U.S.S. Klondike (AR-22)
Command History
1966
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CHRONOLOGY OF HIGHLIGHTS


25 February 1966: Departed San Diego, California for Western Pacific. Commenced eight (8) month deployment to provide repair services for Seventh Fleet Units. Brief stop scheduled for Pearl Harbor.


6 March 1966: Departed Pearl Harbor for Yokosuka, Japan.

17 March 1966: Encountered heavy weather. Evaded storm which resulted in late arrival Yokosuka (24 hours).

18 March 1966: Moored Yokosuka, Japan, received ships alongside and commenced rendering repair and other logistical services.

13 April 1966: Underway for Kaohsiung, Taiwan. Conducted Gunfire exercises enroute.

17 April 1966: Arrived Kaohsiung, Taiwan, continued rendering ship repair and support services.

8–10 May 1966: Underway. Shifted repair and support services to afloat units in Subic Bay, R.P.

13 May 1966: Commander Mobile Logistics Support Group (CTG 73.5) broke his flag in KLONDIKE.

17–20 May 1966: Typhoon "IRMA". Moved to typhoon haven anchorage Subic Bay, R.P.

4 June 1966: Commander Mobile Logistics Support Group (CTG 73.5) shifted his flag to USS KAWISHIWI (AO-146).

14–16 July 1966: Enroute Hong Kong for scheduled five day recreation visit.

17–18 July 1966: Typhoon "MAMIE". Underway from Hong Kong on storm evasion.

18 July 1966: Returned to Hong Kong.

21 July 1966: Departed Hong Kong enroute Kaohsiung, Taiwan.

22 July 1966: Moored Kaohsiung Harbor. Providing repair and support services to Seventh Fleet units.
27-29 July 1966: Underway for Subic Bay R.F. to provide services for afloat units in that port.

27 August 1966: Enroute Kaohsiung, Taiwan.

29 August 1966: Entered Kaohsiung Harbor, Taiwan. Continued providing repair and support services to Seventh Fleet units.

15 September 1966: Underway on storm evasion. Typhoon "ELSIE".

17 September 1966: Returned to Kaohsiung Harbor, Taiwan. Resumed providing services.

29 September 1966: Departed Kaohsiung, Taiwan, for Yokosuka, Japan.

3 October 1966: Moored Yokosuka, Japan. Provided repair services and commenced off-loading load list items to fill deficiencies in USS ISLE ROYAL.

9 October 1966: Underway from Yokosuka, Japan enroute to San Diego via Pearl Harbor. Conducted gunnery exercises.

12 October 1966: Changed operational control to Commander First Fleet.

18 October 1966: Arrived Pearl Harbor.

20 October 1966: Departed Pearl Harbor for San Diego, California.


14 November 1966: Commenced providing Fleet Repair Services with reduced leave and upkeep period.
COMMAND ORGANIZATION

Captain Frank J. COULTER, USN, Commanding Officer, USS KLONDIKE (AR-22).

Assumed command 29 September 1965.

Home Port: San Diego, California.

Mission: As a unit of the Mobile Logistic Support Force, to furnish repair force, repair facilities, and limited support to various types of ships of the Fleet.

Complement at year end was 901 enlisted and 24 Officers. Allowance was 648 Enlisted and 24 Officers.
OPERATIONS or ACTIVITIES

Upon completion of three month yard overhaul in late December 1965, KLONDIKE returned to San Diego, California and immediately began making preparations for refresher training. Refresher training commenced on 10 January 1966 and was completed on 28 January 1966 with a grade of 81.5 (GOOD).

With Western Pacific deployment date drawing near all efforts were pointed to that movement, loading supplies and repair materials necessary to perform assigned mission.

On 25 February 1966, KLONDIKE sailed for the Western Pacific with a brief stop at Pearl Harbor, arriving there on 4 March 1966. The Commanding Officer, Executive Officer and selected Heads of Departments attended intelligence and communications briefing conducted by CINCPACFLT's Staff. Departed Pearl Harbor 6 March 1966 enroute Yokosuka, Japan.

Crossed 160 degrees East Longitude on 12 March 1966 and changed operational control to Commander Seventh Fleet.

ETA Yokosuka was scheduled for 17 March 1966. However, heavy weather was encountered during the 16th necessitating a change of course and speed to preclude sustaining possible damage. ETA Yokosuka was revised to the 18th, arriving at 1150.

From 18 March 1966 to 12 April 1966, KLONDIKE performed Fleet Repair Services in Yokosuka, Japan, as part of TU 73.1.5.

13 April 1966 enroute Kaohsiung, Taiwan. Conducted anti-aircraft gunnery exercises enroute arriving Kaohsiung, Taiwan on 17 April 1966. KLONDIKE assumed duties of CTU 73.1.4 and SOFA. Provide repair services for Fleet Units visiting this port until 8 May 1966 at which time KLONDIKE got underway for Subic Bay, R.P.

Arrived in Subic Bay, R.P. on 10 May 1966 as part of TU 73.1.2, and continued providing repair services.

At 2000, 13 May 1966 Commander Mobile Logistics Support Group broke his flag in USS KLONDIKE. 17 May 1966 at 1715 upon orders from SOFA Subic Bay, KLONDIKE shifted berths from alongside Boton Wharf to typhoon anchorage E-27 as a precautionary measure for the approaching typhoon. Considerable difficulty was experienced in maintaining position within the assigned anchorage. Considering the close proximity of MAYANGA Island and a dragging anchor, KLONDIKE shifted to a more favorable anchorage to ride out the storm. Returned to Boton Wharf on 20 May 1966 and resumed providing repair services.
At 2000, 4 June 1966 Commander Mobile Logistics Support Group shifted his flag to USS KINISHIWI.

14 July 1966 underway enroute to Hong Kong, arriving on the 16th for a scheduled five day visit. Storm warnings were posted and Commodore Hong Kong ordered all ships present on storm evasion on the 17th. KLFNDIKE ran south on a comfortable course for approximately 24 hours, returning to Hong Kong harbor at 0925 18 July 1966.

Departed Hong Kong 21 July 1966 for Kaohsiung, Taiwan. Moored Kaohsiung Harbor at 1115, 22 July 1966 and commenced providing repair and support services for Seventh Fleet units.

Anticipating a heavy work load in Subic Bay and with only one AR available in that area, CTF 73 ordered KLFNDIKE to depart Kaohsiung on 27 July 1966. KLFNDIKE entered Subic Bay R.F. at 1302, 29 July 1966 and provided repair services there until 26 August 1966.

Departed Subic Bay, R.F. on 27 August for Kaohsiung, Taiwan, arrived in the morning of 29 August 1966 and assumed duties of CTU 73.1.4 and SOPA. Continued providing repair services.

On the 13th, 14th and 15th of September 1966, storm warnings on Typhoon "ELSIE" received and plotted indicating an erratic direction of movement. However on the 15th it became apparent that Kaohsiung Harbor would experience strong winds, therefore, SOPA (KLFNDIKE) ordered all U.S. Navy ships to clear the harbor and take storm evasion action. KLFNDIKE departed Kaohsiung Harbor at 1717, 15 September 1966, set course to the North, returning to Kaohsiung at 0948, 17 September and remained there until 29 September 1966 when departure was taken for Yokosuka, Japan. Arrived Yokosuka, Japan on 3 October for off-loading of supplies and material in preparation for return voyage to CcNUS.

Departed Yokosuka, Japan on 9 October 1966 enroute CcNUS with a brief stopover at Pearl Harbor (18-19 October 1966), arriving San Diego, California 27 October 1966. Commenced leave and upkeep period. On 14 November 1966 KLFNDIKE was scheduled to provide Fleet Repair Services as well as maintaining a reduced leave and upkeep period.

16 November 1966 COMSERVGRU ONE broke his flag in USS KLFNDIKE.

Provided Repair Services from 28 November 1966 until the year end.
SPECIAL TOPIC

Repair Department Statistics

During the period 18 March to 9 October 1966 a total of 71 ships were alongside for repairs. 9,218 work requests were completed. Value of repair parts and raw materials used amounted to $250,824.00, with 28,553 man-days expended on approved work requests to accomplish repairs. Average work day of repair shop personnel was 11½ hours.
SPECIAL TOPICS

Ammunition Expenditure

The following ammunition was expended during the year for training purposes:

- VT SDFL C-355: 6 RDS
- AA-FL C-302: 1 RD
- AA-NON-FL C299: 20 RDS
- VT. NON-FL C-207: 110 RDS
- 45/70 LINE THROWING CTC A-477: 16 RDS
- 45 CAL. M1911 A457: 2850 RDS
- 30 CAL. BALL M-2 A-212: 2688 RDS
- 22 CAL. BALL L. R. A-086: 1000 RDS
- FZ GRENADE. HAND PRACTICE M-21 G916: 25 RDS
- GRENADE, HAND OFFENSIVE MK3 A-2 G-910: 5 RDS
- FZ HAND GRENADE M-206 A-1 G-872: 5 RDS
- FZ HAND GRENADE M205A1 G-870: 25 RDS
- PRIMER ELECT. PERCUSSION N-535: 56 RDS
- SMOKE POTS M-6 K-864: 13 RDS
- SIG. SMK & ILLUM A/C MK6 L-525: 12 RDS
- SIG. SMK & ILLUM A/C MK5 L-292: 2 RDS
Gaw
Coulter, Frank J.
Arcella, Mark Jr.
Baglioni, Francis X
Blado, James J
Bobbitt, Paul E
Morse, Ronald
Douglas, Robert
Easton, Robert
Finley, William T
Shaffran, William S.
Fox, Loyd
Garrison, Joe R.
Haliwell, Ray G.
Haney, Raymond
Harris, Emerson
Kellerer
Meek, Phillip
Monteleone, Vito
Peat, Charles T. III
Rice, Ben "A"
Stetson, Robert Jr.
Kelly
Sweeney, Stephen E.
Thomson, Robert
Monkern, Larry
Truitt, Richard
Venacro, Michael
Wheeler, "J"
Earlston, Robert
Wilson, David
Youmans, Edwin
Precise,
Henny, Charles
Capt
Capt
LCDR
CWO-4
LT(DC)
ENS
LCDR(DC)
LCDR(DC)
LTJG
CDR
CDR
LT
LT
CWO-4
Lt
Lt
Lt
Lt
Lt
Ga

Oct 65
Supply
Repair
Gunnery
Legal
Executive officer
Repair
Electronics
Repair
Supply
Supply August 66
July 66
Disbursing
Communications
Repair
Supply
Supply August 66
July 66
Chief Engineer
14 July 65
Oct 65
23 Dec 65
Jan & Feb 66
25 Feb 66

Report to USS ALONDRE (AR22)

Long Beach Dry Dock
Arrive San Diego
ORI out of San Diego
Underway, Shift Colors

WESTERN PACIFIC

3 March 66
6 March 66
17 March 66
7 April 66
14 April 66
12 May 66
14 July 66
16 July 66
17 July 66
18 July 66
21 July 66
23 July 66
25 July 66

29 July 66
8 September 66
28 Sep 66
3 October 66
9 October 66
19 October 66
21 October 66
27 October 66

Arrive Pearl Harbor
Depart Pearl Harbor
Arrive Yokosuka Japan
Depart Yokosuka Japan
Arrive Kaohsiung Taiwan
Arrive Subic Bay Philippines
Depart Subic
Arrive Hong Kong
Depart Hong Kong — typhoon
Arrive Hong Kong
Depart Hong Kong
Arrive Kaohsiung
Depart Kaohsiung Ajax breakdown
Arrive Subic
Arrive Kaohsiung
Depart Kaohsiung
Arrive Yokosuka Japan
Depart Yokosuka Japan
Arrive Pearl Harbor
Depart Pearl Harbor
1100 Arrive San Diego