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USS STERETT (DLG-31)  
FPO SAN FRANCISCO 96601

DLG31/DJO:dmv  
5750  
Ser: C5

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28 FEB 1974

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From: Commanding Officer, USS STERETT (DLG-31)  
To: Chief of Naval Operations (OP-09B9)

Subj: OPNAV Report 5750-1; forwarding of

Ref: (a) OPNAVINST 5750.12B of 20 MAY 1971

Encl: (1) Command History (OPNAV Report 5750-1; USS STERETT  
(DLG-31) 1 January - 31 December 1973)

1. In accordance with reference (a), enclosure (1) is forwarded.

*H. E. Reichert*  
H. E. REICHERT

Copy to:  
CINCPACFLT  
COMCRUDESPAC

CLASSIFIED BY: CO USS STERETT (DLG-31)  
SUBJECT TO GENERAL DECLASSIFICATION  
SCHEDULE OF EXECUTIVE ORDER 11652,  
AUTOMATICALLY DOWNGRADED AT 10 YEAR  
INTERVALS. DECLASSIFIED ON 31 DEC 80

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01 JAN - 16 JAN      Inport San Diego  
16 JAN - 19 JAN      Underway SOCAL OPS, ORI, Transit to Seal Beach  
19 JAN                  Inport Seal Beach  
19 JAN - 20 JAN      Transit to San Diego  
20 JAN - 09 FEB      Inport San Diego  
06 FEB                  Received MSG delaying WESTPAC Deployment  
09 FEB - 10 FEB      Public visit ship at Broadway Pier  
10 FEB - 09 MAR      Inport San Diego  
07 MAR                  LAMPS Detachment arrived onboard  
09 MAR                  Underway for WESTPAC, assigned CTU 37.1.2 with  
                                 USS CORAL SEA, USS REASONER, and USS CAMDEN  
10 MAR                  RDVU with USS CORAL SEA, and USS CAMDEN  
14 MAR                  Moored Bravo Pier, Pearl Harbor, Hawaii  
15 MAR - 26 MAR      Underway from Pearl Harbor enroute Subic Bay  
                                 assigned CTU 70.0.8 with USS CORAL SEA and  
                                 USS REASONER  
25 MAR                  LAMPS Helo crashed, crew rescued  
26 MAR - 02 APR      Inport Subic Bay, R.P.  
02 APR - 30 MAY      Assigned CTU 77.1.0/CTU 77.1.1, assigned CTU  
                                 78.0.6, assigned CTU 77.0.2/CTU 77.0.0  
30 MAY - 12 JUN      Inport Sasebo, Japan  
12 JUN - 15 JUN      Enroute Keelung, Taiwan  
15 JUN - 19 JUN      Visit Keelung, Taiwan. Assumed duties as SOPA.  
19 JUN - 17 JUL      Assigned CTU 77.0.2/CTU 77.0.0  
07 JUL                  Typhoon evasion

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18 JUL - 23 JUL Visit Hong Kong  
23 JUL - 24 JUL Enroute Subic Bay, R. P.  
24 JUL - 02 AUG Inport Subic Bay, R. P.  
02 AUG - 16 AUG Assigned CTU 77.0. /CTU 77.0.0  
16 AUG - 21 AUG Enroute YOKO, Japan  
21 AUG - 24 AUG Visit Yoko, Japan  
24 AUG - 31 AUG Enroute Pearl Harbor, Hawaii. Assigned CTU  
70.0.5/CTU 35.9.1  
31 AUG Missile fire, torpedo fire, ASROC fire,  
ASW exercises  
31 AUG - 01 SEP Inport Pearl Harbor, Hawaii  
01 SEP - 06 SEP Transit to San Diego, CA  
06 SEP Arrived San Diego  
06 SEP - 06 NOV Inport San Diego  
06 NOV - 08 NOV Off load ammo, Seal Beach  
08 NOV - 12 DEC Inport San Diego  
12 DEC Underway, ENG school ship, Junior Officer  
Ship handling competition, RADM TESH aboard  
12 DEC - 31 DEC Inport San Diego

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COMMAND HISTORY

USS STERETT (DLG-31)

1 JANUARY 1973 - 31 DECEMBER 1973

OPNAV REPORT 5750-1

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II NARRATIVE

Throughout the entire year of 1973, STERETT has been under the command of Captain Herbert E. REICHERT, USN. STERETT's primary duties the first few months of 1973 were assigned in-port San Diego or in the Southern California operating areas in preparation for her upcoming WESTPAC deployment in February. Some of these events were a personnel inspection on 5 January, COMCRUDESPAC PMS inspection on 9 and 10 January, NTPI on 15 and 16 January, and an ORI on 17 January. Also included in the preparations for WESTPAC were a Combat Systems Readiness test (CSRT) on 23 and 24 January and a material inspection by RADM WOODS (COMCRUDESPAC).

Everything was in readiness; the ship had received many inspections and was found to be in an excellent condition of readiness, along with her crew. On 6 February, to the disappointment of all hands, STERETT received a message delaying her deployment. At first no date was given for her deployment, but then a few weeks later a message was received indicating STERETT's deployment would be 9 March 1973. Although STERETT was delayed, her crew was not idle. On 9 and 10 February STERETT hosted a very successful public visit ship at the Broadway Pier with approximately 2400 visitors coming aboard to talk to crew members and see various displays the crew had prepared.

An SH-2D LAMPS Helo from HSL-31, Imperial Beach flew aboard on 7 March and with the SH-2D, STERETT welcomed aboard four pilots and maintenance personnel as the ASW Helo detachment, which would be part of the STERETT crew until the end of the deployment. After last minute preparations, STERETT left for WESTPAC, on 9 March, leaving many wives, families, and sweethearts on the pier, to fulfill her commitment in the Western Pacific.

STERETT rendezvoused with USS CORAL SEA, USS REASONER, and USS CAMDEN to form TU 37.1.2 with Captain REICHERT being the Senior Officer present afloat (SOPA) as CTU 37.1.2. A couple of days before arriving in Pearl Harbor, Hawaii, STERETT had a small fire in the ship's laundry dryer, rendering it inoperative, which made it impossible to do the crews laundry. While in Pearl Harbor on 14 March, the laundry dryer was replaced and arrangements were made to have the crews laundry done by a civilian firm. The clean laundry was returned to the ship before getting underway on 15 March; however, it seemed as though no one had told the laundry to keep the officers', CPO's

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and enlisted men's clothes separate because when the laundry bags were opened it was found that all of the clothes had been mixed together. STERETT's officers and men had quite a laundry party separating and finding their own clothes.

The transit continued with daily training being conducted between STERETT, CORAL SEA and REASONER; until on the morning of 25 March, one day prior to entering Subic Bay, R. P., STERETT's LAMPS Helo took off for a routine flight to CORAL SEA to pick up the Chaplain for divine services. As the helo cleared the deck and was about 1,000 yards off STERETT's port beam, one of the engines malfunctioned and it crashed into the sea. Captain REICHERT expertly maneuvered the ship and picked up the three crew members safely. On 26 March, STERETT arrived in Subic Bay with a very solemn crew.

STERETT spent a few days in Subic Bay, before going out to the line. The crew enjoyed liberty and the ship received some repairs, fuel, and provisions.

Underway from Subic on 2 April, it appeared to the already experienced crew that this would be a rather routine line period in the Gulf of Tonkin. The cease-fire had been negotiated with the North Vietnamese and the crew anticipated a rather quiet and uneventful underway time. However, STERETT was in fact kept quite busy, plane guarding for CORAL SEA, participating in a missile firing exercise, and, on 6 April, assisting USS ENTERPRISE in looking for a man who had fallen over the side. STERETT was also tasked as screen commander for some of TF78 ships. Other events which took place were routine underway replenishments from various AO's of the service force like USS CAMDEN, USS MARIAS, USS TOLOVANA, and others. On 13 April STERETT returned to Subic to on load another SH-2D LAMPS Helo from a ship returning to CONUS. Captain REICHERT had another personnel inspection on 5 May and RADM ST. GEORGE (CTF75) visited STERETT on 14 May. The rest of the underway period was rather routine operating as AAW Picket and Piraz in the Gulf of Tonkin, and with a cook-out enroute to Sasebo, Japan, which the crew enjoyed very much.

In route from the Gulf of Tonkin to Sasebo, Japan, STERETT was assigned to TG72.0; arriving in Sasebo on 30 May for a port visit. Many of the crew members felt this was the highlight of the cruise because fifteen wives were waiting as STERETT pulled in. The crew enjoyed twelve days of leave and liberty and with many wives there, all hands had an enjoyable time.

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Upon leaving Sasebo, STERETT proceeded to Keelung, Taiwan for a brief port visit in which STERETT enjoyed the lower prices and the ability to purchase many items not readily available in CONUS. CO STERETT acted as SOPA Keelung during the visit.

On 19 June STERETT got underway for the Gulf of Tonkin, to assume duties as CTU 77.0.2. and CTU 77.0.0. This line period was routine until 7 July when all the ships of the force were directed to proceed south for typhoon evasion. STERETT weathered the high winds and heavy seas very well with the only incident being the loss of the AN/SPS-10 radar antenna which blew over the side during the storm.

After resuming PIRAZ duties until 14 July, STERETT was then relieved by USS FOX, and proceeded to Hong Kong. Hong Kong was indeed another memorable port, with a few of the crew members' wives there and maximum leave and liberty, a truly enjoyable time for all hands.

STERETT left Hong Kong on 23 July and proceeded to Subic Bay, R. P., for an up-keep period. In Subic, SRF personnel put forth a tremendous effort to repair many things the ship's force personnel were unable to repair because of the unavailability of facilities or man hours aboard ship. While in Subic, STERETT's personnel did enjoy liberty, received a Human Relations inspection from RADM KERN, and welcomed aboard three midshipmen on their First Class Cruise.

After getting underway for the Gulf of Tonkin on 2 August, the midshipmen were integrated into STERETT's watch organization; standing various watches under instruction such as JOOD, CICWO, and EOOW. This being the last line period prior to returning to CONUS, the crew's morale increased markedly.

Before heading for Pearl Harbor on the way home, STERETT made her last WESTPAC port visit in Yokosuka, Japan, in which the crew did last minute shopping for wives, sweethearts, and themselves. Leaving Yoko, the crew felt pride in knowing they had once again completed a successful deployment to the Western Pacific, which was also noted in the farewell message received from CTF 75 and COMSEVENTHFLT.

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In the Pearl Harbor Op Area, STERETT successfully completed a missile firing, torpedo firing, and various other ASW exercises; then proceeded into Pearl Harbor, Hawaii. In Pearl Harbor, STERETT said farewell to three very fine midshipmen and welcomed aboard the sons and fathers of some of the crew members. The transit from Pearl Harbor to CONUS was truly a memorable event for the STERETT guests.

On 6 September, STERETT pulled into San Diego, to be greeted by hundreds of friends and loved ones. In port San Diego, STERETT's crew enjoyed a maximum leave, liberty, and up keep period, while adjusting to the EASTPAC operational schedule. During this period STERETT received the Golden Anchor Award for FY73, for career motivation.

STERETT, now preparing for her scheduled ROH, was busy assembling work requests, off loading ammo in Seal Beach, and settling into the routine of EASTPAC. On 14 November COMCRUDESGRU ONE, RADM WATKINS, conducted a READIMP inspection in compliance with CINCPACFLT's readiness improvement program. In addition to the READIMP inspection, a personnel inspection by Captain REICHERT was conducted on 16 November, followed by a PMS assist visit on 19 November which was conducted by the COMCRUDESPAC PMS inspection team.

On 12 December, STERETT, being DATC engineering school ship, got underway for engineering drills which were conducted in Southern California Op Area. At the same time STERETT hosted the Junior Officer ship handling competition which was observed by RADM TESH, COMCRUDESGRU FIVE.

STERETT was in port the remainder of 1973, continuing to prepare for the upcoming ROH in February 1974. The ROH work definition conference was held aboard STERETT on 17 - 20 December. Christmas holiday leave and up keep period closed 1973.

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