

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 1971 (OPNAV Report 5750-1)
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Encl: (1) USS BROOKE (DEG 1) Command History 1971

1. In compliance with reference (a), enclosure (1) is submitted.


C. J. ALBRECHT

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COMMAND HISTORY
OF
USS BROOKE (DEG-1)

1971

GROUP -4
Downgraded at 3-year intervals;
Declassified after 12 years

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CHRONOLOGY OF HIGHLIGHTS

1971

1 JAN - 23 FEB	Regular Overhaul at Long Beach Naval Shipyard
23-25 FEB	Local Ops, Southern California Operating Area
25 FEB - 2 MAR	Inport San Diego
2-3 MAR	Local Ops, Southern California Operating Area
3-15 MAR	Inport San Diego
15 MAR - 9 APR	Refresher Training
9-20 APR	Inport San Diego
20-23 APR	Underway for Missile System Qualification Tests
23-27 APR	Inport San Diego
27-28 APR	Underway - Pacific Missile Range for missile shoot
28-29 APR	Inport Seal Beach
29-30 APR	Local Ops, Southern California Operating Area
30 APR - 1 JUN	Inport San Diego undergoing preparation for overseas movement
1-2 JUN	Underway for pre-deployment training
2-15 JUN	Inport San Diego
11 JUN	Change of Command
15 JUN	Underway via NORPAC for Third WESTPAC Deployment
15-18 JUN	Enroute Seattle, Washington
18-19 JUN	Inport Seattle for refueling
19-25 JUN	Enroute Adak, Alaska
25-26 JUN	Inport Adak for refueling
26 JUN - 2 JUL	Enroute Yokosuka, Japan

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2-9 JUL	Inport Yokosuka for Upkeep
9-20 JUL	PARPRO in Sea of Japan
20-25 JUL	Inport Yokosuka for Upkeep
25-28 JUL	Enroute Eta Jima
28 JUL	Inport Eta Jima to discharge JMSDF cadets
28 JUL	Enroute Kure
28-31 JUL	Inport Kure for rest and relaxation
31 JUL - 2 AUG	Enroute Yokosuka
2-9 AUG	Inport Yokosuka for Upkeep
9-17 AUG	PARPRO in Sea of Japan
17-19 AUG	Inport Yokosuka for Upkeep
19 AUG - 3 SEP	Underway for surveillance of Soviet Naval Summer Exercise off Kamchatka Peninsula
3-19 SEP	Inport Yokosuka for Upkeep
19-26 SEP	Enroute YANKEE Station
26 SEP - 1 OCT	Operations on YANKEE Station
1-2 OCT	Enroute Subic Bay
2-12 OCT	Inport Subic Bay for Upkeep
12-13 OCT	Underway for Typhoon evasion
13-14 OCT	Inport Subic Bay for refueling
14-18 OCT	Enroute Sea of Japan
18-19 OCT	Planeguard for USS MIDWAY in Sea of Japan
19-20 OCT	Enroute Sasebo
20-24 OCT	Inport Sasebo for Upkeep
24 OCT - 1 NOV	Enroute Pearl Harbor

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1 NOV	Inport Pearl Harbor to refuel and clear customs
1-6 NOV	Enroute San Diego
6 NOV - 7 DEC	Inport San Diego for post-deployment stand-down
7-9 DEC	Underway for local ops, Southern California Operating Area
9-31 DEC	Inport San Diego for upkeep and holiday leave

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II

BASIC NARRATIVE

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January

As the New Year began, BROOKE under the command of Commander William F. McCAULEY, was in the Long Beach Naval Shipyard, undergoing a six-month regular overhaul. During this time, BROOKE's material readiness was improved to the point of enabling her to perform extremely well during Refresher Training and, later on, in WESTPAC.

Significant work accomplished included renewal of the outer row convection tubes in both boilers, the replacement of the compressors in both prairie maskers, modification of the Tartar missile system in order to accommodate the Standard Missile, removal of the Mk 25 torpedo tubes from the stern, addition of Radar Signal Processing Equipment to the Mk 56 GFCS, overhaul of the 5"/38 gun mount, Mk 56 GFCS, Mk 16 ASROC launcher, and AN/SQS-26 sonar, replacement of several SPA-4 radar repeaters with SPA-25's, and a general modernization of radar and communications equipment. T8

February

BROOKE spent most of February completing the last stages of her overhaul and undergoing sea trials. On 22 FEB the overhaul was completed and BROOKE was underway for Seal Beach in order to load missiles and ammunition. BROOKE arrived 22 FEB and completed loading on the 23rd. The same afternoon BROOKE was underway for Wilson Cove, San Clemente Island, where weapons system alignment was conducted on 24 FEB. After conducting underway training on the 24th and 25th, BROOKE entered San Diego on the evening of the 25th and remained there for the remainder of the month.

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March

The first week in March was spent preparing for Refresher Training (REFTRA). On 8 MAR, the Training Readiness Evaluation was conducted. The remainder of the week was spent conducting inport training. On 15 MAR, the underway phase of REFTRA began. The rest of the month was spent conducting this phase, the usual procedure being a sea period of a few days duration followed by a few days inport. Highlights included ASW exercises, shore bombardment, air and surface gunnery, and underway replenishment.

April

As April began, BROOKE was still in REFTRA. On the first of the month, the Mid-Term Battle Problem was conducted. BROOKE passed with an unusually good score. Training continued for another week and then, on 9 APR, conducted the Final Battle Problem.

This was a comprehensive exercise combining all aspects of previously conducted training. BROOKE again did extremely well and successfully completed Refresher Training.

As soon as REFTRA ended, BROOKE went into the Missile Systems Qualifications Tests (SQT). The first phase was conducted inport and lasted until 20 APR. From the 20th to the 23rd, the underway phase of SQT was conducted. On 27 APR, BROOKE was underway for the Pacific Missile Range. The next day a missile shoot was conducted with four shots fired and two hits. BROOKE then went to Seal Beach and back to the SOCAL OPAREA, entering San Diego on the last day of the month.

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May

BROOKE was scheduled to deploy in June and was involved in the myriad of tasks that must be accomplished prior to an overseas movement. The first two weeks of the month were spent, in a tender availability with the USS SAMUEL GOMPERS (AD-37), completing the final material preparations necessary for deployment. During this same period, the pre-deployment inspection was conducted and BROOKE was found to be ready for deployment.

June

On 1 and 2 JUN, BROOKE was underway in the SOCAL OPAREA conducting her pre-deployment cruise. This was successfully accomplished and the next two weeks were spent completing the final details. On 11 JUN, four days prior to deploying, Commander McCauley was relieved as Commanding Officer by Lieutenant Commander Carl J. Albrecht.

On June 15, BROOKE was underway for her third WESTPAC deployment. In company with the USS HENRY W. TUCKER (DD 875), BROOKE steamed toward Seattle, Washington, her first stop on the northern transit route. After fueling in Seattle, on 18-19 JUN, BROOKE and TUCKER continued, refueling at Adak, Alaska on 25-26 JUN, and entering Yokosuka, Japan, on 2 JUL.

July

BROOKE remained in Yokosuka for a week, making final preparations for her initial mission of the deployment. While in Yokosuka, BROOKE participated in the festivities on 4 JUL. As one of the ships holding "open house", BROOKE welcomed aboard more than 1600 of the 13,000 Japanese nationals who visited the Naval Station that day. For her role in enhancing Japanese-American relations, BROOKE was commended by Commander, Fleet Activities, Yokosuka.

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On 9 JUL, BROOKE left Yokosuka, in company with USS BAINBRIDGE (DLGN-25), for the Sea of Japan, where both ships conducted PARPRO operations. The operation was routine and, after successfully completing their mission, both ships returned to Yokosuka on the 20th.

BROOKE had a short upkeep period of five days and was underway on 25 JUL, in company with the USS HENRY B. WILSON (DDG 7). The destination was Eta Jima and the mission was to deliver cadets to the JMSDF academy at Eta Jima and to give the cadets an indoctrination in U. S. Navy ships. While aboard, the cadets participated in many of the ship's evolutions, including watch standing and drills. The voyage was educational and enjoyable for the Japanese and Americans. On 28 JUL BROOKE anchored at Eta Jima, and debarked her passengers. For the part she played in this operation, BROOKE was commended by COMSEVENTHFLT.

August

After the short upkeep from 2 AUG to 9 AUG, BROOKE left Yokosuka in company with WILSON as a unit of TU 71.0.4. The mission was to conduct PARPRO operations in the Sea of Japan. On August 14, BROOKE, WILSON, and PASSUMPSIC (AO 107) were overflown by two Soviet Badger B bombers. The aircraft made three passes but took no hostile action. On 17 AUG TU 71.0.4 returned to Yokosuka.

BROOKE was scheduled for another upkeep period, but it was cut short after only two days. Essential work was accomplished, the most important was the installation of a new slave gyro.

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On 19 AUG BROOKE was ordered to get underway. A patrol plane had sighted a Soviet task force in the vicinity of the Kurile Islands and it was suspected that the Soviets were planning to conduct an exercise. TU 71.0.4 consisting of BROOKE and WILSON, was sent to the Northern Pacific to investigate. The OTC was COMDESRON 17, Captain F. W. CORLEY, Jr.

BROOKE left Yokosuka late on the evening of 19 AUG, and rendezvoused with WILSON the next day. Both ships headed north. On 21 AUG, while steaming off the Kuriles, TU 71.0.4 chopped to the operational control of CTF 72.

By 22 AUG it appeared as if the Soviet task force had split into two units. Accordingly, BROOKE and WILSON split, each in search of an element of the Soviet force. On 23 AUG, both ships assumed patrol stations, BROOKE a barrier patrol off the northern Kuriles and WILSON a random circle patrol southeast of Petropavlovsk, and both BROOKE and WILSON remained in their respective patrol areas.

On 25 AUG, a Soviet "Riga" class DE began following WILSON and was present for the UNREP that took place later that day between PASSUMPSIC and BROOKE and WILSON. BROOKE then assumed a new patrol station east of the area where it was believed that the Soviets would conduct a missile shoot. WILSON took station to the west of the area.

On 26 AUG, WILSON made contact with elements of the Soviet force, a "Kynda" class guided-missile cruiser and a "Skoryy" class destroyer. BROOKE headed for a rendezvous with WILSON and, on the way, was joined by a Soviet "Petya" class PCE.

On the afternoon of the 26th, BROOKE and WILSON rendezvoused in the vicinity of the Soviet force. WILSON successfully executed a maneuver that drew off the destroyer and PCE, enabling BROOKE to fall into the cruiser's wake.

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BROOKE followed the cruiser until it came within 25 miles of Soviet waters and then broke off the pursuit in accordance with orders.

On 27 AUG air reconnaissance sighted a Soviet force consisting of a "Kresta" class guided-missile cruiser and two destroyers to the east of TU 71.0.4's position. BROOKE and WILSON were ordered to overtake the Soviet force and headed east in an attempt to do so. Before this could be accomplished, TU 71.0.4 was ordered back to a patrol station to the west of the Soviet missile range. BROOKE, WILSON and PASSUMPSIC all assumed patrol stations in this area late on the 27th and remained in these stations until early in the morning of the 31st. At that time, the patrol area was shifted farther south.

By this time, it became apparent that the Soviet exercises in this area were over, and TU 71.0.4 was ordered to return to Yokosuka. Accordingly, TU 71.0.4 turned south and set course for Yokosuka, arriving there on the morning of 3 SEP.

September

From 3 SEP through 19 SEP, BROOKE underwent upkeep in Yokosuka. During that time, a great deal of work was accomplished including upkeep on the boilers and the evaporators.

On the afternoon of the 19th, BROOKE left Yokosuka for YANKEE Station as part of TG 77.4. On the 20th BROOKE rendezvoused with USS MIDWAY (CVA 41) and USS ROBISON (DDG 12) and headed south. Together, BROOKE and ROBISON formed TU 77.4.2 which was assigned to screen and plane guard for MIDWAY. The OTC was CTU 77.4.1, Captain W. L. HARRIS of the MIDWAY.

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TG 77.4 headed south enroute to YANKEE Station. During the transit, there were several typhoons in the area, forcing TG 77.4 to steer a storm evasion course enroute. As a result, instead of crossing into the South China Sea through the more direct Luzon Strait, the more southerly San Bernadino Strait was chosen and was transited on 23 SEP.

After passing into the South China Sea, a missile exercise was conducted off the coast of Luzon. The exercise involved a single "bird" intercepting a low-flying target drone. The result was a confirmed kill on the drone. Following the missile firing, a gunnery exercise was held.

On 26 SEP, TG 77.4 arrived on YANKEE Station and MIDWAY immediately began flight operations. BROOKE and REEVES (DLG-24) alternately acted as plane guard during the next four days. Fortunately, none of MIDWAY's aircraft had any difficulties. On 30 SEP, BROOKE was detached from TG 77.4 and proceeded independently to Subic Bay, leaving the combat zone on 1 OCT.

October

BROOKE arrived in Subic Bay on 2 OCT and began a short but highly productive upkeep period. During the ten days that BROOKE spent in Subic, the diffuser plates in the superheater of 1B boiler were realigned, eliminating the problem of overheating. A leak from a JP-5 tank into an adjacent water tank was repaired and both condensate pumps were overhauled.

The time in Subic was a significant point in the Commanding Officer's naval career, as he was promoted to the rank of commander.

On 12 OCT, BROOKE was underway again for storm evasion and back in Subic Bay on the 13th to refuel. On the 14th, BROOKE headed for the Sea

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of Japan as part of TU 71.0.4. This force consisted of MIDWAY with BROOKE, EPPERSON (DD-719) and AGERHOLM (DD-826) acting as plane guards and radar/sonar pickets. The OTC was Captain HARRIS of the MIDWAY.

Upon arrival in the Sea of Japan, MIDWAY commenced flight operations. BROOKE, along with EPPERSON and AGERHOLM, assumed her now familiar task of plane guarding for the carrier. It was during these operations that the only tragedy of the deployment occurred. During flight operations on the 19th, an A-7 collided with an E-2, killing all five crewmen of the E-2. When she was not plane guarding, BROOKE assumed a picket station to the north in order to be between the MIDWAY and any possible threat. On the 19th, BROOKE was detached and proceeded to Sasebo, arriving on the 20th.

After a brief upkeep period at Sasebo, BROOKE was underway on the 24th as part of TU 70.0.1 and as usual was escorting the MIDWAY. This time the destination was CONUS. BROOKE steamed a course parallel to the MIDWAY on a station fifty miles north of the carrier. BROOKE was so stationed to provide MIDWAY early warning in the event of an overflight. After several days, when the threat of overflight abated, BROOKE moved to a station astern of the MIDWAY. TU 70.0.1 outchopped to First Fleet on 28 OCT and became TU 17.3.1.

November

On 1 NOV, BROOKE and MIDWAY entered Pearl Harbor where BROOKE refueled and cleared customs. Both ships were underway again the same afternoon.

On the 4th, BROOKE and MIDWAY parted company, the latter steaming to Alameda and BROOKE to San Diego. On 6 NOV BROOKE arrived in San Diego, having successfully completed her third WESTPAC deployment.

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commitments and spending exactly 60% of the deployment underway.

Immediately following the deployment, BROOKE went into a thirty day leave and upkeep period. The rest of the month was spent attending to post-deployment administrative matters and allowing the crew maximum leave and liberty.

December

On 7 DEC, the stand-down ended and BROOKE was underway for operations in the SOCAL OpArea. Training included an ASW exercise in which BROOKE launched a torpedo, a HIFR, and acoustic experiments with FLIP. BROOKE entered San Diego on the 9th, and the remainder of December was spent in a holiday stand-down.

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III

SPECIAL TOPICS

Operations

The 1970-1971 yard period updated much of the Operations Department's electronic equipment and enhanced its material state of readiness. Concurrent with the material update was an extensive training program that increased the personnel readiness of the Department.

The preparations of the Operations Department paid great dividends during the WESTPAC deployment. Much of the deployment was spent in remote areas of the Pacific where communications are difficult but despite this reliable communications were maintained. On numerous occasions BROOKE transited very narrow straits which required properly functioning radar and precise work on the part of radarmen. No difficulties were encountered. As a result of its performance in WESTPAC the Operations Department won the operations "E".

Weapons

BROOKE left the yard with improvements to virtually every weapons system aboard. The Tartar Missile System was given a Standard Missile and DSOT capability. The MK 56 GFCS had RSPE added. Additionally, the 5"/38 gun, the AN-SQS-26 Sonar, the MK 16 ASROC launcher, and the MK 56 GFCS all received major overhauls.

During Refresher Training, the results of the material improvements and training by departmental personnel were apparent. All required evolutions were performed with no major difficulties. During SQT, which immediately followed REFTRA, the missile system proved to be in excellent

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condition. Four missiles were fired on the PMR and two were hits. The two misses were judged to be the result of defective missiles and not a faulty fire control system.

During the deployment, the Weapons Department performed extremely well. Several gunfire exercises were conducted with no difficulties. One missile was fired during the deployment resulting in a direct hit.

The efforts of the Weapons Department resulted in the award of "E"'s in gunnery and missiles and an "A" in ASW.

Engineering

1971 was by far the best year that the Engineering Department has had. The pressure-fired steam generating system has historically been a troublesome system, but the engineers were able to overcome these difficulties and do a truly outstanding job. Upon completion of overhaul in 1971 the engineering plant was in excellent material condition. During the overhaul the outer row convection tubes of both boilers were completely renewed and several other components of the system were overhauled.

The engineers proved the efficiency of their plant during Refresher Training and the deployment. During REFTRA, the Engineering Department was able to accomplish its exercises with only occasional minor casualties.

BROOKE's schedule during the deployment was such that there was little time to perform any extended maintenance. The engineers were able to make the most of this limited time and kept the plant in outstanding condition. BROOKE met all commitments.

For their efforts, the engineers earned the red "E", symbolic of excellence in engineering.

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Supply

During the deployment BROOKE experienced casualties that could have seriously affected her operational readiness. The Supply Department supported the ship in an outstanding manner procuring needed parts rapidly in order that repairs could be made expeditiously.

As a result of its efforts during 1971, the Supply Department won its second consecutive "E".

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