29 June 1968. This was a surface firing against a DE hull at a range of 24.K yards. This firing resulted in the destruction and sinking of the hull. The TALOS entered the hull on the port side maindeck and exited on the starboard side leaving a 30 foot hole, test number CLG5/37/STRIKEX 2. The remaining three missiles were fired on 2 July 1968. These firings resulted in two successes, one against a BQM-34A and one against an

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AQM-37, test numbers CLG5/38/STRIKEX 3 and CLG5/39/STRIKEX 4. The failure against a BQM-34A was caused by a fire control malfunction. The fire control failure was due to improper operation of the AN/SPW-2A guidance transmitter code switching circuit resulting in the transmission of the wrong guidance code. In particular, while casualty switching under tactical conditions, a high resistance wire between K(20)021 prevented proper operation of alternate code select at AN/SPW-2 #2. Test number was CLG5/40/STRIKEX 5.

On 2 July the ship was released from Exercise "BEARER BURDEN" and returned to her homeport. The month of July marked the beginning of the busy months ahead for the ship in preparation for the Western Pacific deployment. During the early part of this fiscal year, the installation of the ARM modification to the missile system was completed. This modification was accomplished by the addition of a ship's position input computer (SPIC), an ARM Data Unit, an ARM mode control panel, and associated minor changes to existing equipment. With the installation of this system, TALOS was afforded anti-radiation target capability.

On Monday, 8 July 1968 the OKLAHOMA CITY again got underway, this time for Fleet Operational Readiness Accuracy Check Site (FORACS) at San Clemente Island and to evaluate and test the ARM modification to the TALOS Missile System.

Enroute for FORACS a casualty report was initiated on the TALOS ARM Homing Signal Generator. No output was received from the low frequency band of the RF generator sub chassis, (IAIA3), of the test control chassis, (IAI). A burned out low band oscillator, (Y3), caused the casualty. This casualty reduced the ability to test TALOS ARM Missiles by 50 percent. The unit, however, was repaired by the ship's force and returned to full operability.

(C) On 11 July 1968 the OKLAHOMA CITY fired her first ARM missile against a rotating S-Band antenna during D/S 477, Phase II, Event 7. This firing however resulted in a failure due to improper missile function.

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(C) The OKLAHOMA CITY returned to her homeport on 12 July 1968 where additional checks were made of the ARM modification. In addition, further checks were made to determine the exact cause of the missile failure which took place in D/S 477, Phase II, Event 7, by NSMSES and NOSSOPAC personnel. It was decided that useful data could be obtained by continuing with D/S 477, Phase II, Event 8.

(C) On the same day a casualty report was submitted on the AN/SPG-49A missile fire control director number 6. Low gain was recorded from the logarithmic amplifiers in the acquisition and side lobe suppression receiver circuits. This casualty caused the loss of target and ECCM capabilities of AN/SPG-49A #6, and reduced the fire control acquisition and ECCM capabilities to 50 percent. The assistance of the Naval Air Rework Facility, North Island was requested and received through direct liaison by permission of COMCRUDESPAC. The casualties were restored and the AN/SPG-49A #6 director returned to full operability on 24 July 1968.

(C) During the period 15-16 July 1968 the ship was underway conducting D/S 477, Phase II, Event 8. During this evaluation of the ARM modification one ARM missile was fired against a rotating S-Band antenna at maximum range of the TALOS capability. The result of this event was a failure due to improper missile functioning, test number CLG5/42/D/S 477-2. The testing period was concluded and NSMSES and NOSSOPAC representatives departed the ship upon arrival in San Diego, California on 17 July 1968.

(C) On 19 July 1968 a casualty report was submitted for the AN/SPG-49A missile fire control director number 1. A high voltage plug grounded and arced to ground. The suspected reason for the casualty was moisture or dielectric breakdown due to age. This casualty in addition to the casualty in AN/SPG-49A missile fire control director number 6 severely limited the missile fire control system capability. The plug was received and the casualty restored.

On Wednesday morning, 24 July 1968 the OKLAHOMA CITY steamed majestically out of San Diego Harbor on her way to make a "good will" visit to Canada. Steaming independently, the OKLAHOMA CITY entered the calm waters of British Columbia on the 26th of July. The popular city of Esquimalt was to be our host for four busy and exciting days.

After the traditional exchange of a 21 gun salute upon entering the harbor, the OKLAHOMA CITY moored to Jetty "A" Canadian Naval Base and made ready for the numerous ceremonial, social and athletic activities which would take place during the brief stay. Many official calls were made to the embarked Commander. Among those making official calls to the ship were Rear Admiral CHARLES and Rear Admiral O'BRIEN of the Canadian Navy, and the honorable J. R. NICHOLSON, Lieutenant Governor, British Columbia.

The fantail reception hosted by the ship's officers and the Lawn Reception hosted by the Canadians turned out to be gala events with many warm friendships acquired and a sense of good will was shared by all. General visiting saw several thousands take a grand tour of the Flagship. The fine weather promoted not only team sports such as basketball, soccer, golf, etc., but also swimming and sunbathing.

The four day visit to Esquimalt was short but successful and was enjoyed by both the ship's crew and the Esquimalt populace.

The Flagship departed for Vancouver at 0709, 29 July 1968 arriving at Vancouver at 1351 hours. She was moored to the Centennial Pier, where she was visited by the British Consul General upon arrival. Again the ship hosted receptions and general tours of the ship.

At 0950, 31 July 1968, the OKLAHOMA CITY got underway for Seattle, Washington with approximately 300 Navy. League guests from Seattle. The ship passed under the famous Lions Gate Bridge, Vancouver, B. C. and made her cruise through the Puget Sound area to Seattle. Along with tours of the ship, missile rollout demonstration, and concert on the fantail by the Commander Cruiser-Destroyer Force Band, the guests enjoyed the warm sun and majestic view of the Pacific Northwest. The ship arrived in Elliott Bay at 1801 and the guests departed by small boats prior to anchoring for the night. The following day the ship moved into the Naval Supply Depot, Seattle and moored to pier 91 with some of the Sea Fair Task Force. The ship was greeted by the 1968 Sea Fair Queen and her escorts. Military officials who came aboard for a brief call on Commander FIRST Fleet included VADM SMITH, Commander Amphibious Force, U. S. Pacific Fleet and the Commandant of the THIRTEENTH Naval District.

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The stay in Seattle again saw the OKLAHOMA CITY hosting receptions, ships tours and luncheons. The citizens of Seattle provided the officers and men of the OKLAHOMA CITY a wonderful time and warm friendship long to be remembered.

At 0803, 5 August 1968, the ship pulled out of Seattle, steaming independently to her homeport of San Diego. While enroute a casualty report was initiated for the AN/SPG-49A missile fire control director number 6. A faulty clutch unit prohibited unlocking of the director in train. The casualty reduced the missile fire control system capability to 50 percent. The casualty was later restored by ship's force with assistance of parts manufactured by the Naval Air Rework Facility, North Island.

The ship arrived at her homeport in the early afternoon of 7 August 1968, and was moored port side to pier INDIA, Naval Air Station North Island. The rest of August were busy days for OKLAHOMA CITY. The good will visits to ports in Canada and Seattle, Washington and liberty for the crew in those ports slowed the progress in preparing for the Western Pacific deployment. The ship was also busy rendering honors to visiting dignitaries and participating in a major Fleet Exercise "BEAD WELD".

Among those who visited the ship during the month of August were Rear Admiral KINNEY, Commander Cruiser-Destroyer Flotilla ELEVEN; Commandant ELEVENTH Naval District; Commander Training Command, U. S. Pacific Fleet; Commander Carrier Division ONE; The Mayor of the City of San Diego, Rear Admiral MONROE; Rear Admiral FITZPATRICK and the Deputy Commander in Chief, Royal Thailand Navy.

On 13 August the OKLAHOMA CITY rendered a 15 gun salute in honor of the Deputy Commander in Chief, Royal Thailand Navy, and on 14 August the OKLAHOMA CITY got underway as a part of Task Unit 174.0.1 to participate in Fleet Exercise "BEAD WELD" off the coast of Southern California. During the exercise she rearmed from the USS CHARA (AE-31), receiving both projectiles and powder.

(C) On 19 August the ship fired three missiles as part of Fleet Exercise "BEAD WELD." Two of the firings were successful and one resulted in a failure.

(C) The first success was against an AQM-37 target drone at a range of 67.5K yards. This was a normal AA shot with an "A" trajectory, test number CLG5/43/STRIKEX 6. The second success was against a BQM-34A at a range of 76.5K yards. This success was also a special event test of DIMER fuel for the TALOS missile. Missile functioned properly in all respects, test number CLG5/45/DIMER 1.

CONFIDENTIAL

(C) The failure was during special event OST TA-14. The missile, a RIM-8D, self-destructed prior to predicted flight termination. Test number was CLG5/44/OST-1.

During the month of August, the Terminal A-7 AN/SSC-3 Shipboard Satellite Communication set was removed from the OKLAHOMA CITY and replaced by terminal A-3. Terminal A-7 was taken to Shore Electronics Engineering Activity, San Diego in order to install modification prior to deployment.

On Thursday 22 August 1968 the OKLAHOMA CITY was detached from operation "BEAD WELD", and proceeded independently to San Diego, arriving at her homeport the same day. She moored starboard side to berth LIMA, Naval Air Station, North Island, California.

The OKLAHOMA CITY had a technical repair availability period with USS SAMUEL GOMPERS (AD-37) during the rest of August. On 28 August she received an underwater hull inspection by USS SAMUEL GOMPERS.

In early September, the number three ship's service turbo generator was realigned due to high noise level in its reduction gears. All bearings were renewed and the high speed pinion journals were refinished.

Captain P. H. GUELFF, SC, USN, Force Supply Officer for Commander Cruiser-Destroyer Force, U. S. Pacific Fleet conducted the Annual Supply Inspection for OKLAHOMA CITY during early September and an overall grade of GOOD was assigned.

Also in September the USS OKLAHOMA CITY received a pre-deployment ordnance review for the purpose of evaluating the weapons capability of the ship. The subject review was conducted on 16, 17 and 18 September 1968 by the Naval Ordnance Systems Support Office, Pacific, San Diego. The following deficiencies were detected:

- (1) 6"/47 Turret
 - (a) Train oscillated 5 minutes in the automatic mode of operation.

- (2) 5"/38 gun mount
 - (a) Parallax oscillated 5 minutes in the automatic mode of operation.

 - (b) Right rammer did not retract properly.

CONFIDENTIAL

(c) Neither right hoist operated when the hoist was loaded.

(d) Both hoist fuse pots cut improper fuses.

Corrective action on the above discrepancies were begun immediately, reporting the status of the corrective action bi-weekly to Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

On 27 September ORDALT 6175 for the SPM-10C was installed by the ship's force with assistance from NOSSOPAC. The purpose of this ORDALT was to provide more consistent and accurate beam ride error and related phase measurements. Preparation of this ORDALT was authorized by the Naval Ordnance Systems Command.

The first distinguished visitor during the month of September was Commodore Than A. BALASINGAN, Chief of Naval Staff, Malaysian Navy. Other visitors included Commander Carrier Division THREE; Commander Carrier Division ONE; Commander Anti-Submarine Warfare Group FIVE; Commander Cruiser-Destroyer Flotilla ELEVEN; Commander Amphibious Force, Pacific Fleet; Commander Naval Air Forces, Pacific Fleet; Commanding General Fleet Marine Force, Pacific; Commander Anti-Submarine Warfare Group ONE; Commander Fleet Air San Diego; Commander Submarine Force, U. S. Pacific Fleet; Assistant Secretary of the Navy and Vice Chief of Naval Operations, Portuguese Navy.

On 30 September a traditional 15-gun salute was rendered in honor of the Vice Chief of Naval Operations, Portuguese Navy.

The month of October saw the OKLAHOMA CITY in another major Fleet Exercise and in feverish preparation for the forthcoming deployment.

During the period 1-8 October USS OKLAHOMA CITY was underway participating in FIRST Fleet Exercise "BEAT CADENCE". The exercise was conducted jointly with the Amphibious Ready Group/Special Landing Force and Surface Strike Force. In company with USS DUNCAN she conducted surface firing exercise at a target sled towed by USS SIOUX.

(C)Also during this period, five missiles were fired resulting in three successes and two failures.

CONFIDENTIAL

(C)The first of the missile firings was against a DE hull which was conducted on 4 October. The result of this firing at a range of 45.8K yards was a success. Visual observation by USS BAINBRIDGE (DLGN-25) revealed a large hole midship below the water line of the DE hull. At 1645 the same day the OKLAHOMA CITY maneuvered to take station with the USS MT. BAKER (AE-4) on base course 090°T and base speed 12 knots, in order to receive projectiles, powder, and 10 bottles of freon. Upon completion of the rearming OKLAHOMA CITY proceeded to rendezvous with USS TOLOVANA (AO-64) to refuel. From 2050 to 2236 on the 4th, she maneuvered on various courses at various speeds in order to stay on station and receive 61,682 gallons of fuel. OKLAHOMA CITY then proceeded to Operation Area 2822, steaming independently.

(C)On 7 October the remaining four missiles of STRIKEX "BEAT CADENCE" were fired. The first firing was special event evaluation of a DIMER missile. This firing was evaluated a success by Narrow Band Detector. The shot was made against an AQM-37 target drone, at a range of 63.7K yards. The second firing was evaluated as a failure. A faulty missile beam ride module caused the missile to shift to homing at electrical separation. Range of the firing was 35.6K yards. The third firing resulted in the destruction of a BQM-34A at a range of 24.5K yards. The final missile firing conducted resulted in a failure. Missile video was observed to pass through target video by AN/SPG-49A radar without warhead detonation. The missile was destructed 4 seconds after intercept.

The OKLAHOMA CITY was detached from Fleet Exercise "BEAT CADENCE", returning to her homeport to resume her restricted availability in preparation for deployment.

During the period 9 October - 6 November, a 45-ton air conditioning unit was installed in the messdecks, and a 15-ton chilled water air conditioner was installed in conjunction with the installation of the ULQ-6. A suggestion by Chief Warrant Officer KERSHNER led to adoption of SHIPALT K371 which initiated cross-connecting major chilled water air conditioning plants on CLG class ships.

A 750-kilowatt gas turbine generator was also installed as an auxiliary unit to increase the ship's electrical capability. The gas turbine has been in operation 1,000 hours since installation. Several electrical problems have arisen concerning the generator, but most have been solved, and work is continuing on the system.

Number 7 spring bearing had wiped for the third time in a six month period. Subsequently, the bearing pedestal was shaved down in order to more evenly distribute the weight of #4 shaft. The bearing was replaced, and has worked properly to date.

On 16 October, a flooded trunk was found by the sounding and security patrol. The flooding was caused by an open fire-main drain valve and was stopped in an hour. The space was de-watered in four hours.

An underwater hull inspection was conducted by the SAMUEL GOMPERS on 17 October.

In conjunction with the ULQ-6 system, a third 400HZ motor generator set was installed in the forward motor generator room.

By the end of October, all four boilers received a major overhaul including acid cleaning and boiling out. All fire-sides and watersides were cleaned. Boiler safety valves were overhauled, and deteriorated soot seals and expansion joints were replaced.

Fifteen major office spaces were modified, including the SEVENTH Fleet Communications/Ship's Communications Office, SEVENTH Fleet Operations Office, the Aerology Office and several other spaces. The ship's electric safety shop and power and lighting shop was replaced by the SEVENTH Fleet Awards Office. The port and starboard Flag Bridge wings, the Flag Bridge, the Warroom, Strike Operations Center, the Secret/Top Secret Office, and the Flag Pantry received major modification under government contract.

Two TSEC/KW-26 cryptographic units were installed in the Facilities Control area of Radio 1, increasing the total to four. KY-8 #4 was installed in the same area. An oblique ionospheric sounder receiver (UPR-2) was received from USS ENTERPRISE and installed in Facilities Control. A banked teletype (FGC-79) was also installed in Facilities Control after the removal of two teletype machines previously used for orderwires. Two VRC-46 VHF/FM transceivers were installed in Radio 4. All new installations were made to meet increased requirements upon assumption of duties as flagship for Commander SEVENTH Fleet. Operational evaluation was completed on terminal A-3 of SSC-3 and terminal A-3 and all spares were removed to USS KITTY HAWK.

A secondary termination was activated with NAVCOMMSTA Honolulu while still in port San Diego for the purpose of operator training. Primary termination with NAVCOMMSTA San Diego was maintained until 25 October and then dropped and primary termination remained with Honolulu until approximately 15 November.

Noteworthy amongst the deployment preparations was ordering and obtaining \$55,500 worth of new furnishings and related items for the rehabilitation of the spaces to be occupied by Commander SEVENTH Fleet and his staff. Temporary storage for the more than two hundred items was provided by the Supply Department at NAS North Island; thereby enabling ships force to install the items according to an orderly plan.

The month of October also saw the OKLAHOMA CITY with several major inspections. The first of these was the ORI inspection conducted during the period 1-10 October with RADM KINNEY, Commander Cruiser-Destroyer Flotilla ELEVEN as Chief Inspector. An overall grade of Satisfactory was assigned.

During the period 15-16 October an NTPI inspection team under the direction of Captain W. J. RUSCH, Jr., USN and composed of members designated by Commanding Officer, Nuclear Weapons Training Center, Pacific, conducted an NTPI inspection of the ship. The objective of the inspection was to evaluate the ability of OKLAHOMA CITY to perform her assigned weapons mission. An overall grade of Satisfactory was assigned.

The Navy Regional Finance Center at San Diego completed its on-sight audit of pay records. The principal discrepancy noted was lack of timeliness in processing travel claims, a situation which was caused by the large scale turnover of personnel just prior to deployment. Other discrepancies were of minor nature but were rapidly corrected.

On 25 October Commander FIRST Fleet shifted his flag from USS OKLAHOMA CITY to USS SAINT PAUL.

Distinguished visitors for the month included Commander Cruiser-Destroyer Flotilla ELEVEN, Commander Carrier Division ONE and Commander Cruiser-Destroyer Force, U. S. Pacific Fleet.

Before the crew realized it, it was November 7, and Western Pacific Deployment was no longer a plan--it was a reality. Those months of stateside drills, training and Fleet exercises passed and the crew bid farewell to sunny San Diego. It was going to be a long deployment but the crew looked forward to interesting new ports and better liberty. Eligible dependents were soon to join their husbands in the new homeport of Yokosuka.

While enroute, the small mess decks, on the evening of 10 November was the scene of the Marine Detachment's celebration of the Corps 193rd birthday. This was the second year OKLAHOMA CITY Marine Detachment commemorated the event at

sea rather than on the beach. In keeping with tradition, the annual cake cutting ceremony was held before the youngest and oldest Marines, PFC Robert L. FOWLER and 1st Sergeant Robert B. EIDEN respectively. The OKLAHOMA CITY Commanding Officer, Captain Wayne D. SURFACE, as guest of honor, cut the ceremonial cake brandishing a Marine Saber, and gave the first slice to 1st Sergeant EIDEN and the second to PFC FOWLER.

The morning of November 12 saw the OKLAHOMA CITY steam into Pearl Harbor, pass the Arizona Memorial, and moor portside to berth MIKE, U. S. Naval Station, Pearl. Many of her crew had never seen Hawaii and the two day stopover was spent enjoying the many beautiful scenes of the paradise of the Pacific. Many of the crew also took advantage of the beautiful weather and spent their time on the beautiful beach at Waikiki, swimming and relaxing under the sun.

While in port a casualty report was submitted on AN/SPG-49A missile fire control director number 5. The CW beam 6.3V power supply for the CW transmitter was inoperative due to moisture in UD 3622, and an inoperative transformer. This casualty resulted in a 50% reduction of the missile fire control system. The necessary parts were obtained and the casualty was restored later during the month.

OKLAHOMA CITY departed Pearl Harbor on November 13 enroute for Yokosuka. The entire voyage was marked with fair weather, which the ship took advantage of in continuing preparation for receiving Commander SEVENTH Fleet and his staff.

During the month of November, major lighting changes were made in the Warroom, Strike Operations Center and on the Flag Bridge. Other electrical modifications included the rearrangement of Flag Administration 40MC units, Flag Command 24MC units, installation of forty telephones and five special telephones.

Also, in order to provide recreational facilities for SEVENTH Fleet Staff, a bean bag court was constructed on the 03 level, amidships.

The OKLAHOMA CITY officially chopped into SEVENTHFLT on November 20th. She arrived at Yokosuka on 22 November and on 26 November, Vice Admiral W. F. BRINGLE broke his flag on board the OKLAHOMA CITY.

The last week of November and early December were spent in helping Commander SEVENTH Fleet and his staff settle on board. Included in this effort were procurement and stocking of many materials peculiar to the needs of the staff.

Distinguished visitors for the month were Admiral J. J. HYLAND, USN, Commander in Chief, U. S. Pacific Fleet, on 12 November while the ship was at Pearl Harbor, and RADM SMITH, Commander U. S. Naval Forces, Japan upon arrival in Yokosuka.

The OKLAHOMA CITY got underway on 2 December for her first Special Operations for Fiscal Year 1969 under the operational control of Commander SEVENTH Fleet. Enroute to Danang a casualty report was submitted on AN/SPG-49A missile fire control director number 6. The focus coil of the pulse transmitter was internally grounded. As the result of this casualty the pulse transmitter was inoperative and the missile fire control system experienced a 50% reduction in capability. The casualty was caused by insulation deterioration due to age. The casualty was restored by ship's force on 25 December 1968.

Also a casualty report was submitted on AN/SPW-2 missile fire control guidance radar number 1. The radar transmitter became inoperative due to shorted rectifier tubes. The missile fire control system capability was reduced to 50%. The necessary part was obtained and the casualty restored by ship's force on 12 December 1968.

At 0505, 6 December, a man overboard was reported to the bridge. BT3 Percy MICHEAUX, USN, 686 38 47 had jumped overboard while doing calisthenics on the fantail. MICHEAUX was a prisoner at the time as a result of a Special Court-Martial conviction. The morning calisthenics were a routine exercise required of prisoners on board the ship. The marine guard saw MICHEAUX jump over the rail and into the water and MICHEAUX was not seen again. An immediate search was made by the ship with the help of COMSEVENTHFLT's helo and P-2 and P-3 aircraft from Okinawa. Approximately four hours were spent in a futile search. At 0929 the search was terminated and the ship proceeded to Yankee Station.

Upon arrival at Yankee Station, Tonkin Gulf, the OKLAHOMA CITY rendezvoused with USS RANGER (CVA-61) and USS CORAL SEA (CVA-43) for helo operations after which she proceeded to Danang to provide gunfire support as a part of Task Unit 70.8.9.

On 8 December the USS OKLAHOMA CITY, in an undesignated operation, fired 247 rounds of 5"/38 HE and 33 rounds of 6"/47 HC in support of the 51st Regiment of the Army of the Republic of Vietnam (ARVN) and 2nd Brigade, Republic of Korea, Marine Corps (BDE ROK MC). Targets for the day included supply points and bunkers as well as harassment and interdiction fire. Gun damage assessment included nine structures destroyed and eight structures damaged. The results of the harassment and interdiction fire were unobserved. Spotting for OKLAHOMA CITY in support of the 51st ARVN was the Senior ANGLICO Officer in I Corps Tactical Zone, LCDR Russell AULT, USN.

On 9 December the OKLAHOMA CITY rearmed from the USS WRANGEL (AE-12). Both forward and aft rigs were utilized. During the rearming both ships were steaming on a base course of 081°T in the vicinity of Danang. 352-5" and 48-6" projectiles and 468-5" and 37-6" powder casings were transferred to the OKLAHOMA CITY.

After the rearming she returned to Danang and again, in an undesignated operation, fired 165 rounds of 5"/38 ammunition and 130 rounds of 6"/47 ammunition in support of the 51st ARVN and 2nd BDE ROK MC. Spotting for the 51st ARVN was I Corps NGLO "Afterburner 26 Oscar". Targets for the day included troops, bunkers, and structures. Gun damage assessment reported two VC killed in action, six structures destroyed, four structures damaged, three bunkers destroyed, and five bunkers damaged.

On 11 December 1968, OKLAHOMA CITY fired 230 rounds of 5"/38 ammunition and 159 rounds of 6"/47 ammunition in support of the 51st ARVN and 2nd BDE ROK Marine Corps. Spotting for the 51st ARVN was I Corps NGLO "Afterburner 26 Oscar" and spotting for the 2nd BDE ROK MC was "Past 26 Oscar". Targets for the day included bunkers, structures and harassment and interdiction fire. Gun damage assessment reported four bunkers destroyed, four bunkers damaged.

During the nights of 11-13 December OKLAHOMA CITY, fired 222 rounds of 5"/38 AAC harassment and interdiction fire in support of the 2nd BDE ROK MC. The harassment and interdiction fire was requested by I Corps NGLO "Past 26 Oscar". Gun damage assessment was unobserved.

On 13 December, USS OKLAHOMA CITY fired 58 rounds of 6"/47 ammunition and 84 rounds of 5"/38 AAC in support of the 2nd BDE ROK MC. "Past 26 Oscar" was the NGLO. Targets for the day included four Viet Cong Rice Catch Buildings, structures, and harassment and interdiction fire. Gun damage assessed was three buildings destroyed, five structures destroyed,

estimated four VC killed in action, one VC killed in action, confirmed by body count, four hundred pounds of rice destroyed, and one building damaged. OKLAHOMA CITY gun fire also destroyed five to ten meters of tree line, but the damage results of the harassment and interdiction fire were unreported.

On 14 December USS OKLAHOMA CITY fired 91 rounds of 6"/47 HC and 137 rounds of 5"/38 ammunition in support of the 2nd BDE ROK Marine Corps. "Past 26 Oscar" was the Naval Gunfire Liaison Officer. Targets for the day included twenty Viet-Cong buildings, structures, and bunkers. Harassment and interdiction targets were also included in the day's targets. Gun damage assessment included four VC killed in action confirmed by body count, one bunker damaged, four hundred pounds of rice destroyed, seven buildings destroyed, 6 structures destroyed, 4 buildings damaged, and 4 structures damaged. Results of the harassment and interdiction fire were unobserved.

On 15 December USS OKLAHOMA CITY, in an undesignated operation fired 46 rounds of 5"/38 HE ammunition in support of the 26th Marine Regiment. Harassment and interdiction targets were fired upon and the gun damage was unobserved.

While OKLAHOMA CITY was in the Combat Zone area she was visited briefly by Admiral J. J. HYLAND, Commander in Chief, U. S. Pacific Fleet who came aboard by helo on the 13th of December.

Finally on December 16, OKLAHOMA CITY departed the Combat Zone enroute Yokosuka, arriving at Fleet Activities, Yokosuka, 19 December. She was berthed at pier 10 where she was lighted up and well decorated, depicting the holiday season. The officers and men spent Christmas and New Year with families and friends.

From 21 December to 5 January 1969, the ship was also in a repair availability with both USS KLONDIKE (AR-22) and Ship Repair Facility, Yokosuka. During this availability period the ship completed the installation of it's seventy-five spot air conditioners. Major repair work was done on #2E fire pump, #9 and #10 forced draft blowers, #5 and #6 main feed pumps, and #3 fuel oil service pump.

On 24 December, the ship extended formal honors to Commander Self-Defense Fleet, Japanese Maritime Self-Defense Force who came aboard at 1005 for a brief visit with Vice Admiral BRINGLE.

After the holiday season was over the ship was again ready to take her place on the gunline off Vietnam in support of U. S. efforts. She got underway at 0828 on 6 January enroute for Yankee Station and Danang. Prior to getting underway, General Leonard F. CHAPMAN, USMC, Commandant of the Marine Corps, and Rear Admiral SMITH, Commander U. S. Naval Forces, Japan came aboard for official calls on Vice Admiral BRINGLE.

While enroute to Danang a casrept concerning MK 25 Gun Fire Control Radar was made. The casualty was caused by a cracked Flexible Wave Guide which caused RF energy to arc, thereby reducing RF output by more than 50%. As the casualty occurred in the only gun director on board, gun AAW and anti-ship capability was restricted. A repair part was ordered from Subic Bay, Naval Supply Depot. The casualty was repaired by 17 January 1969.

The OKLAHOMA CITY arrived at Danang on 11 January and provided gun fire support to the 7th and 26th Marines of the First Marine Division. The ship fired 72 rounds of 6"/47 HE ammunition. She departed Danang on the 12th enroute Yankee Station to conduct helo operations with units of Task Force 77. While enroute she refueled from USS PONCHATULA (AO-148). The refueling took place just east of Danang harbor and OKLAHOMA CITY took on 357,670 gallons of fuel. Following the refueling OKLAHOMA CITY proceeded north to Yankee Station. After completion of helo operations at Yankee Station she proceeded to South SAR Station where she rendezvoused with USS STERETT (DLG-31) for TALOS support operations. On 15 January she was released from SAR station operations and proceeded to Danang.

At 0800 on the 15th of January she commenced her approach on USS CACAPON (AO-52). OKLAHOMA CITY took on fuel in the usual method forward and aft. The total fuel taken on was 88,106 gallons. The ships completed the operation at 0945 and OKLAHOMA CITY proceeded to Danang. At 1133 just south of Danang harbor OKLAHOMA CITY was preparing for an NGFS mission when a body was sighted floating in the water off the star-board beam. At 1141 the motor whale boat was lowered to recover the body. At 1209 the body was placed aboard. The corpse was identified as a male caucasian. However there were no dog tags or other tangible identification. The body was badly decomposed due to considerable exposure to the elements. The body was later transferred to the Naval Hospital in Danang.

On 16 January OKLAHOMA CITY, in support of operation "Bold Mariner", fired 3 rounds of 5"/38 and 1 round of 6"/47 HC. NGLO CTF 76 requested the mission in support of force BLT 326. Bunkers were the targets and no gun damage assessment could be obtained due to heavy foliage.

That night, in support of the 26th Marine Regiment, she fired 9 rounds of 5"/38, 54 rounds of 5"/38 HC, and 18 rounds of 6"/47 HC on harassment targets provided by the 26th Marine Regiment NGLO "Impressive 26 Oscar". The results of the harassment firing were unobserved.

On 17 January OKLAHOMA CITY, in support of the 2nd BDE ROK Marine Corps, fired 36 rounds of 6"/47 HC and 4 rounds of 5"/38 WP. Targets provided by 2nd BDE ROK Marine Corps NGLO consisted of bunkers. Gun damage assessment reported two bunkers destroyed and two bunkers damaged.

On the nights of 17-18 January she fired 20 rounds of 5"/38 ammunition and 50 rounds of 6"/47 ammunition.

Results of the gun damage assessment were two bunkers destroyed and a silencing of automatic weapons twice. This firing mission was in support of the 51st ARVN.

The gun line routine was interrupted on the 17th long enough to take on provisions and stores from USS PROCYON (AF-61). The underway replenishment took place in the vicinity of Danang Harbor and even though it was the first such replenishment performed by OKLAHOMA CITY during her current deployment, the operation was smooth and there were no casualties. 50,000 pounds of stores were received.

Upon completion of the underway replenishment she returned to Danang to continue her gunfire support mission.

OKLAHOMA CITY was proceeding south of Danang on a gunfire mission on 18 January when she ran aground on a sandbar at 0924. The position at the time of grounding was 15°15'30"N, 108°241.7'E approximately 2,000 yards Northeast of the Song Cua Dai River entrance. At 1556 the ship was extracted with the assistance of USS RECLAIMER (ARS-42), the commercial tug COMMANCHE, and YTB 779. No damage occurred other than a broken pit sword and shorted fathometer transducer. OKLAHOMA CITY continued her gunfire mission after she was extracted and on 19 January in support of the 26th Marine Regiment fired 120 rounds of 5"/38 ammunition. During the nights of 19-20 January 1969, she fired 13 rounds of 5"/38 illumination. The harassment targets were provided by the 26th Marine Regiment NGLO "Impressive 26 Charlie". The gun damage was unobserved on these harassment targets.

On 20 January 1969, a casualty report was submitted on AN/SPW-2 missile fire control system guidance radar number 2. The radar transmitter was inoperative due to faulty transformer and capacitor. This casualty reduced the missile fire control system capability to 50%. The casualty was restored by ship's force on 29 January 1969.

Also, on the same day, in support of the 26th Marine Regiment, OKLAHOMA CITY fired 84 rounds of 5"/38 HC, 24 rounds of 6"/47 HC and 19 rounds of 5"/38 illumination ammunition on harassment targets provided by the 26th Marine Regiment NGLO "Impressive 26 Charlie". The results of the gun fire were unobserved.

The following day in support of the same Marine Regiment, 41 rounds of 5"/38 HC were fired. The harassment target was provided by the 26th Marine Regiment NGLO "Impressive 26 Charlie". The spotter was unable to observe gun damage on target at the time of firing. The ship interrupted her firing mission to refuel from USS NECHES. The ships were approximately 10 miles east of Danang Harbor. OKLAHOMA CITY received 196,483 gallons of fuel and some spare parts for her helo. The ships also exchanged movies. Following the refueling OKLAHOMA CITY headed back into the harbor.

On 22 January OKLAHOMA CITY left Danang Harbor enroute south for NGFS just south of Danang. She rendezvoused with USS MOUNT BAKER (AE-4) and received 455-5" projectiles and 308-5" powder casings. MT. BAKER also transferred one sailor to OKLAHOMA CITY via high line. After rearming, she fired 126 rounds of 5"/38 ammunition for the 26th Marine Regiment.

On 23 January OKLAHOMA CITY departed the gunline enroute Subic Bay, Philippines. She arrived at Subic Bay Naval station on 25 January and went into repair availability with both USS GOMPERS (AD-37) and Ship Repair Facility, Subic Bay. She received an underwater hull inspection by Ship Repair Facility personnel. The pit sword and fathometer transducer were replaced. Also during the month, a 35 square foot section was added to both wings of the bridge and a captain's chair was placed on each of the new wings. A major alteration to the ship's firemain system included approximately forty cuts for the installation of spot air conditioning units and the complete removal of fireplug 1-42 in order to accommodate the installation of an air conditioning unit in passageway A-103-ACEL.

Also in January, the thrust bearing on #3 ship's service turbo generator was wiped. The bearing was replaced, and a new reduction gear and pinion set were installed at the same time. Number 2 and number 4 main feed pumps, and number 1 fire and flushing pump received major repairs.

On 30 January 1969 OKLAHOMA CITY reported a casualty in the Mark 25 MOD 3 Radar, Radar Signal Processing Evaluator. The casualty did not lessen the ability of OKLAHOMA CITY to continue on assigned special operations. The casualty did, however, reduce target acquisition capabilities. The Gun Director was no longer capable of Automatic Target Acquisition. Anti-Jam capabilities were also reduced. A replacement part was ordered from Subic Bay Naval Supply Depot. The part was received and the casualty was quickly repaired by 1 February 1969.

The repair availability in Subic was not all work. The crew enjoyed the early liberties allowed and the many recreational facilities provided by Subic Bay Naval Station. The ship was visited by RADM COMBS, RADM BIERI and RADM BONNER who came aboard to make official calls on COMSEVENTHFLT. During her inport in Subic she was visited by RADM BAGLEY, her former Commanding Officer.

During the first few days in February, the ship's JP-5 system was overhauled. The JP-5 purifier forward received major overhaul and modification. A second purifier was installed in the after pump room.

On 3 February 1969 the ship got underway from Subic Bay enroute Hong Kong, B.C.C. She arrived in Hong Kong on 4 February where she spent five days launching her people-to-people program. During her inport period in Hong Kong OKLAHOMA CITY was visited by Commodore Hong Kong and the American Consul General who were given full honors. After much fun and shopping the ship departed the British Crown Colony on 10 February leaving behind many new friends.

On 12 February 1969 at 1327 USS OKLAHOMA CITY made her approach to USS PICTOR (AF-54) to receive stores. The ships were on course 315°T in the vicinity of Danang Harbor, where OKLAHOMA CITY was engaged in NGFS. At 1711, approximately 15 miles north of Danang Harbor, OKLAHOMA CITY began refueling from USS PLATTE (AO-24), employing the wire high line method forward and aft. At 1900 OKLAHOMA CITY was clear of USS PLATTE (AO-24) after receiving 298,014 gallons of fuel oil.

On the same day in support of the 26th Marine Regiment, she fired 20 rounds of 6"/47 HC ammunition. Seventeen rounds of 5"/38 illumination and 81 rounds of 6"/47 ammunition were fired at harassment targets provided by the 26th Marine Regiment NGLO "Gunsmoke 26".

On 13 February she fired 93 rounds of 5"/38 ammunition and 19 rounds of 6"/47 on an area reported to have Viet Cong movement activities.

During the night she fired 48 rounds of 6"/47 HC, 102 rounds of 5"/38, and 20 rounds of 5"/38 illumination ammunition on harassment targets provided by the 26th Marine Regiment NGLO "Gunsmoke 26". The 7th Marine Regiment NGLO "Date Palm" also spotted harassment targets for the "OK CITY" guns. Thirty two rounds of the 6"/47 HC and 46 rounds of 5"/38 HC were fired in support of the 7th Marine Regiment.

On 14 February she fired on preparatory targets consisting of two well used trails and a possible Viet Cong Camp. One hundred eighteen rounds of 5"/38 HE ammunition were fired.

During the night 20 rounds of 5"/38 illumination, 72 rounds of 6"/47 HC, and 162 of 5"/38 were fired on harassment targets.

At 0634 on 15 February OKLAHOMA CITY and USS MT BAKER (AE-4) began setting up a burton rig aft and a modified house-fall rig forward between the two ships. The ships were 2 1/2 miles from Danang Harbor and were steering a course of 315°T. OKLAHOMA CITY rearmed from USS MT BAKER (AE-4) and during this time exchanged movies. The ship received 523-5" and 261-6" projectiles and 429-5" and 225-6" powder casings.

After rearming from MT BAKER she returned to the gunline to resume her NGFS. She fired 34 rounds of 6"/47 HC on enemy base camps in support of the 26th Marine Regiment. Assessed gun damage consisted of two secondary fires, and tunnels uncovered and interdicted.

During the night 164 rounds of 6"/47 ammunition and 127 rounds of 5"/38 ammunition were fired on harassment targets.

On 16 February, at 2048 OKLAHOMA CITY was on station alongside USS VESUVIUS (AE-15) for rearming using the burton and modified housefall rigs. She was in transit from Danang Harbor to Yankee Station. At 2244 the rearming was completed. During this time, OKLAHOMA CITY received 304-5" and 312-6" projectiles and 546-5" and 324-6" powder casings. Movies were also exchanged.

After rearming she returned to Danang again to continue support of the 26th Marine Regiment. She fired 56 rounds of 6"/47 HC on a batallion size unit constructing bunkers, fox holes and trenches. In addition 56 rounds of 6"/47 HC and 40 rounds of 5"/38 HC were fired on harassment targets.

Another refueling took place on 17 February 1969 in the vicinity of Yankee Station while on Special Operations. The refueling ship was USS HASSAYAMPA (AO-145), and the base

course and speed were 330°T and 12 knots, respectively. The two rigs were hooked up forward and aft at 1730, and pumping commenced at 1732. At 1808 USS HASSAYAMPA (AO-145) completed pumping, and a total of 135,812 gallons of fuel oil had been taken aboard. Cigarettes were received aft.

On 18 February OKLAHOMA CITY, in support of the 1st ARVN in operation "Nevada Eagle", fired 69 rounds of 6"/47 HC as harassment fire and at bunker targets.

At 0930, 19 February OKLAHOMA CITY commenced its approach to USS TALUGA (AO-62) for refueling. The ships were located in the Gulf of Tonkin and on a base course of 133°T. By 1033, 85,000 gallons of fuel oil were taken aboard using both the forward and aft fueling stations. The underway replenishment was completed at 1046. Upon completion of replenishment she returned to Danang to continue gunfire support of 1st ARVN in operation "Nevada Eagle". She fired 30 rounds of 6"/47 HC and 18 rounds of 5"/38 HE.

On 20 February OKLAHOMA CITY, in support of operation "Nevada Eagle" and 1st ARVN, fired 152 rounds of 5"/38 ammunition and 28 rounds of 6"/47 ammunition. 1st ARVN NGLO "Afterburner 26 Delta" directed "OK CITY" guns on targets such as suspected enemy positions, storage areas; rice and ammunition, base camps, and bunkers. One secondary explosion, secondary fire, and a well covered target area were the results of the day's firing mission.

That night, harassment targets were blasted by the guns of the "OK CITY". Ninety-six rounds of 6"/47 HC, 192 rounds of 5"/38 HC, and 12 rounds of 5"/38 illumination supported both the 7th Marine Regiment and the 26th Marine Regiment.

Gunfire support was shifted from 1st ARVN to the 5th Marine Regiment operation "Taylor Common" on 21 February. One round of 6"/47 HC and 12 rounds of 5"/38 HC were fired on a bunker. No gun damage assessment was received.

That night harassment targets were blasted expending 219 rounds of 6"/47 ammunition and 246 rounds of 5"/38.

On 22 February 1969 OKLAHOMA CITY rearmed from USS MT BAKER (AE-4) off the coast of Vietnam near Danang. A base course of 070°T was set. OKLAHOMA CITY was in between Naval Gun Fire Support missions in Danang Harbor. By employing both forward and aft rigs, 592-5" and 120-6" projectiles and 623-5" and 250-6" powder casings were brought aboard. Upon completion of rearming, OKLAHOMA CITY proceeded to Yokosuka. While enroute, she was diverted back to Vietnam on the 23rd to help counter the TET offensive.

On the 24th after returning to the Gunline, OKLAHOMA CITY in support of the 26th Marine Regiment, fired 60 rounds of 5"/38 HC and 12 rounds of 6"/47 HC.

On 25 February OKLAHOMA CITY refueled while at Special Operations in the Gulf of Tonkin. At 0815 the rigs forward and aft were hooked up with USS NECHES (AO-47) and OKLAHOMA CITY began receiving fuel. She also received freon and sent over empty brass. Replenishment was conducted on base course 314°T and base speed 12 knots. At 0958 OKLAHOMA CITY was clear of USS NECHES (AO-47) and had received 329,646 gallons of fuel oil. She proceeded to intercept USS CHARA (AE-31) in order to rearm. At 1024 OKLAHOMA CITY made her approach. The two ships used 135°T as a base course and 12 knots as a base speed for rearming. She received 192-5" and 498-6" projectiles and 273-5" and 502-6" powder casings. They broke away from each other at 1205 hours and OKLAHOMA CITY proceeded to station in Danang Harbor.

That night she fired harassment missions in support of both the 26th Marine Regiment and the 7th Marine Regiment. One hundred forty seven rounds of 5"/38 ammunition and 111 rounds of 6"/47 ammunition were fired onto harassment targets.

While remaining near Danang Harbor OKLAHOMA CITY received a vertical replenishment from USS NIAGARA FALLS (AFS-3). It was the first vertical replenishment for the ship during the year and the ship's shutter bugs took advantage by taking pictures from all possible angles. The replenishment commenced at 1352 on the 26th of February when flight quarters was sounded, and the first stores were received. There were 56 loads (40,000 pounds) of goods received and eight loads of pallets and nets taken away. At 1558 OKLAHOMA CITY secured from flight quarters. The tired crew was happy to see new provisions and the first replenishment was accomplished without a single accident. At sunset OKLAHOMA CITY turned toward the harbor once again to resume her gunfire support mission. During the nights of the 26th and 27th of February, she fired 133 rounds of 5"/38 HC ammunition and 113 rounds of 6"/47 HC which were directed onto harassment targets by the 26th Marine Regiment.

During the day of the 28th OKLAHOMA CITY fired 138 rounds of 6"/47 HC at harassment targets and a suspected enemy rocket site resulting in a possible secondary explosion. Having expended more ammunition, OKLAHOMA CITY departed Danang Harbor for a few hours to rearm from the USS CHARA (AE-31). More 5" and 6" projectiles and powder casings were brought aboard. During this rearming an injured man, ASWORTH, BM3, USN was

high lined to the OKLAHOMA CITY where he was properly treated by the ship's doctor and later transferred to the Naval Hospital. After rearming from USS CHARA, OKLAHOMA CITY proceeded to USS TOLOVANA (AO-64), from whom she began refueling at 1710. She received 131,000 gallons of fuel oil while steaming on a base course of 207°T. She also transferred some empty brass. At 1838 hours OKLAHOMA CITY was clear of USS TOLOVANA and returned to Danang Harbor for more gunfire support missions. As soon as she arrived in the harbor she received her missions and expended 126 rounds of 5"/38 ammunition, and 63 rounds of 6"/47 HC at suspected enemy activity areas that night.

While on the gun line OKLAHOMA CITY was privileged to pause from her firing missions in order to render honors to Admiral J. J. HYLAND, Commander in Chief, U. S. Pacific Fleet.

The first and second of March saw the OKLAHOMA CITY participating in operation "Eager Pursuit" in support of the 2nd Battalion of the 26th Marine Regiment. Ammunition expended included 139 rounds of 6"/47's and 97 rounds of 5"/38's pounded onto enemy rocket launching sites and infiltration routes.

Gunfire support mission was again interrupted on 3 March in order to rearm from USS FIREDRAKE (AE-14). A total of 478-5" and 364-6" projectiles and 506-5" and 301-6" powder casings were brought aboard. After rearming OKLAHOMA CITY returned to Danang Harbor, where once again she took part in "Eager Pursuit" and fired approximately 156 rounds of 5"/38 and 148 rounds of 6"/47 ammunition. Targets included suspected enemy movement, possible bunkers, possible enemy mortar sites and suspected enemy observation posts.

The long and tiring days for the ship's crew on the gunline ended on 4 March when OKLAHOMA CITY was ordered to get underway and proceed to her homeport. It was a long two months period away from home and the crew looked forward for a happy reunion with families and friends. While enroute for Yokosuka, she came alongside TALUGA (AO-62) and kept station with base course and base speed being 340°T and 12 knots, respectively in order to refuel. OKLAHOMA CITY received 92,499 gallons of fuel oil and also transferred empty brass.

OKLAHOMA CITY arrived in Yokosuka 8 March. The ship was put into repair availability with Ship Repair Facility, Yokosuka, Japan during her short inport period. The ship's number 3 service turbo generator received complete overhaul. The forced draft blower throttles on number 3 and number 4 boilers were overhauled and the front wall of the superheat furnace and the deck front wall of the saturated furnace of the number 3 boiler were replaced.

The short inport period also saw OKLAHOMA CITY rendering full honors for the Commandant Regional District, Japanese Self-Defense Fleet who came on board on the 17th of March for a brief call on Vice Admiral BRINGLE. Other distinguished visitors to the ship were: RADM BEHRENS, RADM SMITH, RADM LONG, RADM MOORE, and Admiral KIM, Chief of Naval Operations, Korea.

After the short inport period OKLAHOMA CITY again got underway enroute for Kaohsiung. The ship entered the harbor of Kaohsiung in Southern Taiwan on 31 March. This second largest city and leading port of the Republic of China was to be the OKLAHOMA CITY's host for three busy and exciting days. Events literally started with a "bang". Upon entering the wind and rain swept harbor, the ship exchanged a 21-gun salute as the Chinese and embarked SEVENTH Fleet bands played rousing marches. The wet weather did not dampen either the enthusiasm of the crowd nor the ceremony of the many civil and military authorities on the pier who came to greet the ship.

During her stay, OKLAHOMA CITY lived up to her role as good will ambassador. "Handclasp" gifts of medicine, educational material and toys were presented to the Kaohsiung Baptist Polio Home and special contributions were bestowed upon the Sisters of Saint Paul for the construction of a new dormitory. Special tours and luncheons were provided for local dignitaries, military academy students, and Boy and Girl Scouts. Over 4,000 people from all walks of life visited and toured the ship.

OKLAHOMA CITY got underway at 0900, 3 April 1969 enroute Yankee Station arriving the morning of 5 April. After conducting helo operations with units of Task Force 77, OKLAHOMA CITY departed Yankee Station for Danang Harbor. Arriving at Danang Harbor the evening of 5 April, OKLAHOMA CITY became a part of Task Unit 70.8.9 and again commenced her gunfire support mission that would last until the 16th of the month. Each night of this period OKLAHOMA CITY was in Danang Harbor providing harassment fire for the 26th Marine Regiment, First Marine Division. On 7, 8, 10, 13 and 14 April OKLAHOMA CITY provided gunfire support in the vicinity of Danang in support of operation "Muskogee Meadows" and the 5th Marine Regiment. On 15 April the ship supported Operation "Victory Dragon TEN", firing for the 2nd Brigade, Republic of Korea Marines.

During the day of 12 April OKLAHOMA CITY provided gunfire support for the 26th Marine Regiment, First Marine Division, at a point north of Danang. Over 805 rounds of 5"/38 and 1,228 rounds of 6"/47 ammunition were expended during the period 5-16 April. Fires were directed onto enemy activities which resulted in damages to approximately 19 bunkers, several secondary explosions and fires, over 100 meters of tree line destroyed and over 100 meters of trench line destroyed.

While on the gunline OKLAHOMA CITY conducted numerous helo operations and underway replenishments. On 11 April her gunfire mission was interrupted in order to rendezvous with USS CHARA(AE-31) for rearming. The rearming took place in the vicinity of Danang Harbor. She received 624-5" and 600-6" projectiles and 624-5" and 551-6" powder casings from the USS CHARA. The firing mission was also interrupted on 13 April in order to refuel from USS TOLOVANA (AO-64). She received 159,528 gallons of fuel from USS TOLOVANA. Having expended most of her ammunition, OKLAHOMA CITY again left the gunline for a brief period of time to rearm from the USS MAUNA KEA (AE-22). The rearming took place just outside Danang Harbor entrance on 14 April. The rearming was completed in the early afternoon. One hundred twenty 5" and 744-6" projectiles and 702-5" and 764-6" powder casings were received aboard.

Departing Task Unit 70.8.9 on 16 April OKLAHOMA CITY proceeded to Yankee Station where she conducted helo operations with units of Task Force 77. She then departed Yankee Station in company with USS ENTERPRISE (CVAN-65), USS CHICAGO (CG-11), USS TICONDEROGA (CVA-14), USS MEREDITH (DD-890), USS PERRY (DD-844), USS GURKE (DD-783) and USS WEEKS (DD-701) for operations in the Sea of Japan as a part of Task Force 71. The ship conducted helo operations enroute. On 18 April OKLAHOMA CITY became a unit of Task Group 71.4 with ENTERPRISE, GURKE, McCORMICK and WEEKS.

Enroute the Sea of Japan, OKLAHOMA CITY pulled along the starboard side of USS SACRAMENTO (AOE-1) for the purpose of refueling and replenishing supplies. This was accomplished on 19 April and the ship received 220,699 gallons of fuel and 35,000 pounds of frozen food and dry goods. The operation took two hours.

On 20 April OKLAHOMA CITY arrived in the Sea of Japan and commenced providing Anti-Air Warfare defense for Task Force 71. On 22 April, while on picket station, OKLAHOMA CITY refueled USS GURKE (DD-783).

On 23 April in the Sea of Japan, OKLAHOMA CITY refueled from USS HASSAYAMPA (AO-145). The refueling began at 0830. The ship received 250,392 gallons of fuel. Ship's movies were also exchanged.

On the 26th of April the OKLAHOMA CITY rendezvoused with USS SACRAMENTO (AOE-1) for refueling. Both ships were involved in Special Operations in the Sea of Japan. In addition to receiving 62,183 gallons of fuel the SACRAMENTO also transferred two new TALOS missiles to OKLAHOMA CITY and was sent

two old TALOS missiles from the OKLAHOMA CITY. In the process of transferring missiles, one was dunked in the sea but was successfully recovered by the SACRAMENTO. Following the transfer the OKLAHOMA CITY proceeded enroute special operations in the Yellow Sea.

In the evening of 26 April OKLAHOMA CITY was detached from Task Force 71 and was ordered to proceed to her homeport. She arrived at her homeport, Yokosuka, Japan on the afternoon of 28 April and remained in port for the remainder of the month.

During her repair availability with Ship Repair Facility, Yokosuka from 26 April - 11 May, a vent system was installed from ECM to Radio number 4. Also, all the bearings in the number 4 reduction gear were pulled out and inspected and all reduction teeth were stoned. Major repairs were completed on number 1 fuel oil transfer pump, number 3 fire and flushing pump, and number 2 fuel oil service pump.

Distinguished visitors during the month of April included Vice Admiral SMITH, Commander Amphibious Forces, U. S. Pacific Fleet and Rear Admiral BEHRENS, Commander Amphibious Forces SEVENTH Fleet.

USS OKLAHOMA CITY remained in her homeport of Yokosuka, Japan until late morning of 12 May. She got underway from berth 10 Fleet Activities, Yokosuka and proceeded independently to Manila, Republic of the Philippines arriving there on the morning of the 16th.

During her three day visit to the capital city of the Republic of the Philippines OKLAHOMA CITY hosted a wardroom and general mess luncheon for local dignitaries. On 18 May the ship was opened for general visiting with special group visiting conducted on the 19th. Fair weather and the friendliness of the city populace afforded the ship's crew a wonderful time and the making of many new friends. Another successful people-to-people program was accomplished.

The OKLAHOMA CITY departed Manila on the morning of the 19th enroute Danang, arriving Danang on the 21st of May. She became a part of Task Unit 70.8.9 again and during the period 21-22 May she fired 72 rounds of 6"/47 HC and 9 rounds of 5"/38 AAC.

On 22 May a casualty report was submitted on the ARM ship position input computer (SPIC). The computer's tape reader would not operate and upon repair of the reader the computer operation indicated inoperative memory locations. Missile fire control system lost TALOS Anti-radiation missile capability

as the result of the casualty. NSMSES provided a SPIC Engineer to assist ship's personnel in repairing the unit. The casualty was restored on 2 June 1969.

While in the vicinity of Danang Harbor USS OKLAHOMA CITY refueled from USS TALUGA (AO-62). At 0108 on 23 May the two ships were on a base course of 315°T and a base speed of 12 knots. At 0242 USS OKLAHOMA CITY was pulling away from USS TALUGA (AO-62) and heading for Yankee Station in the Gulf of Tonkin. She had received 150,035 gallons of fuel oil. After refueling she returned to the vicinity of Danang and during the night she harassed suspected enemy activities with 140 rounds of 5"/38 HC and 60 rounds of 6"/47 HC.

On Saturday, May 24th, OKLAHOMA CITY took a brief break from her gunfire support duties, and was honored by a visit from the Secretary of the Navy, the honorable John A. CHAFEE. The Secretary made the call as part of a five day tour of Navy and Marine Corps units operating in I Corps Tactical Zone and on Yankee Station off the coast of Vietnam.

Following a luncheon with Vice Admiral BRINGLE, Mr. CHAFEE was escorted on a tour of the main deck, missile house, CPO mess and the bridge. During his time aboard, the Secretary met and spoke with several members of the crew from the state of Rhode Island, of which he is a former governor.

In the afternoon of the 25th she departed the gunline to rearm from USS MAUNA KEA (AE-22). The ships rendezvoused just east of Danang Harbor at 1300. MAUNA KEA transferred 528-5" and 216-6" projectiles, 896-5" and 270-6" powder casings. Total time for the rearming was one hour and 50 minutes.

After rearming she returned to the gunline where she fired at targets designated by 26th Marine Regiment Naval Gunfire Liaison Officer. During the night she fired 136 rounds of 5"/38 HC and 60 rounds of 6"/47 HC at points designated to harass the enemy.

OKLAHOMA CITY continued to provide gunfire support to the 26th Marine Regiment and on 26 May she fired 196 rounds of 5"/38 HC and 8 rounds of 5"/38 White Phosphorous. 26th Marine Regiment, Naval Gunfire Liaison Officer "Lunchmeat 26 Oscar" designated targets as sniper positions and a North Vietnamese Army Base Camp. Two secondary explosions were inflicted upon the sniper positions and "good coverage" was assessed to NVA Base Camp as a result of "OK CITY" Naval Gunfire Support.

On the same day a casualty report was submitted on AN/SPG-49A Missile Fire Control Director Number 5. The CW transmitter was inoperative due to a faulty U.D. 3627, 60 volt power supply. This casualty reduced the missile fire control capabilities to 50%. The USS CHICAGO (CG-11) exchanged a good U.D. 3627 for one defective unit. Their assistance was greatly appreciated since USS OKLAHOMA CITY was experiencing great difficulty in obtaining a U.D. 3627 for the ship through normal supply channels.

Later in the afternoon of the 26th she refueled from USS TAPPAHANNOCK (AO-43) on a base course of 310°T and a base speed of 12 knots. The USS TAPPAHANNOCK (AO-43) pumped over 131,591 gallons of fuel oil in a matter of 1 hour and 12 minutes. The USS OKLAHOMA CITY also received 2 medical patients by highline aft and general supplies aft by burton rig.

She later returned to Danang and on the 27th participated in operations "Pipestone Canyon" and "Dragon Victory II". She fired 71 rounds of 6"/47 HC in support of the 2nd BDE ROK Marine Corps, two bunkers were destroyed and five others damaged. She also fired 102 rounds of 5"/38 HC and 62 rounds of 6"/47 HC at harassment targets in support of the 26th Marine Regiment.

On 28 May the OKLAHOMA CITY rearmed from the USS PARICUTIN (AE-18). At 1600 she pulled along the port side of PARICUTIN and commenced receiving pallets of ammunition forward and powder aft. A total of 268-5" projectiles, 229-6" projectiles, 429-5" powder casings and 144-6" powder casings were received. After rearming she again returned to the gunline and participated in operations "Dragon Victory II" and "Pipestone Canyon" in support of the 2nd BDE ROK MC. Naval Gunfire Liaison Officer "Drop Plate 26 Oscar" designated targets as bunkers and tree line. One hundred thirty nine rounds of 6"/47 HC fired resulted in one large secondary explosion, 11 bunkers destroyed, six bunkers damaged and 200 meters of tree line destroyed.

Fifty rounds of 6"/47 HC were also fired during the night to harass the enemy.

Operations with "Dragon Victory II" and "Pipestone Canyon" continued through 29 May, adding 89 more rounds of 6"/47 HC at enemy bunkers, structures, and bunker complexes.

During the night, the enemy was harassed with 104 rounds of 5"/38 HC and 60 rounds of 6"/47 HC.

During a break in NGFS in Danang Harbor on 29 May 1969, the OKLAHOMA CITY was on station along the starboard side of USS NAVASOTA (AO-106) for refueling. The ships were on a base speed of 12 knots. The ship took on 140,812 gallons of NSFO and 4,690 gallons of JP-5. The refueling detail was secured at 1806 when the ship cleared USS NAVASOTA.

Aside from the visit of Secretary of the Navy, Honorable CHAFEE, the ship was also honored during the month by visits from Admiral J. J. HYLAND, CINCPACFLT, RADM RAMSEY, RADM SCHAFFER, RADM RAMAGE, RADM BEHRENS and RADM FLANNIGAN.

Despite her heavy schedule on the gunline, the OK CITY continued her routine maintenance and repair and by the end of May, sixty-seven spot air conditioning units varying in capacity from 3 tons to 7 1/2 tons were installed throughout the ship.

The OKLAHOMA CITY departed the Vietnam War en route the exotic seaport of Singapore, the Lion City. She arrived in Singapore the morning of 2 June and commenced a four-day visit. The ship was moored at HMS TERROR, British Naval Base. The following day VADM O'BRIEN, and RADM M. D. KYRLE, both British Navy; Sir Duncan WATSON, Political Advisor to VADM O'BRIEN; Mr. W. H. BRUNS, Charge D' Affairs, U. S. Embassy; Mr. Andre SELLIEZ, Belgium Charge D' Affairs; Mr. J. W. ZEIR, New Zealand High Commissioner and Mr. Woon Wah HSIANG, Mayor of Jurong made a brief visit to the ship to call on Vice Admiral BRINGLE.

The ship hosted approximately 70 guests for Wardroom and general mess luncheons. Everyone enjoyed the outstanding meal and all concerned departed with better knowledge and understanding of each others customs.

Special group visiting was also provided and the ship's crew enjoyed many sporting events with the local citizens.

The short visit ended when the ship got underway on the 6th for special operations. Enroute Danang, the ship turned south to cross the Equator and to initiate the Slimy Pollywogs which comprised approximately 90 percent of the ship's crew.

OKLAHOMA CITY crossed the equator at 1710 on the 6th at Latitude 0000°, Longitude 105°E, Course 108°T, Speed 21 knots. Davey Jones arrived on board at 1933 and departed at 1937.

Initiation of the pollywogs commenced at 0800, 7 June and was completed early in the afternoon. OKLAHOMA CITY proceeded to Danang arriving in Danang Harbor on 9 June.

While cruising independently in the vicinity of Danang Harbor, USS OKLAHOMA CITY rearmed on the port side of USS MAZAMA (AE-9) on base course 305°T and base speed 12 knots. Mail was received from the underway replenishment ship and retrograde was transferred to it. The ship took on 276-5" and 432-6" projectiles and 273-5" and 432-6" powder casings from the USS MAZAMA. At 0931 USS OKLAHOMA CITY cleared the underway replenishment ship.

After rearming, OKLAHOMA CITY participated in operation "Pipestone Canyon". She fired 33 rounds of 6"/47 HC at a tunnel complex in support of the 1st Marine Regiment. Naval Gunfire Liaison Officer "Bad Actor 26 Oscar" reported two bunkers damaged. During the night she fired 107 rounds of 6"/47 HC at harassment targets. Damage was not assessed.

A second vertical replenishment took place on 10 June 1969. OKLAHOMA CITY was just outside Danang Harbor on a course of 321°T when the USS MARS (AFS-1) began the replenishment. Forty thousand pounds of goods were transferred in 28 flights to the OKLAHOMA CITY. After the vertical replenishment the OKLAHOMA CITY returned for NGFS.

She continued to participate in operation "Pipestone Canyon". This time she fired 290 rounds of 6"/47 HC preparatory fire supporting the 1st Marine Regiment and 2nd BDE ROK MC. Later four rounds of 6"/47 HC were fired, in support of the 1st Marine Regiment at a harassment target.

While enroute from NGFS from a point South of Danang to Yankee Station on 11 June 1969, USS OKLAHOMA CITY was on station along the port side of USS PONCHATOULA (AO-148) for refueling. The base course was 000°T and base speed was 12 knots. The ship transferred empty powder cases to USS PONCHATOULA (AO-148) while taking on fuel. Two hundred thirty three thousand, six hundred ninety six gallons of NSFO were taken on board during the underway replenishment. At 2037, USS OKLAHOMA CITY cleared the underway replenishment ship and changed course to 325°T.

On the morning of 12 June 1969 the COMSEVENTHFLT helicopter, Blackbeard I, made its 500th landing on the fantail. The ship was at Yankee Station in the vicinity of the USS CHICAGO (CG-11). The pilot was LCDR SMITH and one of the passengers was VADM W. F. BRINGLE. On the evening of the same day at 1919, the ship took station on the port side of USS VIRGO (AE-30) for rearming. The base course was 150°T and the base speed was 12 knots. OKLAHOMA CITY transferred movies and retrograde to USS VIRGO and took on ammunition. Three hundred 6" projectiles and 126-6" powder casings were transferred to the ship. The underway replenishment ship cleared at 2045.

On 13 June 1969 in the vicinity of Danang Harbor, USS OKLAHOMA CITY rearmed from USS FIREDRAKE (AE-14). The ship took on 288-6" projectiles and 288-6" powder casings from the underway replenishment ship. The ship sent pallets to USS FIREDRAKE and received movies. At 1319 USS OKLAHOMA CITY cleared the underway replenishment ship. This was the last rearming for Fiscal Year 1 July 1968 to 30 June 1969, a year in which USS OKLAHOMA CITY took on totals of 7,316-5" and 5,846-6" projectiles and 7,831-5" and 5,504-6" powder casings.

During the Fiscal Year, OKLAHOMA CITY fired 5,723 rounds of 6"/47 and 6,419 rounds of 5"/38. Damage assessment included 82 bunkers, 126 structures, 430 meters of tree line, 135 meters of trench lines destroyed, 9 secondary explosions, 5 secondary fires, and 6 trail junctions damaged. Seven VC were confirmed killed and four VC probably killed.

Enroute for her homeport, Yokosuka from Danang Harbor on 14 June 1969, USS OKLAHOMA CITY took station on the port side of USS PONCHATOULA (AO-148) for refueling at 1356 hours. Base course was 110°T; base speed was 12 knots. The ship exchanged movies with the PONCHATOULA and also received 115,251 gallons of fuel. At 1501 the OKLAHOMA CITY cleared the PONCHATOULA and continued steaming independently to Okinawa on course 078°T; speed 22 knots. This was the last refueling of the fiscal year from 1 July 1968 to 30 June 1969, a year in which a total of 3,853,209 gallons of fuel was transferred to the ship.

OKLAHOMA CITY arrived at Yokosuka 19 June and had a repair availability with Ship Repair Facility, Yokosuka for the rest of the month. During this period, number 1 evaporator was overhauled, number 4 boiler superheat furnace front was replaced and number 2 boiler saturated furnace deck and slopes were replaced. Numbers 4 and 11 forced draft blowers were overhauled.

On 24 June Rear Admiral CAGLE visited the ship to make an official call on Vice Admiral BRINGLE and on 25 June Admiral J. J. HYLAND, Commander in Chief, U. S. Pacific Fleet again visited the ship to call on Vice Admiral BRINGLE.

While in WESTPAC, all three medium pressure air compressors have been overhauled. Also, numbers 1T and 2T booster pumps were overhauled. The Master-at-Arms shack, Legal Office and Career Counselor's Office spaces received complete modification.

From June 1968 through June 1969, OKLAHOMA CITY used, produced, or required many products. Totals during this period are as follows:

The gas turbine generator, SEVENTH Fleet helicopter, emergency diesels and ship's boats consumed 108,000 gallons of JP-5.

The ship's evaporators produced 13,575,000 gallons of fresh and feed water.

Honorary gifts, ship's plaques, and trophies consumed 20 square feet of trophy brass.

The shipboard nitrogen plant was operated for over 200 hours and produced 24,000 pounds of nitrogen.

OKLAHOMA CITY received 9,622,037 gallons of fuel oil and consumed 9,277,467 gallons of fuel oil.

All four boilers were steamed for more than 3,000 hours each and had a total operating time of 12,593 hours.

OKLAHOMA CITY has shown over 1,500 movies including those shown in flag, wardroom, chief's mess, first class mess, and mess decks. During this same period 697 motion pictures were transferred in port or at sea.

OKLAHOMA CITY steamed 70,809.9 engine miles: 12,050.8 in EASTPAC; 5,863.4 in transit and 52,895.7 in WESTPAC.

The below listed Engineering Competitive Exercises were conducted:

<u>DATE</u>	<u>EXERCISE</u>	<u>GRADE</u>
05-08-68	25 Knot Run	87.5
10-07-68	Full Power 1 Hr ORI	Sat
10-09-68	G.Q. Team (ORI)	91
10-10-68	Watch Sections	Sat
02-11-69	20 Knot Run	76
05-31-69	Watch Sections	Sec 1 96.9 2 95.5 3 94.4
05-31-69	G.Q. Team	97
06-18-69	15 Knot Run	84
06-18-69	Full Power	82

The below listed Damage Control Competitive Exercises were conducted:

<u>DATE</u>	<u>EXERCISE</u>	<u>GRADE</u>
10-09-68	G. Q. Team (ORI)	86
05-31-69	G. Q. Team	83.3

Overall, the period from June 1968 through June 1969 has been an extremely busy one for the OKLAHOMA CITY. Man hours required to accomplish all the work mentioned have been phenomenal.

For her services in Vietnam, OKLAHOMA CITY has earned another star for the Vietnamese Service Medal and Vietnamese Campaign Medal. She was also recommended by Commander SEVENTH Fleet for the Armed Forces Campaign Medal, Korea for services with Task Force 71 after the downing of the EC-121 by North Koreans.

During the fiscal year OKLAHOMA CITY granted recognition to individuals for a job "Well Done" to the following:

Letter of Commendation:

BT2 D. L. CASE, USN
TN M. D. AVALOS, USN
ET2 D. R. STASEL, USN
CDR F. C. TAYLOR, USN
MM1 J. D. COMBS, USN
GMCM W. W. BROADWATER, USN
BM3 C. D. LLOYD, USN
GMG2 R. P. WEAVER, USN
SN A. R. PIERCE, USN
SH3 W. R. BUCKNER, USN
LTJG E. L. PETTUS, USNR
CWO R. W. GALE, USN
RD1 R. R. ELDER, USN
YNCS R. S. SMITH Jr., USN
IC1 F. R. PETERS, USN
AK2 J. L. RUMBAUGH, USN
DS2 T. J. ZIMMERMAN, USN
SK3 A. G. GROZDANOFF, USN
LT F. H. LAMOUREAUX, USN
HM2 J. L. HAVLIK, USN
FN A. L. BYROM, USN
ETR3 E. R. CHOLERTON, USN
FT1 B. B. MOORE, USN
MM3 M. F. HILL, USN
ET1 A. V. COALE III, USN
ET1 J. C. SANDERS, USN

Meritorious Unit Commendations:

FN F. L. TEER, USN
EMCS J. F. WINNINGS, USN
SN G. E. LOMAX, USN
DCC K. J. CARTER, USN
FTM2 D. L. MACCLEARY, USN
ETSN E. M. STURBAUM, USN
BM2 J. W. BYROM, USN
FTM1 J. L. HOWES, USN

Navy Unit Commendation Medal:

BM1 D. J. GEDDES, USN
SD1 C. E. SHIVERS, USN
SN T. L. BELLVILLE, USN
DK1 T. G. AGAS, USN
TN J. E. CUARTERO, USN
SN D. L. THOMAS, USN
MM1 G. L. FITZGERALD, USN
LT F. H. LAMOUREAUX, USN
SH1 H. O. JONES Jr., USN
BT3 P. L. SMITH, USN
CWO C. J. MOSCHETTE, USN

Letter of Appreciation:

ETN2 A. H. SMITH, USN
FTMC C. L. MOORE, USN
SN E. T. LAWSON, USN
SN J. H. DANIEL, USN
SN T. A. LAPE, USN
LI3 T. M. COOPER, USN
RD1 R. J. HIRONS, USN
GMMC E. KIRKPATRICK, USN
LCDR H. R. BORCHARDT, SC, USN
SDCM C. SMITH, USN
LTJG E. L. PETTUS, USNR
LT A. J. SMITH, USN
CWO D. S. ZINN, USN
LTJG W. J. SLAUGHTER III, USN

Bronze Star with Combat "V":

SMC J. D. GERING, USN

Navy Achievement Medal:

SN R. G. WORSLEY Jr., USN
YN1 H. L. JOHNSON Jr., USN
LTJG W. J. SLAUGHTER III, USN
RM2 G. D. MILLER, USN
FTGC H. GROSS Jr., USN

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Vietnamese Gallantry Cross with Bronze Star:

LCDR G. H. HENDRICKS, USN

(C) The reliability of the TALOS Missile Battery in OKLAHOMA CITY experienced during Fiscal Year 1969 is summarized as follows:

Battery inoperable	(casualties in both AN/SPG-49A radar)	8%
Battery inoperable	(casualties in computer common section or in launching system)	1%
One channel of Fire Control System inoperative	(due to casualties in AN/SPG-49A radar)	29%
One channel of Fire Control System inoperative	(due to casualties in AN/SPW-2A radar)	2%
Battery fully operative		60%

Like other ships of the fleet, the OKLAHOMA CITY also had to cope with disciplinary problems of her crew. During the fiscal year 180 disciplinary cases were administered. Nine were awarded Summary Courts-Martial and four received Special Courts-Martial. The rest were disposed of at Captain's Mast.

Worthy of note were OKLAHOMA CITY's many drills at general quarters and condition II which proved fruitful in the ship's efforts in Vietnam. There were negligible accidents experienced by her crew despite the phenomenal number of tasks accomplished.

OKLAHOMA CITY is proud to be flagship for a Fleet Commander and her cleanliness and readiness posture are among the highest in the Pacific Fleet.