



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

IN REPLY REFER TO
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25 MAR 1980

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

Subj: Command History

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Command Organization
(2) Summary of Operations
(3) Narrative of Major Events

1. The ship's history for the period 01 January 1979 - 31 December 1979, as contained in enclosures (1), (2) and (3) is submitted in accordance with reference (a).


J. W. EGERTON

COMMAND ORGANIZATION OF USS REEVES (CG-24)

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 - JUN 79
CAPT JAMES W. EGERTON	JUN 79 - PRESENT

USS REEVES (CG-24) SUMMARY OF OPERATIONS FOR 1979

01 JAN - 07 JAN	Inport, Pearl Harbor (Upkeep)
08 JAN	Weapons Onload, NAVMAG Lualualei
08 JAN - 12 JAN	Underway, MIDPAC (ISE)
12 JAN - 14 JAN	Inport, Pearl Harbor (Upkeep)
15 JAN - 18 JAN	Underway, MIDPAC (ISE)
18 JAN - 21 JAN	Inport, Pearl Harbor (ISE)
22 JAN - 29 JAN	Inport, Pearl Harbor (CSSQT)
30 JAN - 01 FEB	Underway, MIDPAC (CSSQT)
01 FEB - 05 FEB	Inport, Pearl Harbor (CSSQT)
06 FEB - 08 FEB	Underway, MIDPAC (CSSQT)
08 FEB - 12 FEB	Inport, Pearl Harbor (CSSQT)
13 FEB - 15 FEB	Underway, MIDPAC (CSSQT)
15 FEB - 19 FEB	Inport, Pearl Harbor (CSSQT)
20 FEB - 23 FEB	Underway, MIDPAC (CSSQT)
23 FEB - 18 MAR	Inport, Pearl Harbor (Upkeep)
19 MAR	Weapons Onload, NAVMAG Lualualei
20 MAR - 22 MAR	Underway, MIDPAC (MTT Phase I)
22 MAR - 26 MAR	Inport, Pearl Harbor (Upkeep)
27 MAR - 30 MAR	Underway, MIDPAC (ISE)
30 MAR - 02 APR	Inport, Pearl Harbor (Upkeep)
03 APR - 06 APR	Underway, MIDPAC (ISE)
06 APR - 10 APR	Inport, Pearl Harbor (Upkeep)
11 APR - 14 APR	Underway, MIDPAC (ISE)
14 APR - 06 MAY	Inport, Pearl Harbor (Upkeep)
07 MAY - 11 MAY	Underway, MIDPAC (MTT Phase II)
11 MAY - 13 MAY	Inport, Pearl Harbor (Upkeep)
14 MAY - 18 MAY	Underway, MIDPAC (ISE)
18 MAY - 20 MAY	Inport, Pearl Harbor (Upkeep)
21 MAY - 24 MAY	Underway, MIDPAC (OPPE)
24 MAY - 04 JUN	Inport, Pearl Harbor (Upkeep)
05 JUN - 29 JUN	Inport/Underway (REFTRA)
29 JUN - 04 JUL	Inport, Pearl Harbor (Upkeep)
05 JUL	Inport, Pearl Harbor (QSSI)
06 JUL - 15 JUL	Inport, Pearl Harbor (Upkeep)
16 JUL - 20 JUL	Inport, Pearl Harbor (NWAT)
21 JUL - 25 JUL	Inport, Pearl Harbor (Upkeep)
26 JUL - 27 JUL	Underway, MIDPAC (ISE)
27 JUL - 29 JUL	Inport, Pearl Harbor (Upkeep)
30 JUL - 31 JUL	Inport, Pearl Harbor (INSURV)
01 AUG	Underway, MIDPAC (INSURV)
02 AUG - 04 AUG	Inport, Pearl Harbor (INSURV)
05 AUG - 20 AUG	Inport, Pearl Harbor (Upkeep)
21 AUG - 24 AUG	Underway, MIDPAC (ISE)
24 AUG - 27 AUG	Anchored, Lahaina Roads, Maui
27 AUG	Underway, MIDPAC (ISE)
27 AUG - 28 AUG	Inport, Pearl Harbor (Upkeep)
29 AUG - 30 AUG	Inport, Pearl Harbor (NWAI)

31 AUG - 03 SEP	Inport, Pearl Harbor (Upkeep)
04 SEP - 10 SEP	Underway, Enroute San Diego
10 SEP - 23 SEP	Inport, San Diego (Upkeep)
24 SEP - 06 OCT	Underway, FLEETEX 2-79
06 OCT - 08 OCT	Inport, Seattle, Washington
09 OCT - 14 OCT	Underway, Enroute Pearl Harbor
14 OCT - 21 OCT	Inport, Pearl Harbor (Upkeep)
22 OCT - 24 OCT	Underway, MIDPAC (BUZZARDEX)
24 OCT - 02 DEC	Inport, Pearl Harbor (Upkeep)
03 DEC - 07 DEC	Inport, Pearl Harbor (Command Inspection)
08 DEC - 31 DEC	Inport, Pearl Harbor (Upkeep)

NARRATIVE OF MAJOR EVENTS

The new year commenced just following the completion of the USS REEVES (CG-24) regular overhaul in the Pearl Harbor Naval Shipyard (completed 14 December 1978). In 1979 REEVES was presented with a series of major milestones which her officers and men were required to successfully meet in order to prepare the ship for overseas deployment. The year 1979 was a time devoted to intensive training and material upkeep and improvement, as the ship continued the transition from the static, inport environment of a naval shipyard to the dynamic environment of operational commitments.

The first major challenge met in 1979 was successful completion of the Combat Systems Ship Qualification Trials (CSSQT) and the associated Weapons Systems Accuracy Tests (WSAT). The purpose of CSSQT was to bring the ship's crew and its combat systems up to a high level of combat readiness. REEVES Crewmembers were required to demonstrate, through maintenance and operation of their equipment, the capability to deliver each weapon carried onboard to its respective target. The CSSQT team members from Naval Ship Weapon Systems Engineering Station, Port Hueneme, California required the proper demonstration of NTDS (Naval Tactical Data System), all electronic warfare equipment, all search radars, the anti-air warfare missile fire control systems, the anti-air warfare missile launching systems, the anti-shiping missile weapon system, and the anti-submarine warfare weapons systems. In short, REEVES was required to physically demonstrate the ability to accomplish her primary missions of Anti-Air Warfare (AAW), Anti-Submarine Warfare (ASW) and Anti-Surface Warfare.

By early February WSAT had been completed with a successful run of the FORACS range at Pearl Harbor. Additionally, both the ASROC (Anti-Submarine Rockets) and SVTT (Surface Vessel Torpedo Tube) systems had successfully launched exercise weapons and hits had been recorded against underwater targets.

CSSQT concluded the week of 20 February when REEVES transited to the Pacific Missile Range, near Kauai to conduct live firings of Standard (TERRIER) Missiles at drone targets which were to be launched from the shore facility at Barking Sands, Kauai. In order to successfully complete CSSQT each of REEVES' four AN/SPG-55B MOD 8 Missile Fire Control Systems were required to obtain 2 evaluated "hits" on actual targets. During a day-and-a-half of missile firings, REEVES obtained 10 hits in 11 attempts against a total of 3 airborne drone targets. Excitement was high and pride was evident following the successful conclusion of CSSQT, for REEVES had set a U.S. Navy fleet record. This had been the most successful CSSQT test firing in TERRIER missile history. Due to cost restraints, there were no test launches of the HARPOON missile; however, the HARPOON anti-shiping weapon system was certified fully operational during the final week of CSSQT.

The next major challenge facing REEVES was the upcoming Operational Propulsion Plant Examination (OPPE). Final preparations for OPPE took place during the 3 month period following completion of CSSQT. In March 1979 the COMNAVSURGRU MIDPAC Mobile Training Team provided REEVES with its assistance in the areas of training, casualty control, safety programs and other administrative requirements. During March, April and May REEVES personnel were busily engaged in follow-through on shipyard discrepancy items which were guaranteed by Pearl Harbor Naval Shipyard for completion during the post-ROH (regular overhaul) timeframe. Many of these discrepancies were engineering-related, and special emphasis was placed on this one area with OPPE rapidly approaching. The COMNAVSURFGRU MIDPAC Mobile Training Team came aboard again early in May to render a final assist visit to the REEVES personnel working up for OPPE.

The Operational Propulsion Plant Examination was conducted the week of 21 May by the COMNAVSURFPAC Propulsion Examining Board (PEB). OPPE commenced while still inport with a material inspection of all the main engineering spaces by the PEB. This was followed by an administrative review of all departmental tag-out programs, and the ship's hearing conservation, heat stress, and electrical safety programs. After administering written exams and conducting oral interviews, the PEB ordered the ship underway for two full days of casualty control drills, a full power run, boiler flexes and a main space fire drill. OPPE came to a successful conclusion upon REEVES' return to Pearl Harbor when the PEB announced the ship had received an evaluation of Unconditionally Satisfactory, the highest grade possible.

The month of June was devoted to Refresher Training (REFTRA). The purpose of REFTRA was to evaluate and improve the combat organization and readiness of the ship. The crew of USS REEVES was subjected to an exhaustive series of drills by personnel from Fleet Training Group, Pearl Harbor from 05 June, when REFTRA actively commenced, until its conclusion on 29 June almost 4 weeks later. With the exception of the weekends, REEVES was underway almost daily during the month of June. Among the areas subjected to intense scrutiny were: deck seamanship, damage control, engineering (main propulsion) casualty control, electronics casualty control, NBC Warfare preparedness, first aid procedures, communications, and ship control (coordination of the Bridge, Navigation and CIC Watchstanders in directing and fighting the ship as a team). During the four weeks of training major improvements were noted, particularly in the areas of damage control and ship control. REEVES successfully completed REFTRA on 29 June with a score of 89.02 on the Final Battle Problem; the ship's overall score for the entire training period was 85.11.

In the midst of the Refresher Training evolution, REEVES underwent a Change of Command. On Saturday, 16 June 1979, Captain James W. Egerton assumed command of USS REEVES, relieving Captain Ming E. Chang, who had been Commanding Officer for 26 months. Ceremonies were conducted onboard REEVES at Berth B-26, U.S. Naval Station, Pearl Harbor, Hawaii.

Enclosure (3)

REEVES benefited in July from a much needed three week inport period for purposes of upkeep and preparation for the upcoming visit by the Sub-Board of Inspection and Survey, Pacific (INSURV). The INSURV inspection is usually held at least once every 3 years on each afloat unit and its objective is to determine suitability of the unit inspected for continued service. In the process, each unit inspected receives valuable feedback on those areas in which the ship needs to work in order to improve its material condition. The INSURV Inspectors arrived on 30 July and soon commenced their material inspection of REEVES. Wednesday, 01 August was devoted to an Underway Material Inspection (UMI); the INSURV Board completed its work inport from 02-04 August. The INSURV Board confirmed that REEVES was indeed fit for continued service and the ship's personnel subsequently began a program to correct the discrepancies noted in the INSURV Board's report.

REEVES successfully completed two security-related evolutions during July 1979. On 05 July, REEVES received a Satisfactory grade on a Quarterly Surprise Security Inspection (QSSI) conducted by COMNAVSURFGRU MIDPAC. REEVES also received a Satisfactory evaluation from the Nuclear Weapons Assistance Team (NWAT) following their 16-20 July assist visit. NWAT was conducted by COMNAVSURFGRU MIDPAC, and was designed to prepare REEVES for the Nuclear Weapons Acceptance Inspection (NWA) scheduled for the month of August 1979.

Following 3 days of local operations in August, REEVES steamed from the vicinity of Pearl Harbor, on Oahu, to Lahaina, Maui for a weekend of well-earned rest and recreation. REEVES remained anchored in Lahaina Roads from Friday afternoon, 24 August, until the morning of 27 August. When the ship raised anchor and headed home toward Pearl Harbor on Monday, many of the crew's dependents and friends alike were able to ride the ship for the first time and thus experience the exhilaration of a day at sea. This idyllic weekend in late August, blessed with the perfect weather and beautiful scenery of Hawaii, was for many the most memorable of the entire year.

Immediately following her return to Pearl Harbor, REEVES was faced with another major hurdle, the Nuclear Weapons Acceptance Inspection (NWA). This inspection evaluated REEVES in the areas of nuclear weapons handling, nuclear weapons security, and in her ability to handle and contain any possible nuclear weapons accidents/incidents. REEVES received a Satisfactory grade on the NWA held on 29-30 August, scoring very high in all of the evaluated areas.

In early September REEVES transited to San Diego in company with USS HAROLD E. HOLT (FF-1074) in order to participate in an upcoming major fleet exercise (FLEETEX 2-79) entitled KERNEL POTLATCH II. Following two busy weeks of preparation in San Diego, KERNEL POTLATCH II commenced on 24 September, and concluded on 06 October 1979. FLEETEX 2-79 was a bilateral exercise conducted by the military forces of the United States and Canada. The scenario for KERNEL POTLATCH II called for U.S. and Canadian naval units to escort an amphibious task group up the west coasts of the U.S. and Canada, for the amphibious task group to successfully conduct an opposed landing of Canadian Army and U.S.

Enclosure (3)

Marine Corps units on Vancouver Island, and for the escorting forces to protect the landing beach from opposing forces. KERNEL POTLATCH II was an exceedingly complex and demanding exercise, and therefore a good test of the ship's ability to function as a team. REEVES responded well to all her assignments throughout the exercise, and proved through her performance that she was indeed ready for an overseas deployment. REEVES made a 3 day port visit to Seattle, Washington, before transiting home to Pearl Harbor with USS HAROLD E. HOLT.

USS REEVES and USS OKLAHOMA CITY conducted a significant missile firing exercise called MIDPAC BUZZARDEX 1-80, at the Pacific Missile Range, off the island of Kauai, from 22-24 October 1979. The objective of this exercise was for a TERRIER missile-firing ship (REEVES) to attempt to shoot down high-speed incoming targets simulating cruise missiles (i.e. BUZZARDS) which were TALOS missiles fired from the USS OKLAHOMA CITY. Two tartar-firing ships were also involved in the exercise. REEVES recorded two "no-tests" (2 TALOS targets self-destructed prior to intercept for no apparent reason) and two misses out of four missile firings during MIDPAC BUZZARDEX 1-80. The data recorded during the exercise was submitted to Naval Ship Weapons System Engineering Station, Port Hueneme, California for further analysis and use in U.S. Navy weapons system improvement and development.

The months of November and December were spent inport improving material readiness. In early December, REEVES benefited from a very thorough Command Inspection conducted by COMNAVSURFGRU MIDPAC. Final preparations were begun by all departments for the upcoming Western Pacific Deployment which was scheduled to begin in January 1980. At year's end, REEVES found herself to be a ship in excellent material condition with a well-trained crew, ready in all respects for overseas deployment. The effort expended by the crew in decorating REEVES for the holiday season garnered praise from both the military and civilian communities, and reflected the high amount of pride the crew had in their ship, and in all it had accomplished in the year 1979.

Enclosure (3)