

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

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From: Commanding Officer, USS BROOKE (DEG-1)
To: Director of Naval History (OP-09B9)
Subj: Command History 1970 (OPNAV Report 5750-1)
Ref: (a) OPNAVINST 5750.12B of 20 May 1971
(b) CNO ltr OP-09B Ser 1491P09B91 of 1 July 1971 (NOTAL)
Encl: (1) USS BROOKE (DEG-1) Command History 1970

1. In accordance with references (a) and (b), enclosure (1) is submitted.

Cruise book filed 0989.3

C. J. Albrecht
C. J. ALBRECHT

Copy to:
CINCPACFLT
COMCRUDESAC

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I

CHRONOLOGY OF HIGHLIGHTS

1 - 4 JAN Preparations for overseas movement, final stages include provisioning, fueling and arming

5 - 10 JAN Enroute Pearl Harbor, Hawaii

10 - 12 JAN Inport Pearl Harbor for fueling and Pre-deployment briefings with CINCPACFLT

13 - 26 JAN Enroute Subic Bay, Philippine Islands with brief stops for fuel at Midway and Guam

27 - 31 JAN Inport Subic Bay for voyage repairs and outfitting with special equipment

1 - 3 FEB Enroute Yankee Station, Gulf of Tonkin

4 - 15 FEB Assigned to Task Unit 77.6.2 with USS RANGER (CVA-61) on Yankee Station

16 - 18 FEB Enroute Buckner Bay, Okinawa

18 FEB Change of Command

19 - 22 FEB ASWEX 3-70

23 FEB Inport Buckner Bay for fuel

23 - 25 FEB Enroute Keelung, Taiwan

25 FEB - 1 MAR Inport Keelung for rest and relaxation

2 - 4 MAR Enroute Sasebo, Japan

4 - 10 MAR Inport Sasebo for upkeep

10 - 14 MAR Enroute Hong Kong, B. C. C.

12 MAR Assigned to CTF 72 for Taiwan Straits Patrol

14 - 19 MAR Inport Hong Kong for rest and relaxation

19 - 20 MAR Enroute Yankee Station, Gulf of Tonkin

21 - 24 MAR Enroute Sasebo, Japan as a member of Task Unit 77.6.2

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25 MAR - 2 MAY	Inport Sasebo for upkeep
3 - 6 MAY	Enroute SAR Station, Gulf of Tonkin
7 - 14 MAY	Assigned to Task Unit 77.0.3 on southern Search and Rescue Station
14 - 17 MAY	Enroute Subic Bay, Philippine Islands
17 MAY - 15 JUN	Inport Subic Bay for upkeep
15 JUN - 2 JUL	Enroute San Diego, California
3 JUL - 18 AUG	Inport San Diego in preparation for Regular Overhaul
19 AUG	Enroute Long Beach, California
19 AUG - 31 DEC	Regular Overhaul at Long Beach Naval Shipyard

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II

BASIC NARRATIVE

JANUARY

1 January 1970 found BROOKE in her homeport of San Diego, California making last minute preparations for the upcoming deployment to the Western Pacific.

BROOKE, under the command of Commander James G. WILLIAMS III, USN, departed her homeport on 5 January 1970 to transit to the Western Pacific on her second extended overseas cruise since commissioning on 12 March 1966. She was in company with four other CRUESPAC units: USS HORNE (DLG-30) with Captain W. L. TALBOT, Commander Destroyer Squadron TWENTY-ONE embarked, USS BRADLEY (DE-1041), USS JOHN A. BOLE (DD-755), and USS FECHTELER (DD-870).

For six days the formation steamed toward Pearl Harbor for a fuel stop and pre-deployment briefings by the staff of CINCPACFLT. On 13 January 1970, the second leg of the transit commenced with HORNE being detached to proceed independently. Commander Destroyer Squadron TWENTY-ONE, now embarked in BRADLEY, coordinated many underway training exercises to ensure all units were at peak readiness posture prior to reporting for duty to Commander, U. S. SEVENTH Fleet.

The four ships made brief fuel stops at Midway Island and Guam while continuing their western transit.

On 27 January 1970, BROOKE arrived in Subic Bay where she was outfitted with specialized equipment readying the ship for her first assignment in the combat zone.

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FEBRUARY

On 1 February 1970, BROOKE was enroute to Yankee Station, Gulf of Tonkin, for duty in Task Group 77.6 as planeguard for USS RANGER (CVA-61). BROOKE arrived on Yankee Station on 3 February to relieve USS ALBERT DAVID (DE-1050) as a member of Task Unit 77.6.2, the carrier screening unit. During this line period, BROOKE provided RANGER with anti-submarine protection, rescue destroyer assistance, and supplemented the Task Force 77 anti-air warfare forces.

The task group conducted underway replenishments for fuel, food and supplies approximately every three days, and BROOKE put in her time alongside the always welcome service force ships. BROOKE was also called upon to assist in two search and rescue missions and to provide surveillance of possible hostile shipping.

On 15 February 1970, BROOKE completed her first line period and set sail for Buckner Bay, Okinawa, to participate in ASWEX 3-70, a comprehensive anti-submarine warfare exercise designed to evaluate the readiness of SEVENTHFLT anti-submarine forces. At the entrance to Buckner Bay, at 0700 on 18 February, a change of command ceremony took place on the fantail during which Commander William F. McCAULEY, USN relieved Commander WILLIAMS.

ASWEX 3-70 was conducted in an area to the east of Okinawa. Participating units were USS RANSEY (DEG-2) with Commander Destroyer Squadron TWENTY-NINE embarked, USS ALBERT DAVID (DE-1050), USS BENNER (DD-847), BROOKE, and patrol aircraft from Commander Patrol Force SEVENTH Fleet. The opposing submarine was USS SAILFISH (SS-572). Coordinated air/surface search tactics were employed. This four day exercise was a rare occasion with three ships equipped with the modern AN/SQS-26 sonar operating together

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in an anti-submarine warfare environment.

Upon completion of ASWEX 3-70, BROOKE proceeded back into Buckner Bay for an overnight fuel stop prior to sailing for Keelung, Taiwan, for five days of rest and relaxation. BROOKE anchored in Keelung harbor on 25 February 1970. The crew welcomed this R and R period and took full advantage of the many sights that Taipei and the surrounding areas offered. BROOKE was fortunate to be the only U. S. Navy ship in port at this time and her crew members were impressed with the warmth and friendliness of the Taiwanese people.

MARCH

On 2 March 1970, BROOKE got underway for Sasebo, Japan for a short upkeep period. Entering port on 4 March, the ship commenced 6 days of routine maintenance. With the ship ready for seas again, the mooring lines were eagerly hauled aboard as BROOKE set sail for every sailor's number one liberty port, Hong Kong, B. C. C. While enroute, the ship was assigned Taiwan Straits patrol duty under the operational control of Commander Task Force SEVENTY-TWO. BROOKE passed through the straits on 12 March and anchored in Hong Kong harbor on 14 March. This five day R and R period was devoted to sightseeing, shopping in Hong Kong's fabulous retail stores, and general relaxation.

On 19 March 1970, BROOKE was again underway for the Gulf of Tonkin to escort USS RANGER (CVA-61) on her transit north to Japan. Arriving on Yankee Station on 20 March, BROOKE refueled from USS PASSUMPSIC (AO-107), and then shared escort duties with two other members of Task Unit 77.6.2; USS BRADLEY (DE-1041) and USS JOHN A. BOLE (DE-755). The transit to Sasebo was conducted in heavy seas. The task group

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inport Sasebo on 24 March to commence what turned out to be an extended upkeep period.

APRIL

During her inport period in Sasebo, BROOKE was assigned to Task Force SEVENTY-ONE which operates in the East China Sea and the Sea of Japan. A great deal was accomplished as the ship concentrated on preservation and cleanliness. On 21 April 1970, BROOKE's fireroom received an addition as a new supercharger was installed in 1B boiler.

For recreation, tours were conducted to Nagasaki and Unzen National Forest. BROOKE's softball and basketball teams made use of the inport period to build an impressive reputation while posting a combined record of 11 wins and only 3 losses.

MAY

On 2 May 1970, BROOKE was directed to proceed to the Gulf of Tonkin to assume duties as a Search and Rescue picket ship. The ship sailed into Buckner Bay, Okinawa for a four hour fuel stop on 4 May after which she proceeded on patrol duty in the Taiwan Straits while proceeding on her southern transit.

Arriving on station off the coast of North Vietnam, the ship joined USS DALE (DLG-19) as a member of Task Unit 77.6.3. BROOKE's role was to provide "Shotgun" services to USS DALE and to assist in any search and rescue mission in the Gulf of Tonkin. She also provided the SAR helicopters with fuel and a landing platform when needed. By carefully tracking all air and surface contacts in the area, BROOKE was able to

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provide air and surface defense for the ships of the "Yankee Team."

Completing her duty with Task Unit 77.0.3 on 14 May, BROOKE proceeded to Subic Bay, Philippine Islands, for an upkeep period. She arrived in Subic the morning of 17 May and commenced a tender availability from USS GOMPERS (AD-37) along with assistance from Ship Repair Facility, Subic.

On 22 May 1970, BROOKE was underway in the Subic operating areas for type training exercises after which she returned to Subic Bay.

JUNE

On 15 June 1970, BROOKE completed her tour of duty in the Western Pacific and commenced her transit to San Diego, California in company with USS DALE (DLG-19), USS BRADLEY (DE-1041) and USS FECHTELER (DD-870). Due to leaking boiler tubes, the rate of feedwater consumption exceeded the rate of water production on this transit, thereby necessitating daily water replenishment from ships in company.

JULY

On 2 July 1970, BROOKE arrived in San Diego to a hearty welcome from friends and loved ones. The remainder of July was spent in San Diego undergoing the many pre-arrival inspections and preparations for Regular Overhaul, including off-loading all missiles and ammunition.

AUGUST

The Supply Overhaul commenced with off load of storeroom material on 8 August 1970. On 19 August, with her magazines and storerooms empty, BROOKE officially entered the U. S. Naval Shipyard, Long Beach, California, to commence Regular Overhaul. Upon arrival the major work scheduled included

undergoing the many pre-arrival inspections and preparations for Regular Overhaul, including off-loading all missiles and ammunition.

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SHIPALT DEG/1-58 which involved replacement of the outer row of convection tubes in both boilers; Sonar Overhaul; Boiler Repairs; Fin Stabilizer Repairs; SHIPALT DEG/1-Y001 which involved addition of sophisticated test equipment to the missile system to allow the accomplishment of daily system operational tests; and conversion of the missile system to allow the firing of either TARTAR or the newer STANDARD missiles.

SEPTEMBER

On 3 September 1970, BROOKE entered drydock for hull repairs. Boiler work was expanded to include the renewal of the entire convection tube bank of 1A boiler, however, availability of replacement tubes affected the boiler progress dates. Due to the complete deterioration of piping, requested SHIPALT repairs to the Prairie Masker were approved. Due to the high cost of repairs, excessive lead time on repair parts, and the demonstrated unreliability of existing General Electric Prairie Masker pumps, authorization was requested from COMCRUDESPAC to replace existing pumps with improved Worthington compressors. On 18 September 1970, BROOKE requested authorization for conversion of FAST Kingpost to Conventional Kingpost to enhance maintenance and combatability with the forthcoming STREAM system. The turnover of critical key petty officers resulted in diluted team training efforts in preparation for refresher training. Efforts to correct this situation were continually made by frequent requests and visits to EPDOPAC. All required work submitted on supplementary work requests during the month were approved and scheduled, with minor exceptions.

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OCTOBER

On 7 October 1970, Long Beach Naval Shipyard requested that the BROOKE Regular Overhaul period be extended owing to increased scope of boiler work. Fin Stabilizer repairs remained a cause of concern. External progress was only fair and internal repairs were being held up owing to the absence of critical parts. Main propulsion shaft prairie masker piping repairs were somewhat unique to the shipyard and caused a slippage in scheduled undocking. Work incident to the sonar overhaul fell behind schedule since it interfaced with other jobs behind schedule. Undocking was accomplished without incident on 29 October.

NOVEMBER

Boiler work was now progressing satisfactorily. A satisfactory preliminary hydrostatic test to 125 per cent design pressure was conducted on LB boiler on 5 November. Work incident to sonar repair continued to lag behind schedule. AN/SQS-26AX sonar repairs and installation of IAPS control transformer fell approximately 4 weeks behind schedule. Missile system alterations progressed satisfactorily. An extensive training program was started in preparation for the scheduled Refresher Training after the completion of the Regular Overhaul.

DECEMBER

All LB boiler work was completed with exception of associated fuel oil service modifications and ACC component reinstallation. Work on AN/SQS-26AX sonar overhaul improved. However, sonar repairs remained three weeks behind schedule. Yard repair of transmitter modules was behind schedule owing to difficulty in obtaining the proper silicon

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control rectifiers. All missile system alterations were installed and power was applied to the system on 3 December. A CNO recommendation for removal of the MK 25 Torpedo Tubes was received with COMCRUDESAC approval confirmed by phone. A message was drafted by COMCRUDESAC requesting approval by CINCPACFLT; however, this had not been received by the end of the year. From commencement of Regular Overhaul, BROOKE conducted an intensive shipboard training program through the use of on-the-job training including four hours of divisional training per week from October thru 6 December. In addition, BROOKE made maximum utilization of the Fleet Training Center schools available in San Diego. As of 31 December, 216 BROOKE officers and crew members attended various FTC and other formal schools. The end of 1970 found BROOKE in Long Beach Naval Shipyard. The majority of the overhaul work completed, and the crew, working with the shipyard, was reassembling the many systems which had been overhauled. Preparations for Refresher Training were well underway.

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III

SPECIAL TOPICS

A. OPERATIONS

During 1970, BROOKE's Operations Department gained considerable operational experience. The WESTPAC deployment and several exercises the first half of the year was valuable training for the new personnel and it helped forge them into an effective team.

Throughout the deployment, the equipment performance was outstanding. The electronics technicians maintained the communications, radar, and ECM gear near perfection. New equipment received during calendar year 1969 proved to be a valuable asset to the ship and helped prevent major casualties during the deployment. The ship's voice communications facilities were again outstanding during 1970.

During Regular Overhaul, the Naval Shipyard, Long Beach, California, assumed communications guard for BROOKE from 19 August thru 31 December. Throughout the overhaul, operations department personnel held shipboard training and attended numerous schools in order to gain experience with the new equipment and alterations/modifications to previously installed equipment.

By the end of December, operations personnel were ready to test and prove the new/modified equipment installed for the upcoming Refresher Training.

B. WEAPONS

The first six months of the year were spent deployed to WESTPAC, and the major portion of the remainder of the year was spent at the Naval

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Shipyard, Long Beach, California undergoing Regular Overhaul.

BROOKE's weapons systems experienced no major casualties throughout the deployment and were maintained in a high state of readiness.

On 19-22 February, BROOKE participated in ASWEX 3-70 off Okinawa. The AN/SQS-26AX Sonar gained several long range contacts which proved the value of this equipment.

During the deployment, BROOKE participated in 20 underway replenishments and 23 helo details providing valuable experience for the crew and once again showing the versatility of the DEG class. In 1970, the ship fired 12 rounds of AA Common in training and 23 rounds of VT/NON-FRAG during exercises to help maintain her proficiency in gunnery. The ship did not fire any missiles this year in training or exercises.

While at the Long Beach Naval Shipyard, the 5"/38 Gun, AN/SQS-26AX Sonar, MK 16 ASROC Launcher, and the MK 56 GFCS received major overhauls. In addition, RSPE was added to the MK 56 GFCS, TARTAR missile system was given a STANDARD missile and DSOT capability, and the AN/SKQ-1 Telemetering set was removed.

As the year ended, most of the overhauled and modified equipment was installed and the weapons department was ready to test their equipment prior to commencement of Refresher Training.

C. ENGINEERING

1970 was a disappointing year for the engineering department. The first month was relatively trouble free. However, on 19 February BROOKE suffered the first of five successive convection tube failures in 1A boiler which caused her to remain inport for repairs for a great deal

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of the WESTPAC deployment. The engineering department showed great tenacity and imagination in repairing these casualties (Enclosures (9), (10) and (11)). New methods were developed to find and plug these bad tubes which greatly reduced the down time for the boiler.

The Regular Overhaul period served to bolster the morale of the Engineering Department. Retubing of both boilers was accomplished and many other components of the system were overhauled or replaced. By the end of 1970, the future of the BROOKE engineering plant was looking brighter than it had for eleven months.

D. SUPPLY

The supply department provided valuable services during the deployment by having a complete line of repair parts on hand when casualties occurred which prevented loss of valuable time awaiting outside assistance.

During the overhaul from August through December, BROOKE commenced a concurrent supply overhaul, in which a new revised Coordinated Shipboard Allowance List (COSAL) was started and the depth in line items were to be reduced from 35,000 to 21,000.

During the past 12 month period, the ship's store operation had total sales of \$34,151.41 and a net profit of \$3,919.78. The food service operation served a total of 63,000 rations. The proficiency and efforts of assigned supply personnel caused the ship to earn the FY 1970 Supply "E".

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