



U.S.S. REEVES (DLG-24)
FPO SAN FRANCISCO 96601

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From: Commanding Officer, USS REEVES (DLG-24)
To: Chief of Naval Operations (OP-0960)

Subj: Command History, 1967, USS REEVES (DLG-24); submission of

Ref: (a) OPNAVINST 5750.12 of 8 Nov 1966

Encl: (1) Brief Chronology
(2) Narrative of Events
(3) Conclusions and Recommendations
(4) Documentary Annexes

1. The USS REEVES (DLG-24) command history for calendar year 1967 is submitted in accordance with the provisions of reference (a).

W. L. Atkinson
W. L. ATKINSON

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BRIEF CHRONOLOGY, 1967

REEVES began the New Year operating as an escort for USS ENTERPRISE (CVAN-65) and USS KITTY HAWK (CVA-63) in the Gulf of Tonkin from 10 January to 5 February.

In transit to REEVES homeport, Yokosuka, Japan, from the Gulf of Tonkin, the ship participated in "Operation Gillnet", an Anti-Submarine exercise conducted South of Japan, from 11 February to 14 February.

Underway from Yokosuka on 15 March, REEVES served as an escort for USS HANCOCK (CVA-19) from 21 to 27 March, and then proceeded to South Search and Rescue (SAR) station in the Gulf of Tonkin. The ship was on SAR station from 2 April to 5 May, and rescued a Navy pilot whose aircraft went down in the Gulf.

REEVES was again on South SAR station from 10 June to 3 July. During this deployment, REEVES made an inland rescue of a USAF pilot. Helo crew members were nominated for the Navy Cross, Silver Star, and Distinguished Flying Cross for this daring rescue.

The ship was on South SAR from 1 August to 20 August, but no rescues were made during this patrol.

Enroute to South SAR for another deployment, REEVES had a fire in the power supply room for the after Terrier missile radar on 9 September. The damage was extensive, rendering the after missile system inoperative, however the ship proceeded to South SAR station. REEVES was on station from 14 September to 6 October.

The fire damage was repaired during a period of Restricted Availability in Yokosuka from 12 October to 24 November at a cost of over \$1,000,000. Also during this RAV period, REEVES underwent an Administrative Inspection and received an overall grade of "EXCELLENT".

On 25 November REEVES was underway again for South SAR. On station from 2 December to 17 December, the ship rescued a Navy pilot who had ejected from his F-8 Crusader.

REEVES returned to Yokosuka on 24 December, and was given an Operational Readiness Inspection (ORI) by Fleet Training Group. After passing the ORI, the ship moored at Berth 8, and spent the holiday season in a welcome upkeep period.

NARRATIVE OF EVENTS

During the year 1967, REEVES' operations were in direct support of the United States' effort in Vietnam. REEVES was underway from Yokosuka, Japan, the ship's homeport, for six deployments in 1967 during which REEVES served as an escort for three attack aircraft carriers, and made five patrols as an advanced Anti-Air Warfare picket on search and rescue station. Further, the ship completed Administrative and Operational Readiness Inspections (ORI). Unfortunately, REEVES also suffered extensive damage from a fire at sea. Captain G. R. HOPWOOD was Commanding Officer throughout the year of 1967.

After spending the holiday season in Yokosuka, REEVES was underway for the Gulf of Tonkin on 5 January for duty as an escort for aircraft carriers. The ship escorted both the USS ENTERPRISE (CVA(N)-65), and the USS KITTY HAWK (CVA-63) until 5 February when REEVES departed the Gulf.

Enroute to Yokosuka for an upkeep period, REEVES stopped at Okinawa for one day, and then participated in an Anti-Submarine Warfare exercise, "Operation Gillnet", South of Japan prior to arriving in Yokosuka on 16 February. During this inport period, the ship underwent a rigorous Nuclear Technical Proficiency Inspection, for which the ship received one of the rare "EXCELLENT" commendations by the inspection team.

Underway again on 15 March, REEVES acted as an escort for the USS HANCOCK (CVA-19) until the end of March when HC-1 Det 15 embarked, and the ship proceeded to South Search and Rescue (SAR) station. On 2 May, REEVES made her fourth rescue in the Gulf of Tonkin when LTJG [REDACTED], a F-8 Crusader pilot, whose jet had flamed out, was pulled from the water uninjured by the helo crew.

Enclosure (2)

On 6 May, REEVES left South SAR station, and after off loading the helicopter detachment at Subic Bay, returned to Yokosuka for a routine upkeep period. While in port, commendations were presented to thirty-two of REEVES' senior petty officers, including a Secretary of the Navy Commendation for QMCS [REDACTED]. Senior Chief Quartermaster [REDACTED] was commended for his outstanding work in Navigation.

South SAR was again the order of the day as REEVES left Yokosuka on 30 May, and produced one of the most notable of all the REEVES' rescues. On 3 July, near the end of the SAR deployment, the ship's helicopter rescued Air Force Pilot Major Robert F. STONE after his F-105 Thunderchief had been shot down over enemy territory. Wounded, Major STONE was unable to climb into the harness lowered from the hovering helo, and one of the air crewmen, [REDACTED] ATN2, lowered himself into the jungle despite ground fire and nearby enemy forces. [REDACTED] rescued the USAF pilot by securing Major STONE and himself in the harness.

For his action, Petty Officer [REDACTED] was nominated for the Navy Cross. LCDR [REDACTED], the helo pilot, and LTJG [REDACTED], the co-pilot, were nominated for the Silver Star. The fourth member of the helo crew, Airman [REDACTED], was nominated for the Distinguished Flying Cross. A message from the YANKEE TEAM Commander congratulated the helo crew and the REEVES:

"I salute the crew for their courage, determination, and professionalism. It is indeed a real pleasure and source of deep personal pride to be associated with such men. To all well done". R. W. MEHLE
YANKEE TEAM Commander

REEVES departed South SAR station on 4 July, off loaded the helo detachment at Subic Bay, and then proceeded to Hong Kong, British Crown Colony,

for five days Rest and Recreation for the crew. On 12 July the ship left Hong Kong and returned to Yokosuka for an upkeep period.

Underway on 26 July, REEVES again deployed to South SAR. The ship remained on South SAR station until 20 August, and then returned to Yokosuka on 27 August for another upkeep period. During this SAR patrol, the ship's Weapons Officer, LCDR [REDACTED], departed REEVES, but his invaluable service while on board was recognized. LCDR [REDACTED] was awarded the Navy Achievement Medal, and portions of the citation, contained in Annex A, are quoted below:

"For outstanding achievement in the superior performance of his duty while serving as Weapons Officer in the USS REEVES (DLG-24) during the period 14 June 1966 to 12 August 1967. A superior and tireless leader, Lieutenant Commander [REDACTED] was responsible for and directly supervised the maintenance and readiness of the ship's weapons system, and all the deck evolutions involved in Search and Rescue operations".

On REEVES' next deployment to the Gulf of Tonkin the age old enemy of ships at sea, fire, broke out during the transit to South SAR station. The ship was underway from Yokosuka on 5 September, and was scheduled to arrive on station 13 September. However, on the night of 9 September a fire broke out in the power supply room for radar 5, the radar ~~for~~ after Terrier missile system. General Quarters was sounded about 2355, and the ship remained at GQ until about 0230. No one was injured, but the material damage to the ship was extensive. The after missile system was destroyed, secondary conn destroyed, and the fire control radars to the 3 inch 50 caliber guns rendered inoperative. Nevertheless, REEVES continued to South SAR station, and remained there until 6 October when the ship left the Gulf to return to Yokosuka.

Arriving in Yokosuka on 12 October, REEVES began a period of Restricted Availability (RAV) for repairs. During this yard period, the fire damage was repaired at a cost of over \$1,000,000, and other needed maintenance was accomplished in dry dock. The RAV period involved long hours of work for all hands, but it also had a bright side. The 12 October to 24 November in port period gave the crew a welcomed opportunity to be with their families and friends.

At the end of the RAV period REEVES underwent an Administrative Inspection. The inspection was given by another Destroyer Squadron NINE ship, the USS HOLLISTER (DD-788). The inspectors from HOLLISTER conducted a most thorough inspection, but the advance preparation and correct standard operating procedures on the behalf of the REEVES resulted in an "EXCELLENT" overall grade.

The fire damage repaired and "ADMIN" completed, REEVES was underway on 25 November for South SAR station. While on SAR station, 2 December to 17 December, REEVES rescued LT [REDACTED] an F-8 Crusader pilot from VF-111, who went down in the Gulf of Tonkin. Pilot MEADOWS was flying over enemy territory when cockpit warning lights alerted him that his Crusader was in trouble. Immediately taking a compass heading for REEVES, LT MEADOWS ejected over water, and was picked up by REEVES' helo.

On 18 December, REEVES departed SAR station and proceeded to the missile firing range near Subic Bay, utilizing aircraft and drone services from NAS Cubi, REEVES fired a Terrier missile warshot from the newly repaired after missile system. The warshot was a complete success and the new missile system worked perfectly. On 21 December, at the missile range off Okinawa, another Terrier missile was fired. This firing was not a warshot but an electronically monitored missile fired from the forward

system. It also worked perfectly.

The ship arrived in Yokosuka on 24 December, and was given an Operational Readiness Inspection (ORI) by the Fleet Training Group. Battle conditions were simulated, and all aspects of REEVES' fighting capabilities were tested. Upon completion of the ORI REEVES proceeded into port for the holiday season.

Decorating ships for Christmas is a Navy tradition, and REEVES began decorating before the first line was on the pier. A judging of the decorations by Fleet Activities Yokosuka, with a \$100 prize at stake, was held on 26 December. For the second year in a row, REEVES won the prize for "larger than Destroyer" ships.

The holidays were spent in Yokosuka among families and friends, but the new year, 1968, is just around the corner with a new full operating schedule for REEVES.

CONCLUSIONS AND RECOMMENDATIONS

LESSONS LEARNED:

The Fire:

The exact cause of the fire on board REEVES has never been determined. However, as in the case of most fires, it was aggravated by stowage of inflammable material within the space where the fire started. REEVES has carefully restricted stowage of such gear in spaces such as electrical supply rooms and machinery spaces where the chance of fires is high, and recommends the same precautions to all commands.

The importance of a well trained Damage Control parties, and the need for constant training was also demonstrated by the fire. The state of readiness of the ship's Damage Control parties was high, and this readiness enabled the crew to extinguish the fire quickly without the loss of life. Continuing training in all phases of shipboard procedures is indeed the key to an efficient ship.

Enclosure (3)

DOCUMENTARY ANNEXES

Annex A - LCDR ██████'s Navy Achievement Medal Citation

Annex B - REEVES Family Grams, 21 June 1967, 15 August 1967,
30 September 1967, 13 December 1967

Annex C - Picture of REEVES in drydock during Restricted Availability
in Yokosuka

Enclosure (4)