



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

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From: Commanding Officer, USS REEVES (CG-24)
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D. C. 20390

Subj: Command History

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command Organization
(2) Summary of Operations

1. The ship's history for the period 1 January 1978 - 31 December 1978 as contained in enclosure (1) is submitted in accordance with reference (a).


M. E. CHANG

COMMAND HISTORY 1978

With the ship in drydock and the crew in the midst of a holiday leave and upkeep period, REEVES began 1978 on a very high spirited note perched atop her keel blocks in Drydock 1, Pearl Harbor Naval Shipyard, Pearl Harbor, Hawaii.

REEVES had been drydocked since 15 November 1977 and to date the underwater hull had been sandblasted, primed, marine growth inhibitors applied, and the sides sprayed with a fresh coat of haze gray. Every sea valve and opening in the hull to the sea was sandblasted and preserved, an evolution reserved for such a unique time as drydock.

The Engineering Plants were reduced to a jumble of wiring and blanked flanges as the major efforts of the shipyard were directed toward removing virtually every major piece of machinery in the main engineering spaces, auxiliary spaces and after steering. The screws were removed and resurfaced and the rudder also received special attention. Up topside, all four AN/SPG-55B Fire Control Radars, the AN/SPS-48C Radar Antenna, the AN/SPS-43 Antenna, the AN/SPS-10 Antenna, the Raytheon 2900 Antenna, all EW Antennas, all communication UHF, VHF, and HF antennas and the TACAN dome were all removed for overhaul. Deck Division was tasked with a very difficult, dirty job of chipping all the decks down to bare metal. Also all bulkheads from the 01 level to the 02 level required the same treatment. The OS's made use of the months of drydocking to sand down the macks, superstructure and the 04 level decks and preserve them in anticipation of a major paint out in August/September. The GMM's were busy preserving the missile houses, empty of weapons, and overhauling their launcher and handling equipment. The ST's SONAR dome was now available for overhaul during the docking and intensive efforts were underway to accomplish a major shipalt involving the conversion of all SONAR elements from tube to solid state circuitry and the addition of a new SONAR window. The ASROC had been offloaded earlier to be overhauled and reinstalled prior to REEVES sea trials scheduled for October 1978. The 3"50 caliber rapid fire mounts had been removed in October 1977 and the shipyard welded up the large openings in the decks, port and starboard, left by the gun mount removal. HARPOON, our new surface-to-surface missile system, would eventually replace the mounts in the same general position. The FT's prepared and painted out their director barbettes, the "48" radar room, and prepared for the eventual reinstallation of their new MK-76 Missile Fire Control System, Mod 8. Supply personnel were involved in the offload of all storerooms, reclassifying all repair parts and augmenting the galley on Pearl Harbor Naval Station where REEVES crew was berthed and fed throughout the overhaul. The Electricians were employed overhauling installed lighting systems and accomplishing ventilation modifications. "A" Division was presented with an unusually difficult task during overhaul. With only eight men, they reconditioned the forward pump room, after pump room, Reefer decks, the gas turbine room, the diesel generator room and after steering. ET's were tasked with the ship's force overhaul of all shipboard electronic test equipment. This evolution lasted 13 months and saved the government thousands of dollars in overhaul funds to be used on other critical systems.

Enclosure (2)

REEVES employed a very unique method to meet the daily barrage of fire watch requirements. A division of men called "W" Division was assembled with every division supplying men to make up this special group. "W" Division proved itself to be very effective on a daily basis and reduced the usual coordination headaches associated with fire watch requirements.

January and February passed and March came around with the undocking date set for 23 March and last minute preparations were made at a furious rate. At 0715 the dock master signaled the commencement of flooding the dock. The sea valves in the dock were opened and the huge drydock slowly filled with water. As the water began to reach the hull, minor leakage was noted at several overboard discharge valves and the flooding of the dock had to be stopped and the dock pumped down until the water was clear of the hull to facilitate repair of the leaky valves. At 1030, the flooding was recommenced as all valves were repaired. The water rose past the screws, rudder and finally covered the entire underwater hull and all valves held. With all preparations completed the ship was floated and clear of the keel blocks, for the first time in four months. Once the water levels were equalized inside and outside the dock, the caisson was removed, and at 1300, 23 March 1979, REEVES cleared Drydock #1 and was underway for pier B-2.5 and the next phase of her overhaul.

A very important consideration throughout this period when the ship was uninhabitable due to excessive noise and absence of "hotel services", was maintaining effective admin services. REEVES acquired a barge, YR-44, equipped to provide admin/shop support, from Pearl Harbor Naval Shipyard and maintained Ship's Office, Postal Office, Sick Bay, Career Counselor, Wardroom, OPS, WEPS, Engineering and XO's office with no slippage in admin services.

After undocking REEVES began the next phase of Regular Overhaul (ROH) where all systems/equipments removed for repair/modification would be reinstalled and the massive job of testing and certification would begin in earnest.

April began with the engineers making preparations for the Light-Off Examination scheduled for August 1978. The enginerooms and firerooms were still in a general state of disassembly as great numbers of pumps and valves were still being worked by the yard. BT's and MM's were engrossed in valve maintenance and ship force overhaul of selected pumps and valves. A new technique for preserving valves was employed, called "Aluminum Sprayed", where an aluminum rod is heated in a gun until liquid and sprayed on all valve outer surfaces. Reduced maintenance and longer valve body life are the advertised results.

Since the commencement of overhaul, weekly management meetings between the CO, Division Officers, CPO's and LPO's have been conducted to enhance the flow of information up and down the chain. These meetings were in keeping with the objectives set by the CO in order to maximize the results from this ROH.

REEVES men not only work hard but play equally as hard. Softball, basketball, bowling and soccer were crew favorites during off hours. The crew's reaction was most favorable towards the Saturday Divisional Softball league with support by Welfare and Recreation, who provided refreshments for all who attended.

This period of the overhaul between April and August saw numerous REEVES men heading for off-island training. In support of the AN/SPG-55B Mod 8 Fire Control System conversion to an all-solid state system, 8 FT's were sent to Mod-8 school for 90 days, and one FT attended MK-152 Fire Control Computer school for 120 days. Also, the new HARPOON Weapons System, to be installed in November, required a trained technician, and one FT was sent to HARPOON school for 45 days.

In the electronics world training included one ET for AIMS MK XII IFF School, one ET for KY-8 Crypto Schooling, one ET for the NAVMACS A+ Automatic Message Processing Equipment maintenance school, and one ET for WRN-5 Satellite Navigation Equipment Maintenance School.

The engineers also filled quotas for off/on-island schooling: 125 ton Centrifugal Air Conditioner Maintenance, Gas Turbine Maintenance, Automatic Combustion Controls Maintenance as well as numerous on-island training opportunities.

The Engineering (Main Space) MM's and BT's began their light off/watchstation training during the month of April. Each day a section of MM's and a section of BT's were transported to on-base classrooms to facilitate Engineering Operational Sequencing System training. Each man was orally examined and tested weekly to ensure that he was progressing satisfactorily. These training sessions proved invaluable to the successful completion of LOE.

June and July brought the beginning of the habitability phase of the overhaul and all berthing spaces, passageways, heads and office spaces were prepared, painted and readied for the move-on scheduled for 3 July 1978. In addition, the Paint and Tile team made up of crewmembers from various divisions began tiling all decks aboard. The six man team tiled over 20,000 square feet of deck space in a little over 2 months. Their efforts saved overhaul money that could be used for additional repairs/alterations to the ship. Barracks 281, which housed the single crewmen during the "uninhabitable" phase of ROH, was vacated, cleaned and repainted as the crew moved aboard. On 23 June 1978, VADM St. George arrived onboard to conduct a walking tour with Captain Chang and to brief the Officers and CPO's on current SURFPAC happenings and answer any questions. During the Admiral's tour he stopped to reenlist five men at one time. Of special interest during the reenlistment was the money, in cash, given to the five men present in payment of reenlistment bonuses. Admiral St. George gave over \$40,000.00 in cash to the five REEVES crewmen.

The Enlisted Dining Facility aboard was activated on 4 July after 9 months of inactivity. The laundry, ship's store, barbership and Supply Support Center were also opened for business. The ship began returning to normal with all activities now revolving around the REEVES and no longer enslaved to the barge, our second home.

August found REEVES pushing hard towards the Engineering Light-Off Exam (LOE). With shipyard delays threatening a postponement and REEVESMEN working extra long hours to prepare the engineering plant for LOE in both engineering plants simultaneously, this was a very important time in the ROH. By constant liaison and S/F extra effort, 15 August found REEVES ready to face the Propulsion Examining Board confident of a successful LOE. After three days of scrutiny, the PEB team presented their list of minor discrepancies and awarded REEVES the grade of satisfactory and certified both engineering plants simultaneously for safe, successful light off. Three days later on 20 August, REEVES lighted fires under 2B boiler and made steam for the first time in eleven months.

Also in August CDR Alan N. Davidson reported aboard REEVES and relieved CDR Stephen S. Clarey as Executive Officer. CDR Clarey was reassigned to the USS ELLIOT as Commanding Officer.

With LOE completed and main propulsion plants nearing readiness for sea, crew certification, dock trials and fast cruise were next on the agenda of milestones to be accomplished. Also, a major paint-out topside was accomplished during September in conjunction with the aforementioned objectives. Crew Certification, involving the training of underway watchstanders, assigning Watch, Quarter and Station Bill assignments, establishing general quarters watch station assignments, abandon ship, man overboard, sea detail and emergency procedures, ensured that the ship's company would be able to perform the basic functions to get the ship underway safely and handle possible emergencies with a plan of attack established for each contingency. Crew Certification was accomplished smartly by 20 September in anticipation of dock trials 2 October, fast cruise, 11-12 October and the first underway machinery sea trials set for 16 October. But, due to a High Pressure (HP) Turbine blade failure in the #1 main engine aboard the USS HALSEY (CG-23), all similar turbines manufactured by Allis Chalmers were ordered to be inspected, rotors removed, their 9th and 10th stage turbine blading removed, and the rotor reinstalled. The HP turbine job caused a delay in REEVES schedule to complete ROH by approximately one month. That delay caused a one month setback in all ROH completion objectives that followed.

The delay did allow a few critical projects an excellent chance to be completed. The Supply Department was able to complete the entire onload of all spare parts and bins in three and one half days from 10-13 October. The "SOAP ONLOAD" concluded an 11 month update of the ships COSAL and reorganization of over 40,000 spare parts.

Training was being conducted for OOD's, JOOD's, CICWO's, EOOW's, Bridge enlisted watchstanders, after steering helmsman and all line handling personnel. Every preparation was made to ready REEVES for her first at sea period.

With the turbine job finally completed, and PHNSY completing last minute steam testing REEVES conducted her first dock trails on 30 October followed by fast cruise on 2 November 1978. Dock trails allowed the CO to see whether or not his propellers would indeed push him through the water when steam was admitted to the turbines while still being securely tied to the pier. The fast cruise exercised the crew at all essential underway and emergency watch-stations to ensure completeness of manning and crew familiarization.

With all preparations completed on the morning of 13 November, REEVES conducted one last mini-dock trial, and when the CO was ready, all lines were taken in and REEVES was underway on her own power for the first time in 14 months. With two tugs standing by, REEVES made two passes around Ford Island with all engineering equipment functioning normally. The Captain made the decision to proceed out of Pearl Harbor and test the anchor off Ewa Beach. The anchor tested satisfactory, and when housed, REEVES turned to course 180 T and steamed south to conduct machinery sea trials. Boiler Flexes were the first test to be attempted but forced draft blower problems precluded successful flexes. After three full days underway, REEVES returned to port and moored starboard side to pier B-17 to repair blowers and to collimate fire control systems 5 and 6 on 16 November.

REEVES remained at B-17 for one week, and then was moved back to B-2.5 inside the shipyard to facilitate repair of the FDB's. Hardie Tynes Representative, Mr. Frank Simpson, was instrumental in solving the FDB problems preventing the blowers from operating in parallel. Ready for sea on 28 November, REEVES got underway from B-2.5 and headed to sea for more machinery sea trials. Boiler flexes were accomplished on 1B, 2B boilers and then all four boilers were placed on the line, for a Full Power Run. The run was unsuccessful and again REEVES returned to port on 30 November to allow PHNSY to accomplish repairs on ships service turbo generators, forced draft blowers and the burner fronts of all four boilers. REEVES moored port side to Pier B-17 on 30 November, and, while repairs were underway, the Fire Control Techs took the opportunity to collimate fire control systems 1 and 2 forward. On 7 December 1978, REEVES prepared for the visit of Secretary of the Navy William Claytor. Secretary Claytor arrived onboard, was briefed by Captain Chang concerning the overhaul and ships capabilities and toured the ship at length. Also along the way, Mr. Secretary presented GMMC Morrison with the Navy Achievement Medal for outstanding service serving out his tour aboard REEVES.

Repair efforts continued through 10 December and REEVES was underway once again on 11 December to attempt boiler flexes on 1B and 2A boilers, accomplish a SONAR self-noise level test, and to run the ship at full power, the last major trail still not completed satisfactorily, precluding official completion of ROH. All hands prepared for the run as the engineering plant was slowly brought to full power, 285 RPM at 30+ knots. All systems functioned normally, and the four hours of full power were passed without a casualty. With full power achieved, REEVES marked the official end of overhaul on 14 December 1978. REEVES returned to port and for the first time in 14 months moored starboard side to pier B-25, Pearl Harbor Naval Station. The successful completion of ROH was followed by a three week leave and upkeep period through the Christmas holidays and into the new year.

Not all was a "stand down" period for REEVES men. Since October, NSWSES Port Hueneme Rep. Jose Gonzalez had been conducting Combat System checks and testing onboard. Testing continued through December with preparations for Combat Systems Ship Qualification Trials (CSSQT), commencing late January, requiring around the clock shift work by REEVES Fire Control men and Gunners Mate Missile Technicians. Their preparations continued on through into the new year.

Retention is normally a touchy subject during overhaul as overhaul represents an unusually arduous period in the ship's life and historically is not considered a prime reenlistment period. But, REEVES experienced a complete turn about in the normal retention cycle. During 1978, 53.6% first term, 72.7% second term and 100% career personnel reenlisted for continued duty on REEVES or various incentive programs a varied as the individuals themselves. REEVES was able to attract men toward continued service by vigorously pursuing each man's reelistment options at the 6 month point and again at the 90 day mark presenting the options on an individual basis and then having career counseling personnel liaison with BUPERS to ensure each man was able if at all possible to have his first choice of duty and the finest incentive package that could be arranged. Also extensions on board were encouraged during ROH by offering advanced training school off island which not only provided a personal incentive but supplied REEVES with numerous trained technicians alleviating BUPERS from having to order in a relief with the associated disruption and cost. 69 REEVES personnel elected to extend onboard. REEVES was so successful at retaining personnel, that COMNAVSURFGRU MIDPAC nominated REEVES as its entry in the running for the Golden Anchor Award. 1978 was a very productive year for REEVES.