

DEPARTMENT OF THE NAVY
USS BROOKE (DEG 1)
PPO SAN FRANCISCO 96601

DEG1/111:CDM:lds
5750
Ser: 040
20 May 1969

CONFIDENTIAL
DECLASSIFIED

(Confidential - to be declassified upon removal of enclosure)

From: Commanding Officer, USS BROOKE (DEG 1)
To: Director of Naval History (OP-09B9)

Subj: Command History of USS BROOKE (DEG 1), 1968; submission of
(Report Symbol OPNAV 5750-1)

Ref: (a) OPNAVINST 5750.12A

Encl: (1) Command History of USS BROOKE (DEG 1), 1968

1. In accordance with reference (a), the Command History of
USS BROOKE (DEG 1) for 1968 is submitted as enclosure (1).


JAMES G. WILLIAMS, III

Copy to:
CINCPACFLT
COMCRUDESPEC
COMCRUDESFLOT NINE
COMDESRON THIRTY-ONE

Group 4
Downgraded at 3 year intervals
Declassified after 12 years

DECLASSIFIED
CONFIDENTIAL

C O N F I D E N T I A L
~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

COMMAND HISTORY
OF
USS BROOKE (DEG-1)
1968

Downgraded at 3 year intervals;
Declassified after 12 years.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~
DECLASSIFIED

TABLE OF CONTENTS

- I. Chronology of Highlights
- II. Basic Narrative
- III. Special Topics
 - A. Operations
 - B. Weapons
 - C. Engineering
- IV. Enclosures
 - (1) Biography of Commanding Officer
 - (2) Picture of Commanding Officer
 - (3) Current Photo of USS BROOKE (DEG-1)
 - (4) Enlisted Muster 31 December 1968
 - (5) Officer's Roster 31 December 1968
 - (6) YORKTOWN msg 090455Z APR 68
 - (7) Chief of Naval Operations ltr ser 11791 PIO of 18 APR 68
 - (8) Cruise Book
 - (9) SCHOFIELD msg 050630Z SEP 68
 - (10) COMDESRON 31 msg 172309Z SEP 68
 - (11) COMASWFORPAC msg 220239Z NOV 68
 - (12) CTF 31 msg 182141Z NOV 68
 - (13) CTG 31.5 msg 180001Z NOV 68
 - (14) COMDESDIV 92 msg 180302Z NOV 68
 - (15) POMFRET msg 180035Z NOV 68
 - (16) MACKENZIE msg 092135 DEC 68

~~CONFIDENTIAL~~

CONFIDENTIAL
DECLASSIFIED

CHRONOLOGY OF HIGHLIGHTS

1 - 8 JAN	Enroute Pearl Harbor as a unit of ASWGROUP ONE
31 JAN - 8 FEB	Operations in Sea of Japan with TF 70
16 FEB - 1 MAR	
1 FEB	Assigned to DESRON THIRTY-ONE
13 MAR - 8 APR	YANKEE Station Operations in the Tonkin Gulf with TF 77
20 APR	Change of Command
10 - 25 MAY	YANKEE Station Operations in the Tonkin Gulf with TF 77
28 MAY	Crossing of the Equator
6 - 15 JUN	YANKEE Station Operations in the Tonkin Gulf with TF 77
21 JUN - 5 JUL	Enroute San Diego from Sasebo, Japan as a unit of ASWGROUP ONE
5 JUL - 4 SEP	Inport San Diego for upkeep
1 SEP	Reorganization of DESRON THIRTY-ONE
16 - 18 SEP	Navy Technical Proficiency Inspection
25 OCT - 8 NOV	Tender Availability, San Diego, with USS SAMUEL GOMPERS (AD-37)
9 - 18 NOV	HOLDEX 6-68
22 NOV - 31 DEC	Tender availability, San Diego with USS JASON (AR-8)

DECLASSIFIED
CONFIDENTIAL

CONFIDENTIAL
DECLASSIFIED

II

BASIC NARRATIVE

JANUARY

1 January 1968 found BROOKE enroute to Pearl Harbor on the first leg of her deployment to the Western Pacific with Anti-Submarine Warfare Group ONE. ASWGROUP ONE was comprised of the flagship USS YORKTOWN (CVS-10), CVSG-55, and six escorts commanded by COMDESDIV TWO HUNDRED THIRTEEN, embarked in USS BRADLEY (DE-1041). The schedule of operations called for the ship to be involved in ASWGROUP ONE's Operational Readiness Evaluation for the first two week's of the month, but a casualty to 1B Boiler precluded participation in these exercises and forced BROOKE to proceed to Pearl Harbor for emergency repairs.

Repairs were completed on the 15th and sea trials were scheduled for the next two days. Further problems with the same boiler necessitated the return to Pearl Harbor on the 16th. BROOKE departed for Yokosuka, Japan with the rest of the task group on the 19th.

In Pearl Harbor the ship embarked a civilian management analyst with the Navy Personnel Research Laboratory who joined 8 men from the San Diego Fleet Work Study Group to conduct a study for a Ship Manning Document. These personnel were to remain with BROOKE for 4 weeks.

DECLASSIFIED
CONFIDENTIAL

~~CONFIDENTIAL~~

The third week of January was devoted to extensive training - both external and internal - in preparation for the attachment to the Seventh Fleet and operations in the Tonkin Gulf. Numerous exercises were conducted, with the emphasis being placed on anti-air warfare.

On January 26th, however, in response to the capture of USS PUEBLO by North Korea, ASWGROUP ONE was ordered to proceed directly to the Sea of Japan and join other units of the Seventh Fleet in that area. As a unit of ASWGROUP ONE, BROOKE was to be responsible for surface sub-surface surveillance of the Sea of Japan and was assigned to TG 70.9. The ship had 4 days in which to make final preparations for what was expected to be a combat area, and thus night and day training was conducted on all aspects of naval warfare.

FEBRUARY

BROOKE arrived in the Sea of Japan on 31 January and was assigned duty as an Anti-air Warfare picket to protect YORKTOWN. Despite the extremely tense atmosphere of the PUEBLO crisis, the first week of February passed without incident.

On 1 February the ship was involved in an administrative reorganization of the Cruiser-Destroyer Force of the Pacific Fleet. BROOKE was transferred from Escort Squadron THREE to the newly-formed Destroyer Squadron THIRTY-ONE, a part of Cruiser-Destroyer Flotilla NINE, homeported in San Diego, California.

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

On the 8th the ship suffered casualties to both 1A Boiler and the MK 73 Missile Fire Control Director and was directed to proceed to Sasebo, Japan for immediate repairs. With the aid of USS SAMUEL GOMPERS (AD-37), BROOKE completed repairs on the 15th and was back in the Sea of Japan the next day.

The remainder of the month of February was spent as a unit of TF 70, and the ship continued her duty as an AAW picket. On several occasions BROOKE was able to make the initial detection of Soviet surveillance aircraft. During the last week the civilian analyst and the members of the Fleet Work Study Group completed their study of BROOKE's manning level and departed the ship (enclosure 7).

MARCH

On 1 March BROOKE departed the Sea of Japan and headed for Kaohsiung, Taiwan for an upkeep and rest period. ASWGROUP ONE was relieved as Surface Sub-surface Surveillance Coordinator (SSSC) by ASWGROUP FIVE, comprised of USS KEARSEARGE (CVS-33) and various escorts.

The ship was in Kaohsiung from the 3rd through the 11th and benefited greatly from the alongside services of USS JASON (AR-8).

On 13 March BROOKE arrived in the Tonkin Gulf with YORKTOWN and commenced her first duty in the Vietnam conflict.

~~CONFIDENTIAL~~
DECLASSIFIED

~~CONFIDENTIAL~~

COMASWGROUPE ONE was assigned as CTG 77.9 (SSSC), and BROOKE, as the permanent planeguard for YORKTOWN, was designated as Alternate SSSC. On numerous occasions during this period BROOKE took full control of SSSC communications and tracking when YORKTOWN's operations precluded radio transmission. In addition, the ship maintained a constant readiness in anti-air warfare in order to insure the safety of YANKEE Station aircraft carriers. During this and subsequent tours on YANKEE Station, the Operations and Weapons departments were able to overcome the hardships of long watches and continuing readiness and insure BROOKE's ability to handle all combat situations.

APRIL

Prior to departing the Tonkin Gulf, BROOKE participated in two ASW Transit Exercises. The first exercise was with USS TICONDEROGA (CVA-14) and the second with USS BON HOMME RICHARD (CVA-31). The transits by the CVAs and their escorts were opposed by U. S. submarines, and they served as valuable training for the ship's ASW team.

The transit from YANKEE Station to Yokosuka, Japan with YORKTOWN and USS HERBERT J. THOMAS (DD-833) was devoted to further training. BROOKE played an important role in a Multi-Channel Jezebel Reception (MCJR) evaluation with YORKTOWN by controlling participating aircraft and making

~~CONFIDENTIAL~~

escorts were opposed by U. S. submarines, and they served as valuable training for the ship's ASW team.

The transit from YANKEE Station to Yokosuka, Japan with YORKTOWN and USS HERBERT J. THOMAS (DD-833) was devoted to further training. BROOKE played an important role in a Multi-Channel Jezebel Reception (MCJR) evaluation with YORKTOWN by controlling participating aircraft and making

~~CONFIDENTIAL~~

CONFIDENTIAL
DECLASSIFIED

frequent communications relays (enclosure 6). Small scale anti-surface to surface missile exercises were also conducted, using the fire control radar of THOMAS to simulate the missile radars.

On 11 April, while still enroute to Yokosuka, the Commanding Officer, Commander Bruce G. STONE, USN, departed the ship and returned to San Diego on emergency leave. In his place, the Executive Officer successfully made the difficult transit through Tokyo Bay and acted as Screen Commander for the formation. The ship arrived in Yokosuka on the 12th.

Commander JAMES G. WILLIAMS, III, USN, assumed command of BROOKE in Yokosuka on 20 April, and the ship was underway for Hong Kong the next day.

The ship arrived in Hong Kong on 26 April and remained for 5 days of rest and recreation.

MAY

The schedule of operations called for BROOKE to return to the Tonkin Gulf for another month of duty, but a casualty to a superheater tube in 1B Boiler forced the ship to proceed to Subic Bay, Phillippines for repairs.

By 10 May BROOKE was back on YANKEE Station with YORKTOWN and was continuing her duty as plane guard destroyer and AAW picket. From the 10th through the 14th the ship's air controllers gave both positive and advisory control to

CONFIDENTIAL

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

YORKTOWN aircraft while the carrier's air search radar was inoperative.

All units of ASWGROUP ONE departed the Tonkin Gulf on the 25th, and YORKTOWN, BROOKE and 3 others headed for Singapore. The formation swung south of Singapore in order to cross the Equator, and the day of the crossing, 28 May, was marked by the traditional initiation of all Pollywogs into the mysteries of the realm of King Neptune. All hands survived and welcomed the ship's arrival in Singapore the next day.

JUNE

BROOKE's stay in Singapore was distinguished by the warmth and friendliness of the British Navy who hosted the ship's visit. On the 3rd the ship departed Singapore and headed for the last tour on YANKEE Station. The growing threat of a North Vietnamese missile attack caused a vigorous training program in anti-missile defense to be implemented on the ship, and much of the transit time was devoted to this training.

The ship arrived in the Tonkin Gulf on 6 June and immediately assumed the familiar role of planeguard for YORKTOWN. A casualty to 1A Boiler the next day, however, caused BROOKE to be assigned as CTU 77.9.4, the YANKEE Station ASW Training Coordinator. This was BROOKE's first opportunity to exercise fully the ship's ASW capability since early

~~DECLASSIFIED~~
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

January, and it was a welcome change from planeguard duties. The highlight of the week's work was the daily exchange of personnel with USS GUDGEON (SS-576), one of the exercise submarines assigned to the area. 14 June, the last day on station, was spent as an ASW escort for USS BON HOMME RICHARD (CVA-31) during a Transit Exercise.

On 15 June BROOKE was detached from YANKEE Station and ordered to proceed to Sasebo, Japan to be relieved by units of ASWGROUP THREE. A missile shoot off the coast of Okinawa was scheduled enroute. On the night of the 16th, however, the ship was forced to reverse course to effect an emergency medical transfer and the loss of time caused the cancellation of the missile exercise. The ship thus proceeded directly to Sasebo, and departed there on the 21st for San Diego. The return cruise with ASWGROUP ONE was uneventful. Anti-missile defense and ECM exercises were conducted frequently and, as usual, they proved to be extremely educational.

JULY - AUGUST

BROOKE arrived home in San Diego on the 5th of July and immediately commenced an availability with the Development and Training Center (DATC), San Diego. This availability period lasted through the first week in September and gave the Engineering Department a much-needed opportunity to work

~~CONFIDENTIAL~~
DECLASSIFIED

JULY - AUGUST

BROOKE arrived home in San Diego on the 5th of July and immediately commenced an availability with the Development and Training Center (DATC), San Diego. This availability period lasted through the first week in September and gave the Engineering Department a much-needed opportunity to work

~~DECLASSIFIED~~
CONFIDENTIAL

CONFIDENTIAL
DECLASSIFIED

on the boilers. Tubes in both boilers were X-rayed carefully and welding was performed where necessary.

Fleet Work Study Group, Pacific conducted an inspection and evaluation of the Planned Maintenance System and provided schooling for a number of the ship's personnel in PMS procedures. Examinations of the ship's manning level were conducted in response to the proposed early release of reservists and the ship's Manning Document Study (conducted earlier in the year).

SEPTEMBER

BROOKE was underway for local operations and engineering trials on 4 September. Early that evening the ship received an urgent request from USS SCHOFIELD (DEG-3) for a coolant pump for her missile fire control radar. Rendezvousing at midnight off the coast of Southern California, the pump was transferred by highline and SCHOFIELD was able to continue her operations successfully (enclosure 9).

On 1 September BROOKE was involved in another administrative reorganization of CRUDESPEC. DESRON THIRTY-THREE was decommissioned, and the Squadron Commodore and some of the ships were assigned to DESRON THIRTY-ONE. BROOKE remained in DESRON THIRTY-ONE. Later in the month both COMDESRON THIRTY-ONE and COMCRUDESFLOR NINE and their staffs deployed to the Western Pacific. Temporary administrative control of the ship was assigned to COMDESRON SEVEN and COMCRUDESFLOR ELEVEN.

DECLASSIFIED
CONFIDENTIAL

~~CONFIDENTIAL~~

After returning from sea on the 5th, the ship remained in San Diego for normal upkeep and in-port training until 23 September. The annual Naval Technical Proficiency Inspection was held the 16th - 18th. As a result of the inspection BROOKE was declared nuclear-capable, and the comments of the inspection team indicated that the ship's nuclear weapons team was well-trained and highly motivated. (enclosure 10).

The week of 23-27 September was spent at sea in the local operating areas. The ship spent one day making test firings of the MK 46-1 Torpedo, 2 days as a submarine target vessel for USS ROCK (AGSS-274) and USS DIODON (SS-349), and the last day in various gun shoots. The last week of September was spent in-port.

OCTOBER

The month of October was devoted mainly to inport upkeep and training. BROOKE was underway from the 7th to the 10th and from the 14th to 16th. During these two periods the emphasis in training was on ASW. The ship again served as a submarine target vessel, and this proved to be a valuable refresher for the ASW Team. In addition, an ECM jamming demonstration by an EB-47 aircraft and a two day period as planeguard for USS KEARSARGE (CVS-33) added to the variety of training accomplished.

On the 25th the ship commenced a two week Tender Availability period with USS SAMUEL GOMPERS (AD-37).

~~CONFIDENTIAL~~

CONFIDENTIAL
DECLASSIFIED

NOVEMBER

The TAV with GOMPERS was completed on 8 November. The major project was repairs to the boiler tubes, but a number of smaller jobs were also done.

On the 9th BROOKE departed San Diego to participate in HOLDEX 6-68 as flagship of COMDESDIV NINETY-TWO, the OTC (CTU 31.5.2). Other participating units were USS BLUE (DD-744), USS COLLETT (DD-730), aircraft from Patrol Squadrons NINE and NINETEEN, USS POMFRET (SS-391), and USS PERMIT (SS(N)-594)- the opposing submarine. The Officer in Charge of the exercise was Commander Western Sea Frontier (CTF-31).

The exercise proved to be a great success. Despite engineering problems and exercise restrictions that limited POMFRET maneuverability, the surface units and aircraft maintained almost continuous contact on the submarine. BROOKE's SQS-26AX sonar gained the initial contact and several times throughout the exercise regained contact at extremely long ranges. In addition, the ship's two anti-submarine air controllers logged nearly 140 hours in close control of the P-3 aircraft. Enclosures (11) through (15) are commendatory comments concerning BROOKE's performance in HOLDEX 6-68.

The ship returned to San Diego immediately and commenced a Tender Availability period with USS JASON (AR-8) on the 23rd of November.

CONFIDENTIAL
DECLASSIFIED

P-3 aircraft. Enclosures (11) through (15) are commendatory comments concerning BROOKE's performance in HOLDEX 6-68.

The ship returned to San Diego immediately and commenced a Tender Availability period with USS JASON (AR-8) on the 23rd of November.

DECLASSIFIED
CONFIDENTIAL

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

DECEMBER

The TAV with JASON was extended until 17 December in order to complete an overhaul to one of the main feed booster pumps. The other major project completed during this period was an extensive replacement of tubing in #1 evaporator.

BROOKE hosted the San Diego visit of HMCS MACKENZIE during the second weekend of December. The ship's hospitality was greatly appreciated by the Canadians, as evidenced by their message (enclosure 1b).

The last 2 weeks in December were devoted to a leave period and general upkeep. BROOKE's complement on 31 December was comprised of 17 officer and 215 enlisted personnel. (enclosures (4) and (5)).

~~CONFIDENTIAL~~
~~DECLASSIFIED~~

CONFIDENTIAL
DECLASSIFIED

III

SPECIAL TOPICS

A. OPERATIONS

During 1968, BROOKE's Operations Department was able to demonstrate its skills and equipment capability in a combat environment for the first time. The two years following commissioning were devoted to improvements in equipment and personnel training, and the WESTPAC deployment during the first half of 1968 served as the ultimate test of this preparation.

By all measures the Operations Department enjoyed an extremely successful deployment. Equipment performance was outstanding. The electronics technicians maintained the communications, radar, and ECM gear at near 100 percent operability not only during the deployment but also throughout the remainder of the year. Their task was made much more difficult by the extreme temperature fluctuations of various areas of the Western Pacific and by supply problems inherent in long, isolated periods at sea.

Communications proved to be one of BROOKE's fortes. Despite personnel turnovers that had a junior Second Class in charge at one point, the Radiomen consistently worked at near-capacity while the ship was acting as planeguard for USS YORKTOWN. BROOKE was continually involved in UHF/MF relays and net control for ORESTES circuits, as well as handling an average load of 1500-1600 messages each month. Perhaps the

CONFIDENTIAL
DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

most grueling test of the year came during HOLDEX 6-68 in November, when the Radiomen and Signalmen handled close to 1000 messages in a nine-day period. The embarked unit commander, COMDESDIV 92, made special mention of their performance during this operation.

The Combat Information Center was a center of activity and information throughout the ship's deployment. Although BROOKE's primary mission is Anti-submarine warfare, the major threat during the cruise was from hostile aircraft and missiles. Thus, CIC's orientation was towards Anti-air warfare. The Radarmen were on "port and starboard" watches almost continually in an effort to maintain an up-to-date AAW picture, to ensure rapid response to hostile electronic emissions, and, in addition, to aid YORKTOWN in correlating information concerning surface and sub-surface contacts. The endurance and consistent performance of CIC personnel insured that BROOKE was always well-informed and able to react quickly to any situation.

The year 1968 served as a demonstration that Operations Departments in DEG class ships had the equipment capability and personnel potential to perform in an outstanding manner in all areas of operations.

B. WEAPONS

1968 was a prove-in year for the BROOKE weapons system, and, equipment performance surpassed all expectations. The first seven months of the year were spent in a WESTPAC

CONFIDENTIAL
DECLASSIFIED

CONFIDENTIAL
DECLASSIFIED

deployment (the first for a DEG), and the remainder of the year was spent in San Diego with monthly operations in the Southern California operation area.

The WESTPAC deployment provided an extensive test of the BROOKE weapons system in a variety of environments. Although the primary mission of BROOKE is Anti-Submarine Warfare, Anti-Air Warfare was BROOKE's major task in WESTPAC. Of great significance were the severe climatic conditions that were experienced during the cruise. BROOKE spent nearly two months in the Sea of Japan in the middle of winter during which time below freezing temperatures were encountered daily. This was followed by four months in the Gulf of Tonkin with its tropical climate. This dramatic change in operating conditions, along with the nearly steady pounding during at sea periods, was a harsh but successful test for all weapons equipment.

For the statistician, there were several notable items worthy of mention. The AN/SPS-52 Radar and the AN/SPG-51C Radar proved to be the leaders in operational proficiency during the cruise. The deployment was the first time a ship equipped with a 52 radar had operated in WESTPAC. A 98.8% figure of "UP TIME" was obtained for the 52 during the cruise, and needless to say, this exceeded all expectations. The 51C radar obtained a figure of 96% which is indeed impressive, considering that spare parts support is significantly

~~CONFIDENTIAL~~
DECLASSIFIED

weaker during periods of deployment. All other equipment performed admirably with little or no down time encountered. The deck force was kept busy conducting 177 helo transfers, 11 helo refuelings, 3 VERTREPS, and over 50 refueling/replenishment operations during the cruise.

The period following BROOKE's return to CONUS was primarily concerned with upkeep. Aside from routine maintenance and the addition of ten new ordalts to the missile and ASW systems, no significant changes occurred in weapons equipment. The most notable event involving weapons systems during the period was the participation of BROOKE in HOLDEX 6-68. BROOKE was able to hold contact for nearly 80% of the exercise's six day period, and contact was held once at 45,000 yards. This exercise proved the worth of the AN/SQS-26AX sonar and provided extensive personnel training.

BROOKE's weapons systems proved themselves capable of meeting all demands during 1968.

C. ENGINEERING

During the past year, BROOKE completed a WESTPAC cruise. It was the first real test of her ability to stay at sea for many days at a time. Much of the time was a high speed planeguarding for YORKTOWN. As would be expected from a "first of a class" ship, there were some problems,

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~
DECLASSIFIED

and the engineers spent some long hours correcting them. However, in spite of excessive maintenance requirements, the main propulsion plant proved itself all in all to be effective.

Throughout the deployment one principal material deficiency plagued the fireroom, in the form of defective superheater welds. The first one failed near Pearl Harbor, before the ship reached the war zone. SRF Pearl was able to repair the weld successfully. Making a weld would usually be a simple repair but when it is a bimetallic one, on a 1200 psi system, with almost no room to work, it becomes exceedingly difficult. After this repair, it was hoped that this weld failure was an unusual casualty.

Later in the cruise another superheater weld failed. This necessitated a visit to SRF Subic Bay for repairs. The failure was thus proved not an unusual one, but one that might occur at any time. Fortunately the ship was able to complete the deployment without further weld failure.

When BROOKE returned to San Diego, Development and Training Center undertook to X-ray all of the superheater stub tube welds. It was found that only the outer headers (both failures had been in the outer header) were sufficiently accessible to permit X-raying. The few tubes that were found to be questionable were repaired, thus restoring confidence in the boilers.

~~CONFIDENTIAL~~
DECLASSIFIED