

Of course, everyone wanted to be the first to use the new missiles. The squadron commander gave the first shot to his ship. The *Chicago* fired one missile and it self-destructed shortly after launch. I was told later that the data link antenna on the missile that maintained communication with the ship had not been lock wired in place, and it had fallen off in the Ready Service Magazine due to vibration before the missile was launched. The *Chicago* fired a second missile, and it failed. I don't know if a cause was ever determined.



Our Captain then sent the squadron commander on the USS Chicago a message asking if he would like us to show them how it should be done. We got the OK, fired one missile, and blew a 30 foot diameter hole where the radar van was sitting. At first we didn't know if we had hit the target but their radar signal had disappeared about the same time the missile arrived. The next day our Weapons Department head CDR Foreman received aerial recon photos which showed radar antennas scattered all over the area. What remained of the van was lying on its side at the edge of the missile crater.

This was all classified **Top Secret** at the time, and the missile crews were told to **keep quiet**. Of course everyone aboard knew something was going on (**missile shots are very noisy**) and the Navy's usual procedure of not informing its enlisted men of current events led to the usual overblown scuttlebutt including such rumors that we had fired a missile with a nuclear warhead.

February 2, 1972 The Selective Service System held its draft lottery for my birth year. The drawing determined the order in which men born in 1953 would be called to report for induction into the military for the following year (1973). My number was #55 which means I probably would have been drafted into the Army had I not enlisted in the Naval Reserve.



I was pretty happy that I had enlisted and had some choice over the branch and length of service. But as luck would have it, the U.S. involvement in the unpopular war in Vietnam was winding down and the draft remained a focal point of demonstration and discontent which caused President Nixon to discontinue the draft in 1973. The last actual draft call was on December 7, 1972 which means that I never would have been drafted had I chosen to stay home or go to college.

Postage was free
when mailed from a combat zone



February 5-6, 1972 En route to Subic Bay, Republic of the Philippines. After a few days and no more firing opportunities we sailed to Subic Bay in the Philippines for R&R and ship repair.



February 7-12, 1972 In port at Subic Bay. **The *Chicago* was in port when we arrived. Imagine our surprise when we learned that the bar girls in Olongapo knew about the classified missile shot before we got there! One of our first class petty officers advised that as he walked into a bar one of the girls saw the ship's name patch on his sleeve and started asking about the missile shot! So much for secrecy!**



The gates of the old Spanish fort erected around 1885, still stood on the grounds of the naval base and I always looked forward to a walk from the piers to the gate. Next to the

old stone walls was a tiny restaurant that served up delicious greasy cheeseburgers and ice cold San Miguel beer. It was the first place I headed for when the ship docked.



San Miguel Beer was and still is a fine crafted pilsner beer with a nice clear taste for a foreign product. The beer had a lot in common with that old Spanish gate since it had been brewed by La Fabrica de Cerveza de San Miguel since 1890 and has now become one of the top ten, best selling

beers in the world. As for the place that I drank it at...after the U.S. Navy base was shut down the establishment survived in its original location in what is now called Subic Bay Freeport and is now serving Japanese food to the tourists.



February 13-14, 1972 En- route from Subic Bay to the Vietnam combat zone. As stepped up air and naval air bombardments began the ships of the 7th Fleet rushed to support our troops on the ground.

U.S. Jets Step Up Bombing

Compiled From AP and UPI
SAIGON — 2-13-72

American bombers stepped up their efforts to fend off a building Communist offensive, and the U.S. command canceled a scheduled port leave for the USS Coral Sea to keep three aircraft carriers on station in the Tonkin Gulf, military sources said. At the big U.S. air base in Da Nang, and other American installations around South Vietnam's second largest city, troops went on a "yellow alert" Friday night in preparation for renewed Communist action against them, field reports said. Heavy fighting raged in coastal Binh Dinh Province, where the Communists appeared to be trying to tie down Vietnamese reserves that otherwise could be thrown against them later if they launched an offensive in the nearby Central Highlands, Meanwhile communist-led troops ambushed two American convoys Thursday at points more than 200 miles apart along national Route 1 and encircled a 40-man South Vietnamese outpost at a third position near the highway, triggering heavy fighting.

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PACIFIC
STAR
STRIPES
AN AUTHORIZED UNOFFICIAL PUBLICATION
FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND
10¢

Most in 1½ Years

200 Air Strikes Hit Red Buildup

Vol. 28, No. 44 Monday, Feb. 14, 1972



CREWMEN LOAD BOMBS ON A JET ABOARD THE AIRCRAFT CARRIER CONSTELLATION IN THE TONKIN GULF.

SAIGON (AP) — The United States has launched its biggest aerial campaign across South Vietnam in more than 18 months, hoping to crush a Communist buildup along South Vietnam's western border.

Ranging over jungled infiltration networks, supply routes, staging areas and storage sites, U.S. tactical fighter-bombers and B52 heavy bombers made about 200 strikes in northern and central South Vietnam Friday and Saturday.

Informants said a North Vietnamese buildup of troops and supplies was continuing in the regions along South Vietnam's western frontier with Laos, but said they did not anticipate a major offensive until after the Tet lunar new year celebrations which begin Tuesday.

The Viet Cong have announced a four-day cease-fire for Tet, beginning at 1 a.m. Saigon time Monday. The allies have said they will observe a 24-hour cease-fire effective at 6 p.m.

The U.S. command said Navy and Air Force fighter-bombers made 172 strikes in South Vietnam during the 24-hour period ending at dawn Saturday, the most in one day since September 1970. This raised to 356 the total number of strikes flown by U.S. fighter-bombers in Vietnam alone during the past three days, compared to an average of less than 10 a day during the past four months.

Other Air Force and Navy planes also kept up the pressure on the other side of South Vietnam's border. They made about 200 strikes against the Ho Chi Minh Trail supply network, which winds through southern Laos and into South Vietnam's northern provinces and central highlands.

The U.S. command also said B52 bombers flew 12 missions in South Vietnam, the highest number since January 1970.

The command does not disclose the specific number of B52 bombers on each mission, but it ranges from one to three. Most of the latest missions reported

(Continued on Back Page, Col. 4)

IRA Bullet Wrecks Wedding

BELFAST, Northern Ireland (UPI) — Bomb attackers invaded a Londonderry hotel during a Roman Catholic wedding celebration Saturday, shot and wounded the 17-year-old best man, and blasted the hotel, police said.

Best man Alphonsus Patton, 17, is a wild brother of the groom, was shot in the head when he pleaded with bombers to remove the explosive device because children among the guests might be hurt, police said.

Patton was rushed to Altnagelvin Hospital where his condition was reported "very serious."

Three masked men stormed into Londonderry's Woodleigh Hotel, two carrying a bomb and the third brandishing a pistol. As they placed the bomb on the reception desk, the man with the pistol yelled a warning to

(Continued on Back Page, Col. 3)

Judge Reverses Ruling

Hughes 'Book' Excerpts OK'd

NEW YORK (AP) — A New York State Appeals Court judge threw out an attempt Saturday to block Time Inc., from publishing excerpts from the purported Howard Hughes autobiography it has termed a hoax.

At his Manhattan home, Justice Theodore Kupferman, of the Appellate Division of the State

Supreme Court, reversed an earlier order of the State Supreme Court enjoining the publication.

Kupferman said Time could print four passages from the book, but no more than a total of 1,000 words.

He scheduled a hearing of the case before the full five-man appeals court bench for Thursday.

Kupferman acted after hearing arguments for 80 minutes only hours after the lower court's injunction. Attorneys in the action said Kupferman decided against imposing prior restraint of publication on grounds of free speech rights.

Kupferman said he had decided also on the grounds that the number of words was limited and that parties opposing publication still had recourse to a law suit for damages.

State Supreme Court Justice Gerald P. Culklin ruled earlier that the material was not the magazine's property after hearing Time lawyer Alan J. Huska argue, "We are attempting to publish passages in furtherance of the belief that the Irving text is a fake."

Huska said after Kupferman's ruling, "I am very pleased, I am very happy." Arayed against Time were McGraw-Hill Inc., which contracted with author Clifford Irving for the book; Rossmore Bu-

(Continued on Back Page, Col. 1)

This Guy's a Credit To Art of Thievery

CHICAGO (AP)—A convict has told Illinois state officials investigating credit card fraud that his scheme was so successful that four companies once offered to pay him to stop cheating.

"They asked me to stop defrauding them and each company would pay me \$150 a week," said Edmund Bryson in testimony before the Illinois Legislative Commission on Thursday.

"I knew their operation so well that they knew they couldn't stop me, and I guess they figured the \$150 a week would be less than I would steal from them."

Bryson, 30, now serving a seven-year sentence for narcotics use, said he refused the companies' offer and lived very well for seven years exclusively through the use of fraudulent credit cards.

Politics Is No Picnic

OKLAHOMA CITY (UPI) — Sen. Phil Smalley Friday told his colleagues the most immediate problem facing the Legislature was the horde of ants in the Capitol Building.

"They're crawling all over the desks, all over the secretaries—and all over me," he said.

The Oklahoma Senate voted unanimously to ask the Public Affairs Board to hire an exterminator.



February 15,1972 Begin special operations on Talos station off North Vietnam coast.

Photo # NH 98669 USS Oklahoma City turning to port, 16 February 1972

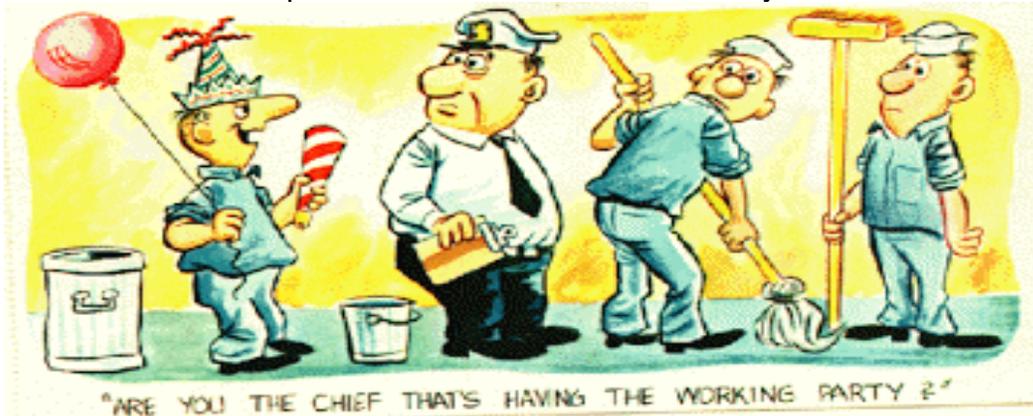


39 years ago – This photo was taken while I was aboard ship. I wonder what I was doing?

Our next few weeks at sea would exhaust large supplies of fuel, food, missiles and ammunition. Because we were not allowed to leave our combat station the ship had to be resupplied at sea through the process of “UNREPS” or “Under way Replenishment” operation. In addition to the “paint and chip, paint and chip”, standing watches 24 hours a day and manning “Battle Stations” at a moment’s notice, we now had to “heave to” for numerous back breaking hours of UNREPS work parties.

Convoys of replenishment ships would rendezvous with the fleet, and individual supply ships would take stations within the moving fleet. The combat ships and transports would take turns moving from their assigned positions in the formation to go alongside the oilers, cargo ships and ammunition ships to replenish stores, then they would return to station and another ship would go alongside the supply ship. When resupplying was finished the supply convoy would reform and return to a supply base far in the rear of the ongoing action.

Refueling was the easiest of the “UNREPS” for a deck ape like me. My job was to usually assist in the initial tie up and fuel hose transfer between ships. Once refueling had begun my work was over and while I still had to man a refueling station, (ready with a fire hose or extra lines, etc.) I could usually just sit back and watch the show. I wish the rest of the UNREPS operations could have been so easy.



This is an example of a typical refueling at sea with the fleet oiler, USS PASSUMPSIC, AO-107. While the oiler maintained a steady course and speed, our ship would approach from the port side and match speed while maneuvering to reduce the distance between ships to about 80 feet apart. It was like trying to park a car into a moving garage.



When the Okie Boat was on station alongside we fired a shot line across the gap between ships. It was a light weight line with a lighted buoy on the end (so it could be seen at night). It was fired from a shot line gun. The crew on the oiler connected a heavier line to the shot line and men on the Oklahoma City pulled it over by hand. A still heavier line was attached to it, and so on, until the heavy transfer rigging cables were pulled across the gap between the ships. These cables were attached to the Okie Boat with quick releasing pelican hooks. If the ships should suddenly have to maneuver the hooks were released and the transfer gear was dropped into the ocean for the replenishment ship to recover. This was something you really didn't want to do. However, on one occasion during rearming a sailor went over the side. The ships immediately executed an emergency breakaway and the man was back aboard the Okie Boat in less than 12 minutes.



When the transfer rigging was in place between the ships, the Passumpsic sent over the hoses and we started taking on fuel. Then, while everyone waited for the transfer to finish the Seventh Fleet band played to help relieve the monotony. When the transfer was complete the oiler pulled in the hoses, then we released the cables and steamed away.



Once refueling was complete the ship could begin to take on a new supply of missiles. A fleet supply ship such as the USS SACRAMENTO, AOE-1 would come about as our crew prepared to transfer the incoming rockets to the missile house. **The "birds" were carried in protective frames called "grasshoppers." These had wheels that allowed them to be rolled into position over the strike down hatches in the deck over the missile stowage magazine. The Sacramento crew operated the winches to control the transfer between ships. When in position over the missile house a man on the Okie Boat signaled to lower the grasshopper to the deck.**



Once aboard the GM Division crew pushed the grasshopper into position over the hatch. When in place the wheels were locked and the hatch opened, swinging down into the missile magazine. An elevator came up to receive the missile. Then it was necessary to fiddle with things a bit to get the missile aligned with the cradle on the elevator. The grasshopper could be repositioned and the cradle on the elevator moved to mate with the missile. Then the missile was released from the grasshopper and the elevator lowered carrying the missile into the magazine. The procedure was pretty simple, but it became more complicated when the ship was rolling. The missile weighed about 3000 pounds.



It sometimes took a little extra effort to get things to fit together correctly. The fellow providing the extra kick to get things going is CWO Dave Zinn. They said he had been in so long he left a trail of salt where he walked. The Warrant Officers were the people who really kept things going. Zinn was one of the Navy's authorities on the Talos missile system, and we were fortunate to have him on board. This was especially true for the new guys in town like me who had a lot of learning to do.



You may notice in some of the photos that an armed Marine guard is present. The missile magazine was a nuclear weapons space, and only people authorized by the Captain were permitted access to these spaces. The Marine was present to see that this rule was obeyed. His gun was loaded, and his orders were to stop anyone not wearing a photo ID badge from entering the space.



The original plans for the Talos system called for a much more elaborate method to transfer missiles. We carried a special FAST (Fleet Automatic Shuttle Transfer System) crane and kingpost on top of the missile house between the strike down hatches. This piece of equipment was supposed to receive the missiles as they came on board and then lower them precisely over the strike down elevator - with no manhandling or extra kicks needed to put them in the correct position. Unfortunately, the thing never really worked correctly. Its elaborate hydraulic and electrical systems were exposed to the weather and salt spray so it was very difficult to maintain. The mechanism was removed from the Okie Boat sometime in 1971, leaving the kingpost for use with ordinary highline transfers.

We transferred the missile boosters using the same procedure. These were packed with 4000 pounds of class B explosives, so they received gentle handling. They were carried in a special grasshopper designed just for the boosters. Here you can see one on the Sacramento waiting to transfer to the Oklahoma City.

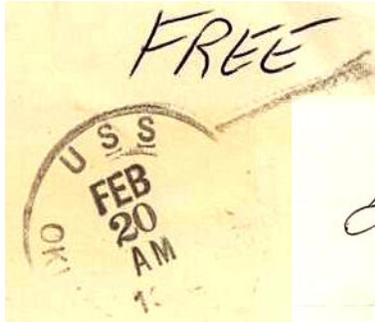


Talos warheads could be transferred independent of the missile. When warheads were shipped they traveled in a special warhead container. Nuclear warheads were always transferred in the can, and never mated to a missile. For security reasons there were no markings on the can to indicate if the enclosed warhead was conventional or nuclear.





A "Dear Mom Letter"



Dear Mom, Sunday 20
Our ship is still in Vietnam
some months of 70 terms

I had my first Sunday off
since I joined the Navy, so now
that I have time, I thought
I'd write.

I was transferred to weapons
division last week and so far
am enjoying it. My work day has
been cut down to 12 hours and I've
had a chance to catch up on my
sleep.

While in port I do mainly
deck work but while in Vietnam
more of my time is working directly
with weapons. Our crew handles
the two forward guns.

Sure have been busy last
few weeks. Everything was supposed
to be quiet (I'm still in Nam) because
of the 4 day Tet New Year truce.
But the one day we didn't
have a call to battle stations a

small fire broke out.

Our ship is still way up off the coast of N. Vietnam. Some times we get so close you can see trash in the water, or small fishing boats.

Two days ago the truce ended and the communists came out with a warning that the U.S. should stop all Naval operations off the Northern Coast or there would be severe retaliation. They weren't joking.

Our operational running mate, a carrier, lost 7 planes the next day and we had our share of trouble.

The enemy pinpointed our ship on their radar screen. We were called to general quarters. Then word was passed that they were moving missiles into

2
place. By now everyone was really nervous. Even though the rocket they were going to fire wasn't atomic it is still capable of blowing up the entire ship unless intercepted. Its a lot worse then conventional combat, and a lot more precise. Once fired we have 48 seconds to intercept or retaliate. The ship escaped by 20 seconds! That's as close as I care to come.



February 22, 1972 Early this morning the crew routine was broken when we made a short sail south towards China and in a most unusual move, our Talos Missiles were run out on their mountings and allowed to hang out in the open for several hours. This was not the normal security procedure which required that the missiles be kept inside of the ship's hull unless being tested or actually fired. After the missiles were out we were secured from general quarters and allowed to proceed with our usual underway watches and work parties. But the lack of usual procedure and the eerie silence that seemed to emanate from those missiles had unsettled the crew. We knew something was up but as usual the Navy wasn't going to bother to tell us anything.

PACIFIC

STARS AND STRIPES

10¢

Vol. 26, No. 52

AN AUTHORIZED UNOFFICIAL PUBLICATION FOR THE U.S. ARMED FORCES OF THE PACIFIC COMMAND

Tuesday, Feb. 22, 1972

A PAGE IN HISTORY: CHINA VISIT BEGINS

PEKING (AP) — Richard M. Nixon, a symbol of the capitalist world, came to Communist-ruled China Monday with the expressed hope that his discussions here will help bring a new day to the world.

The President's visit, seven months in the making, began with a brief stop at Shanghai to take on a Chinese navigator to guide the Nixon plane to Peking and summit talks with Premier Chou En-lai stretching over the next seven days.

At the least, these talks hold the promise of better relations between the United States and a billion people—the estimated 600 million in China and 200 million in the United States.

This is the first visit by an incumbent U.S. President to China, and it raises a possibility



President Nixon, flying to China, is advised. From left are Marshall C.

But He Also Offers

Chiang Ex

TAIPEI — Chiang Kai-shek Sunday expressed his wish to replace as president but, he is expected to accept a draft for a fifth six-year term next month.

Chiang, 67, told the National Assembly, Taiwan's electoral college, that he is "anxiously requesting that you choose a new

Elephant-Bree

NEW HAVEN, Conn. (AP) — The Yale admissions office is asking applicants to illustrate their skills by including samples of their poems, photos, paintings or whatever else they have a knack for.





As it turned out, President Nixon was visiting China and part of the U.S. strategic policy for the trip was to let the communists see, (with their own espionage planes or satellites) that the United States was prepared to use nuclear weapons to strike China should any danger befall the President.....or so went the scuttlebutt.

February 27, 1972 Admiral Zumwalt, Chief of Naval Operations visited the ship at sea by helicopter.



At age 44, Admiral Elmo Russell Zumwalt, Jr. was the youngest naval officer ever promoted to Rear Admiral. At age 49, he was the youngest four-star Admiral in U. S. naval history, and the youngest to serve as Chief of Naval Operations

President Richard M. Nixon nominated Zumwalt to be Chief of Naval Operations in April 1970. He assumed duties as Chief of Naval Operations and was promoted to full Admiral on July 1, 1970, and quickly began a series of moves intended to reduce racism and sexism in the Navy. These were disseminated in Navy-wide communications known as "Z-grams". These included orders authorizing civilian wear when leaving or arriving to a base or duty station, growing a beard (sideburns, mustaches, and longer groomed hair were also acceptable) and introducing beer-dispensing machines to barracks. Not all of these changes were well-received by senior naval personnel. The measures to reduce discrimination against women and racial minorities were adamantly opposed by some.



Racial insurrections and sabotage at sea touched off insurrections and sabotage of a different kind ashore. Ever since Zumwalt took command of the Navy in 1970, the more conservative admirals and "old school" enlisted and officers watched in horror as he set adrift one tradition after another. In their view, permissiveness and luxuries have no place at sea. They ridiculed his reforms as the "three B's—beer, beards and broads." Armed with the ammunition provided by the race riots and sabotage, many admirals campaigned for Zumwalt's ouster. Yet, the Admiral was probably good for the Navy and came along at the right time to push the service into recognition of social and political changes taking place within the nation it served.

Z-gram # 57 Regulations), 10 November 1970

FROM: CNO {Z-57}
TO: NAVOP
UNCLAS //NO1100//
102157Z NOV 70



DEMEANING OR ABRASIVE REGULATIONS, ELIMINATION OF

1. THOSE DEMEANING OR ABRASIVE REGULATIONS GENERALLY REFERRED TO IN THE FLEET AS "MICKEY MOUSE" OR "CHICKEN" REGS HAVE, IN MY JUDGMENT DONE ALMOST AS MUCH TO CAUSE DISSATISFACTION AMONG OUR PERSONNEL AS HAVE EXTENDED FAMILY SEPARATION AND LOW PAY SCALES. FOR THIS REASON, SHORTLY AFTER TAKING COMMAND I REQUESTED A COMPREHENSIVE REVIEW OF CURRENT NAVAL POLICIES AND REGULATIONS. I DESIRE TO ELIMINATE MANY OF THE MOST ABRASIVE POLICIES, STANDARDIZE OTHERS WHICH ARE INCONSISTENTLY ENFORCED, AND PROVIDE SOME GENERAL GUIDANCE WHICH REFLECTS MY CONVICTION THAT IF WE ARE TO PLACE THE IMPORTANCE AND RESPONSIBILITY OF "THE PERSON" IN PROPER PERSPECTIVE IN THE MORE EFFICIENT NAVY WE ARE SEEKING, THE WORTH AND PERSONAL DIGNITY OF THE INDIVIDUAL MUST BE FORCEFULLY REAFFIRMED. THE POLICY CHANGES BELOW ARE EFFECTIVE IMMEDIATELY AND WILL BE AMPLIFIED BY MORE DETAILED IMPLEMENTING DIRECTIVES TO BE ISSUED SEPARATELY.

A. IT APPEARS THAT MY PREDECESSOR'S GUIDANCE IN MAY ON THE SUBJECT OF HAIRCUTS, BEARDS AND SIDEBURNS IS INSUFFICIENTLY UNDERSTOOD AND, FOR THIS REASON, I WANT TO RESTATE WHAT I BELIEVED TO BE EXPLICIT: IN THE CASE OF HAIRCUTS, SIDEBURNS, AND CONTEMPORARY CLOTHING STYLES, MY VIEW IS THAT WE MUST LEARN TO ADAPT TO CHANGING FASHIONS. I WILL NOT COUNTENANCE THE RIGHTS OR PRIVILEGES OF ANY OFFICERS OR ENLISTED MEN BEING ABROGATED IN ANY WAY BECAUSE THEY CHOOSE TO GROW SIDEBURNS OR NEATLY TRIMMED BEARDS OR MOUSTACHES OR BECAUSE PREFERENCES IN NEAT CLOTHING STYLES ARE AT VARIANCE WITH THE TASTE OF THEIR SENIORS NOR WILL I COUNTENANCE ANY PERSONNEL BEING IN ANY WAY PENALIZED DURING THE TIME THEY ARE GROWING BEARDS, MOUSTACHES, OR SIDEBURNS

. I. AM NOT SUGGESTING THAT A MORE LENIENT ATTITUDE TOWARD IRRESPONSIBLE BEHAVIOR BE ADOPTED, BUT I DO BELIEVE THAT WE CANNOT PERMIT GENERAL POLICIES TO BE DICTATED BY THE NEED, WHICH I SUPPORT, TO CONSTRAIN THOSE FEW INDIVIDUALS WHO DO NOT RESPOND TO THE TRUST AND CONFIDENCE EXPRESSED IN MORE FLEXIBLE AND LESS RESTRICTIVE REGULATIONS.

E. R. ZUMWALT, JR., ADMIRAL, U.S. NAVY,
CHIEF OF NAVAL OPERATIONS



Adm. Zumwalt greets Captain Tice upon his arrival on OKCITY.

CNO Meets All Hands

The helicopter hesitated, then dropped to the tossing fantail of the OKCITY. The wind whipped the side boys' raincoats as their toes held down the red carpet. Everyone stopped in a moment of anticipation. Then Admiral Elmo R. Zumwalt Jr., Chief of Naval Operations (CNO), stepped out of the helo, smiling easily.

After brief introductions, Adm. Zumwalt and his party strode quickly to the COMSEVENTHFLT Command Center. A busy itinerary was planned for the three-hour visit.

After a briefing on current SEVENTH Fleet operations, Adm. Zumwalt and V. Adm. William P. Mack, Commander U.S. SEVENTH Fleet,

During a question-and-answer session with the crew, Adm. Zumwalt explained the Navy's efforts to further improve Navy life and implement suggestions by Navymen. Topics ranged from liberty in port to reactions to the new blue working enlisted uniform.

The CNO and his party also enjoyed a meal with the crew. BM2 I. R. Cantu, SH2 E. P. Lockett, RM2 W. T. McHugh, BT2 M. Harrington and HM2 A. H. Seifried chatted with Adm. Zumwalt over a chicken fricassee dinner. R. Adm. Charles F. Rauch Jr., Pers-P and in charge of the "People Programs," discussed the Navy's drug problem and race relations with Marine Cpl. S. E. W. Walker and several other men. Elsewhere on the mess decks, AFCM John D. Whittet, Master Chief Petty Officer of the Navy, listened to the views of FTM2 O. R. Littleton and a number of other OKCITIANS.



Adm. Zumwalt shared lunch and discussion with the crew.

March 2-5, 1972 En- route from the Talos Station in North Vietnam to Yokosuka, Japan via the Okinawa Operations Area to conduct gunnery exercises.





Most of our missile shots were training exercises in the missile range off Okinawa. A fellow at the test range said most surface-to-air and air-to-air exercises resulted in near misses (the test missiles did not carry live warheads) and the drones were recovered. However, he said the Talos shots almost always resulted in skin to skin contact and the drone was destroyed.

On one occasion we had to abort a shot because an airliner strayed into the launch zone. The target drone had already been launched so it circled until it ran out of fuel. Then it popped a parachute and descended to the water. We steamed to where the drone splashed down and watched as a test range helicopter fished it out of the drink and carried it back to be used again.



On one cruise we took aboard some special missiles. Only a few people on board knew about the secret RIM-8H anti-radiation missiles (ARM). They were designed to seek out and destroy Russian radars.



We steamed to the Okinawa test range for a practice exercise with the new birds. First we launched a target buoy with radar reflecting balloons attached. With the target in the water we sailed over the horizon so we didn't have a line of sight to the buoy. Another ship illuminated the balloons with a special transmitter to mimic the Russian radar. We fired a RIM-8H in the direction of the target and the missile homed in on the reflected signal. Then we steamed back to recover the buoy and the crew manhandled it aboard on the port bow. It was a direct hit!

