



DEPARTMENT OF THE NAVY
USS REEVES (CG-24)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO
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5750
3 July 1978

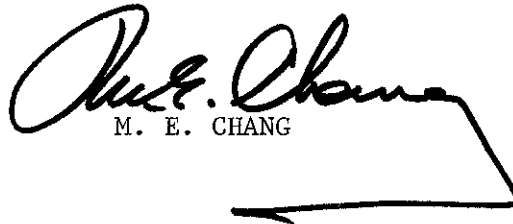
From: Commanding Officer, USS REEVES (CG-24)
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D. C. 20390

Subj: Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command Organization
(2) Summary of Operations

1. The ship's history for period 1 January 1977 - 31 December 1977 ✓
as contained in enclosures (1) and (2) is submitted in accordance with
reference (a).


M. E. CHANG

COMMAND ORGANIZATION

CAPT WYNNE A. STEVENS JR.	MAY 64 - JUL 65
CAPT RALPH S. WENTWORTH JR.	JUL 65 - AUG 66
CAPT GORDON R. HOPWOOD	AUG 66 - FEB 68
CAPT WILTON L. ATKINSON	FEB 68 - APR 69
CAPT WILLIAM S. MAYER	AUG 70 - MAY 72
CAPT LEE BAGGETT JR.	MAY 72 - NOV 73
CAPT RICHARD K. FONTAINE	NOV 73 - JUN 75
CAPT JERRY A. DICKMAN	JUN 75 - APR 77
CAPT Ming E. CHANG	APR 77 - Present

SUMMARY OF OPERATIONS
1 January - 31 December 1977

The USS REEVES began 1977 in her home port of Pearl Harbor, Hawaii, engaged in a leave and upkeep period prior to commencing pre-deployment preparations and inspections.

From 3 January until 12 February, REEVES successfully completed the following pre-deployment inspections, assist visits and briefings: Medical Readiness Evaluation, Environmental Health Survey conducted by PMU 6, ASW Phase I Training at FTG Pearl Harbor, Combat Systems Readiness Test (CSRT), pre-deployment briefings at COMTHIRDFLT, CINCPACFLT and COMNAVSURFGRU MIDPAC, and a Technical Standardization Inspection. A pre-deployment inspection by COMNAVSURFGRU MIDPAC was completed on 8 February.

On 12 February, the REEVES proceeded out of Pearl Harbor for exercise RIMPAC 77. During RIMPAC REEVES operated with both U. S. and Royal Australian Navies, conducting ASW, AAW and anti-surface exercises. On 19 February, REEVES crossed the Equator at Longitude 174-00.0E and observed the time-honored ceremony of initiating the Pollywogs on board into the order of crusty Shellbacks. REEVES returned to Pearl Harbor on 28 February for some evaporator repairs prior to deployment. The crew enjoyed a few days inport prior to departing for the Western Pacific (WESTPAC).

REEVES set sail on 3 March 1977 as the Officer in Tactical Command (OTC) of Task Group 37.9, a nine ship transit group in company with the USS CORAL SEA (CV-43). During the transit to the Seventh Fleet, ASW exercises against United States submarines provided experience that helped prepare the crew for coordinated ASW operations while deployed. Orion P-3 aircraft from NAS Barbers Point added to the training experience. Anti-Surface encounters were conducted with units outchopping Seventh Fleet enroute to the United States.

On 17 March REEVES chopped to the operational control of Commander, U. S. Seventh Fleet and changed task group designation to CTG-75.1. REEVES joined other Seventh Fleet units for MULTIPLEX 3-77 in the South China Sea, and participated in MISSILEX 2-77 on 20 March, embarking COMDESRON Seven as the Officer-in-Tactical Command. No missiles were fired by REEVES, however, due to the presence of numerous fishing vessels down range. Finally, after 20 days at sea, the crew enjoyed their first week's liberty at Subic Bay.

On 3 April Captain M. E. Chang Relieved Captain J. A. Dickman as Commanding Officer. A Change-of-Command Ceremony was conducted prior to getting underway with CORAL SEA. Due to continued engineering difficulties on the carrier, REEVES again assumed duties as OTC of TG-77.3. On 6 April, the REEVES conducted ASWEXs with the USS WORDEN (CG-18) and USS STODDERT (DDG-22) against USS BARB (SSN-596). On the night of 7 April, a 50 PSI steam line ruptured in OI Berthing Compartment injuring EWL Benny Casalina who was medically evacuated to CORAL SEA. The

Enclosure (2)

ruptured joint was rebrazed and restored to operation. The entire 50 PSI steam system and inline desuperheaters were hydrostatically checked for further weak spots and proper operation. The REEVES then rendezvoused with CORAL SEA on 8 April north of Okinawa and participated in a War at Sea Exercise (WASEX) on 13 April with aircraft from Okinawa providing the air threat.

Upon completion of the WASEX, the ship steamed for Pusan, Korea for a port visit from 14-18 April. Liberty and shopping were enjoyed by all hands.

Underway from Pusan on 18 April, REEVES continued to serve as the Force Anti-Air Warfare Commander (FAAWC) and AAW picket for the carrier task group. Various AAWEX's, tactical maneuvering drills and communications drills were conducted successfully during this underway period. While REEVES was refueling from USS KAWISHIWI (AO-146) on the morning of 19 April, she was forced to execute an emergency break-away due to a spring bearing casualty on the starboard shaft. Repairs were effected while still underway, and REEVES joined another WASEX in progress on 20 April.

Upon completing the WASEX, REEVES steamed for Yokosuka, Japan for a ten day upkeep period, mooring pierside on 23 April. Work was also begun on preparing the Ship's Force Work package for the overhaul in November. Due to the extremely inflated prices in Japan, officers and enlisted alike spent most of their liberty hours on the base.

On 3 May, REEVES set sail once again, this time to conduct live AAWEXs with three Japanese Maritime Self-Defense Force Destroyers. Three days later, MULTIPLEX 4-77 began. REEVES provided ASW screen coordination for CORAL SEA during ASW action against USS SWORDFISH (SSN-569) while controlling P-3 aircraft ASW searches. Numerous WASEX's were conducted with REEVES acting as aggressor as well as friendly forces. REEVES also exercised her ASROC and SVTT Weapons Systems as exercise torpedoes were launched against USS SAILFISH. On 15 May RADM P. H. Speer, Commander Carrier Group ONE, was helicoptered aboard REEVES for lunch and an informal visit. REEVES also performed plane guard duties for CORAL SEA during this period, with all four boilers frequently on the line due to low wind conditions.

On 16 May, while in company with CORAL SEA, REEVES signalmen spotted a Taiwanese fishing vessel, KAO WAI, observed to be adrift without power. The fishing vessel was taken under tow and assistance was provided by REEVES' Engineering personnel to restart KAO WAI's engine.

On 18 May, REEVES proceeded to Manila, Republic of the Philippines for a week of rest and relaxation. Manila was an extremely popular port with the crew. The cheaper prices, cosmopolitan city and variety of activities and diversions made it a highlight of the deployment.

After a one day transit on 23 May to Subic Bay, REEVES commenced a very productive repair availability at Ship's Repair Facility Subic. This was a sorely needed upkeep period and would be the last one until 13 August in Yokosuka. After about two weeks in Subic, REEVES was underway on 4 June to conduct a surprise AAWEX with CORAL SEA. REEVES acted as Force Anti-Air Warfare Coordinator throughout this period of intensified training. The "No Notice" AAWEX was conducted 16 June and was concluded by a CORAL SEA aerial demonstration during the air wing fly-off on 17 June.

Refuelings at sea were conducted on 8, 11 and 14 June using an experimental "NAVASOTA RIG", which was designed to increase speed and safety during refueling operations. A photography team was embarked on 8 June to record the operation for NAVSEASYSKOM evaluation. The principle advantage of this system is the reduced number of personnel exposed to the hazards of the rig, especially during heavy weather operations.

Upon completing the UNREP evaluations, REEVES proceeded back to Subic Bay on 18 June to embark COMDESRON 35 and his staff. After three days liberty in Subic the ship was underway on 21 June in company with USS CONSTELLATION and TG-75.8 for MULTIPLEX 5-77.

REEVES completed and attained a number of significant milestones during this underway period. Phase I, II, and III ASW qualifications during MULTIPLEX and two STANDARD ER missile firings during the MISSILEX while acting as flagship for CTG-75.8, COMDESRON 35. Although all four missile fire control systems were operational and functioned properly, both missile firings were unsuccessful due to exercise missile failures. This period also provided REEVES' Air Controllers with their first opportunity to control the S-3A and the F-14 aircraft. COMDESRON 35 and his staff debarked on 28 June.

On 29 and 30 June REEVES performed Taiwan Straits Patrol duties while enroute to Keelung, Republic of China. The transit to Keelung ended on 1 July when REEVES moored in Keelung Harbor, Taiwan. Taiwan proved to be a very popular liberty port due to the great variety and availability of shopping in the Keelung-Taipei area. Tour groups and the exchange of a 21 gun salute during the 4th of July celebration proved to be the highlight of this memorable six day visit.

REEVES proceeded out of Keelung for retransit of the Taiwan Straits on the morning of 7 July. Rendezvous with the CORAL SEA and TG 77.3 preceded a period of pre-exercise workups and training. When REEVES cleared the Taiwan Straits, a fullpower run was successfully conducted which upgraded the previous conditional-satisfactory OPPE to a grade of Satisfactory.

On 8 July REEVES embarked eight first and third class midshipmen for summer training.

Continuing underway on 14 July found REEVES performing duties as OTC for a MINI MISSILEX in the Okinawa OPAREA. During this exercise REEVES, BENJAMIN STODDERT, ROARK and aircraft of CVW-15, fired a variety of missiles. The special coordination problems of range surveillance, drone control and different weapon parameters posed a challenging scenario for REEVES' Combat Systems Personnel. Analysis of TLM data indicated both TERRIER BT firings were unsuccessful due to missile malfunctions.

The rest of this exercise period was dedicated to type-training, ASW, AAW and EW scenarios and culminated in another war at sea exercise. Type-training with TG-77.3 continued through 21 July while enroute to Pusan, Korea for a six day port visit. REEVES again acted as FAAWC for the carrier task group during the transit. From 22-26 July REEVES enjoyed another port visit in Pusan.

REEVES was underway on 27 July for a bilateral anti-submarine exercise, ASWEX K4-77, with Korean and U. S. Naval Forces. REEVES assumed the role of FAAWC and also fired one exercise torpedo during the exercise. After one week underway, REEVES returned to Pusan on 4 August for a one day exercise wrap-up and one last liberty in Korea.

REEVES got underway from Korea on 5 August and steamed south for MISSILEX 4-77, where she served as flagship for COMDESRON 15 and his embarked staff. REEVES fired 3 more missiles, using targets launched from the Japanese MSDF ship AZUMA and on 11 August, steamed into Yokosuka, Japan for an upkeep period. This much needed availability was the first since early June and the last before our return to Pearl Harbor.

The Work Definition Conference in preparation for the overhaul was held on 17 August.

Also during the inport period, notification arrived informing REEVES of the Departmental Excellence Awards won by the ship during the past competitive cycle. COMNAVSURFPAC awarded REEVES the Operations Department "E", the Weapons Department "E", the ASW "A", the Missile "E" and the Communications Department "C".

During dock trials on 29 August, a faulty combination exhaust-relief valve caused an overpressurization and explosion in the #1 main circulating pump turbine casing. No injuries resulted and the valve and pump were both repaired within 2 days by SRF Yokosuka. The inport period concluded on 31 August and REEVES got underway to again provide AAW picket services for CORAL SEA and Task Group 77.3.

Two days underway from Yokosuka, a leaking steam flange was repaired underway for the first time in the ship's history of repeated steam leaks. The ship experienced heavy seas for four days during Typhoon Babe evasion. During this time another steam flange started leaking and forced REEVES to return to Subic to effect repairs due to rough seas and the need to ensure proper bracing and alignment of the main steam line. The REEVES arrived inport Subic Bay on 12 September and remained there until 14 September to repair the casualty.

On 15 September with repairs completed, REEVES got underway for the last time from Subic Bay. Upon completion of sea trials, the bow was finally pointed east towards Hawaii where family and friends awaited our home coming. While transiting in company with CORAL SEA, REEVES acted as FAAWC and AAW Picket. REEVES finally OUTCHOPPED Seventh Fleet on 23 September. Five more days underway, and on the morning of the 28th Diamond Head appeared. One last sea detail, dipping the traditional lei through the bull nose, and home again.

A summary of the Western Pacific Deployment from 2 March 1977 to 28 September 1977 reveals the following statistics:

- a. Participation in 10 major fleet exercises
- b. Conducted 43 UNREPS
- c. 1 highline transfer of personnel
- d. 3 VERTREPS for stores
- e. 70 Helo transfers
- f. 2 anchorings
- g. 1 towing
- h. OS's controlled over 950 exercise air intercepts
- i. Fired seven TERRIER/STANDARD missiles and two, SVTT-launched, exercise torpedoes.
- j. Spent 68% of deployed time underway
- k. Softball team finished third in the Pusan Army Invitational Tournament while the fast-pitch team compiled a 15 won and 2 lost record for the second place in the Seventh Fleet Competition.

During the 1 July - 30 September time frame, the REEVES enjoyed the highest retention of first term reenlistees in the ship's recent history. 88% of first-termers reenlisted onboard. In recognition of the ship's outstanding retention efforts throughout the fiscal year, REEVES was runner-up among Naval Surface Group MIDPAC nominees for the CINC-PACFLT Golden Anchor Award.

The return to Pearl Harbor was enjoyed for only a few days as shipyard preparations postponed the expected post deployment standdown for a few weeks. The ship moved "cold iron" on 3 October to off-load weapons at West Loch Naval Magazine Lualualei. The ship returned to B-2 on 5 October and a leave and upkeep period was enjoyed by all hands until 28 October as overhaul preparations continued.

On 15 October, the REEVES commenced a restricted availability as the four MK-76 MOD 6 Fire Control Systems were removed and shipped back to Sperry Rand Corporation in New York for modernization. The ship was drydocked on 15 November and the overhaul commenced.

The twelve month major overhaul scheduled from November 1977 through November 1978 will see numerous equipment changes/modifications:

In the Operations Department, the installation of the NAVMAX A+ message processing equipment, SUPER RBOC, SATCOM, SATNAV Systems; and MODEL IV NTDS PROGRAM, significantly upgrades existing capabilities.

In Weapons, 3"/50 CAL. rapid fire guns and related MK-63 Gun Fire Control System have been removed to permit the installation of the HARPOON Weapons System; the AN-SPS 48C Automatic Detection and Tracking Modification, and the conversion of the AN-SQS-23 Sonar transmitters to solidstate electronics. The largest and most expensive modification is to the MK 76 Missile Fire Control System where all four systems are being converted from MOD 6 to MOD 8 configuration.

In engineering, every main propulsion and auxiliary system will be overhauled. Additionally, the following SHIPALTS will be accomplished:

- a. New monel bottom blow down piping - Addition
- b. New model emergency gas turbine generator - Addition
- c. New air conditioning units - Additions
- d. Ventilation modifications in all four main spaces - Modification
- e. Chemical Holding Tank System - Addition

The Supply Department is refurbishing all CPO/Officers living spaces and numerous storerooms as well. The Messdecks have been shut down since 15 November, and a complete refurbishment is underway. The SOAP Team is proceeding with the stock inventory and COSAL validation of all repair and consumable parts/spaces aboard.

A firewatch division has been established to provide effective and timely fire watch support as the ship was reorganized for maximum productivity. Total cost of the overhaul will exceed \$32 million and 78,000 man-days of shipyard work. In addition, 208,000 man-hours of Ship's Force Industrial Work are also scheduled.

On 23 December, the ship commenced a leave and upkeep period which continued through Christmas and on into the New Year, 1978.