

U. S. S. GRIDLEY (DLG-21)  
C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

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From: Commanding Officer, USS GRIDLEY (DLG-21)  
To: Chief of Naval Operations (Op-291SH)

Subj: Ship's History; submission of

Ref: (a) OPNAVINST 5750.7

Incl: (1) Revised ship's history

1. In compliance with reference (a), a revised ship's history is forwarded as enclosure (1).

  
A. M. SACKETT

Copy to:  
COMCPACFLT  
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COMDESRON NINETEEN

GRIDLEY completed outfitting on 2 August 1963 and departed Bremerton, Washington for Esquimalt, British Columbia, Canada for a good-will visit from 4-8 August 1963. In Esquimalt, the first port of call, some 1500 Canadian men, women and children, both military and civilian, turned out to tour the ship. On the morning of 9 August, GRIDLEY stood out of port and proceeded to the Esquimalt degaussing range. On completion of running the range, GRIDLEY stood-in to Puget Sound waters once again. This time GRIDLEY visited the range from 10-11 August. GRIDLEY departed on 12 August, GRIDLEY proceeded to Dutch Bay and conducted down and self noise tests until 14 August when GRIDLEY set course for her homeport of Long Beach, California. Assigned as Flagship of Destroyer Squadron NINETEEN, GRIDLEY arrived at Long Beach 17 August 1963. Her first "time in Homeport."

After a two week period in port, GRIDLEY stood out of Long Beach, California and commenced an extensive phase of testing and trials. The very crowded schedule which GRIDLEY was to face did not leave room for the normal shake-down cruise. Missiles were tested, checked, and successfully fired, her engines were put through the paces and all facets of shipboard life and equipment were strained to prove the ship. All of these checks, tests and trials were culminated with Final Acceptance Trials the 21st-23rd of October 1963.

On 1 November GRIDLEY took her departure from Long Beach and journeyed again to Puget Sound Naval Shipyard via San Francisco (2-4 November). Arriving Bremerton 8 November, GRIDLEY commenced her Post Shakedown Availability. The availability having been most successful, GRIDLEY departed on 10 December and set course for home. Arriving Long Beach Naval Shipyard 13 December,

GRIDLEY commenced a long awaited leave and relaxation period which lasted throughout the Christmas holiday season.

GRIDLEY started the year of 1964 with an extensive period of shakedown training under the supervision of Commander Fleet Training Center, San Diego, California on 7 January 1964. Operations, Navigations, Communications, Engineering and Weapons personnel learned to use their equipment to maximum advantage in the environment of Modern Naval Warfare. With the end of February GRIDLEY completed her training with a week of missile firings at Pacific Missile Range.

During March the ship and crew took a short breather and then put the finishing touches on preparation for the upcoming employment with the SEVENTH Fleet. On 8 April 1964 GRIDLEY sailed from Long Beach, California for Pearl Harbor, Hawaii, the first stop in what was to be a most eventful cruise as the first double ended missile frigate to be employed in the Western Pacific. Several hundred miles at sea, a rendezvous with U.S.S. SCULPIN (SSN-590) was effected and a group of officers and crew members transferred to SCULPIN and were given a chance to observe operations from the submariners point of view. GRIDLEY arrived in Pearl Harbor on 14 April and joined with other units scheduled to visit Australia during the 1964 Commemoration of the Battle of the Coral Sea. On 18 April GRIDLEY in company with U.S.S. GOLDSBOROUGH (DDG-20), U.S.S. ASHTABULA (AO-51), and U.S.S. SCULPIN (SSN-590) set sail from Pearl and headed south toward the domain of King Neptune. On 23 April GRIDLEY's "polywogs" were properly initiated and accepted the title of "Golden Shellbacks".

On 2 May GRIDLEY flashed farewells to the other ships of the visit group which were proceeding into port and continued on to Adelaide, South Australia where she arrived on 5 May. During the 5 day stay a host of visitors swarmed across GRIDLEY's brow to look at one of the latest examples of an American Fighting Ship.

On 9 May with, several prominent businessmen and civic leaders as guests, GRIDLEY departed Adelaide and proceeded west across the Great Australian Bight to Perth the next port of call in Australia. The ship moored at Fremantle at the mouth of the Swan River for a four day stay on 13 May 1964. Again throngs of people came to visit this new missile ship.

Several high ranking military personages from Australia were embarked on 18 May for the overnight transit to Geraldton, Western Australia, the last stop in Australia. Included in this cruise were Commodore W. B. Marks, RAN, Officer-in-Charge, Western Australia, Brigadier Michael Hunt, Commander Western Command, and Captain L. F. Vickridge, the senior inactive reserve officer in the RAN.

During the twelve days of visiting in the three Australian ports over 39,000 Australians were hosted to guided tours of GRIDLEY.

After departing Geraldton, the ship proceeded north enroute to Subic Bay, Philippine Islands for a brief logistic stop from 29 to 31 May 1964.

From 2 to 4 June the ship berthed in Buckner Bay, Okinawa while preparations were made for a missile firing exercise, 4-6 June. After completion of the missile exercise GRIDLEY proceeded independently for Sasebo, Japan and

arrived 8 June for a four day visit. On 12 June GRIDLEY proceeded out of Sasebo, acting as an escort for USS BON HOMME RICHARD (CVA-31) for upcoming exercises. A change of plans diverted GRIDLEY and BON HOMME RICHARD to Yokosuka. GRIDLEY acted as escort during this transit and arrived in Yokosuka 15 June. Two days of ASW training in Sagami Wan from 17 to 19 June sharpened up the ships ASW capability prior to the ships departure from Yokosuka on 22 June for operations with Commander Task Group 77.6 in the South China Sea.

After a 15 day period of special operations GRIDLEY proceeded to Subic Bay arriving 16 July. A typhoon, the path of which was predicted to cross directly over Subic Bay, made it necessary for GRIDLEY to get underway and head for open water on 17 and 18 July. After the storm had cleared GRIDLEY returned to Subic Bay for upkeep.

On 23 July 1964, Captain William R. LOOMIS, U.S. Navy relieved Captain P. A. LILLY, Jr., U.S. Navy while the ship was moored in Subic Bay, Philippine Islands.

On 24 July GRIDLEY in company with USS CONSTELLATION (CVA-64) and USS FECHTELER (DD-870) proceeded to a relaxing visit in Hong Kong, British Crown Colony. After arrival on 27 July the crew seemed to make an earnest effort to load all the goods of the Orient, which they had purchased in Hong Kong, aboard the ship. The buying spree was brought to a halt on 2 August by news of Naval action in the Gulf of Tonkin.

GRIDLEY departed Hong Kong on 4 August with CONSTELLATION and FECHTELER and returned to the South China Sea. On 9 August a quick trip into Subic Bay was necessary to repair unexplainable noise in the starboard shaft and then

GRIDLEY again entered the South China Sea for special operations and remained on station until 6 September.

GRIDLEY, the completely versatile weapons platform, was utilized for many purposes and performed each varying role in an outstanding manner. GRIDLEY's capabilities in screening, picket duty, Anti-Air Warfare coordination, and communications relay among many other tasks strengthened each task group with which GRIDLEY worked.

For their action during this period the men of GRIDLEY earned the Armed Forces Expeditionary Medal and the Navy Unit Commendation, which read as follows:

"For exceptionally meritorious service in support of operations in the Gulf of Tonkin during the period 2-5 August 1964. By participating in immediate, determined, and successful air strike counterattack operations against the North Vietnamese torpedo boats and supporting facilities, Task Group 77.6 demonstrated the firm intent of the United States to maintain freedom of the seas and to take all necessary measures in defense of peace in Southeast Asia. The outstanding professional and technical competence and effective teamwork displayed by all members of Task Group 77.6 in carrying out this action were in keeping with the highest traditions of the United States Naval Service".

GRIDLEY had been scheduled to arrive in her home port of Long Beach, California on 11 September but due to the crisis in Southeast Asia an extension was necessary. On 11 September GRIDLEY sailed from Subic Bay and rejoined other units of the SEVENTH Fleet operating in the South China Sea.

Boiler repairs necessitated a return to Subic on 28 September for an extended stay until 24 October while repairs were effected. On 27 October GRIDLEY arrived in Yokosuka to make preparations for the return trip to the United States. However, on 2 November GRIDLEY once again proceeded south toward the South China Sea when the temperature of the cold war suddenly rose.

On 6 November when things had cooled GRIDLEY entered Subic Bay for fuel and then on 7 November took departure from Subic for Long Beach, California where she arrived on 21 November.

Shortly after arrival in the United States the ship commenced a much needed shipyard availability period at Long Beach Naval Shipyard. The availability continued throughout the holiday period.

After an extended holiday leave period, GRIDLEY conducted local operations from Long Beach from 1 February 1965 through late March, highlighted by a missile firing exercise on 9 March 1965 on the Pacific Missile Range off the California coast.

On 23 March GRIDLEY entered drydock at the Long Beach Naval Shipyard for hull and sonar dome maintenance. On 19 April she left drydock and resumed local operations. During this underway period GRIDLEY fired a series of missiles on 25, 26 and 27 May in support of Chief of Naval Operations projects for development of surface missile systems.

GRIDLEY entered a restricted availability at Long Beach Naval Shipyard on 13 June to prepare for deployment. On 8 July Captain Albert M. SACKETT, U. S. Navy, relieved Captain William R. LOOMIS, U. S. Navy, as commanding officer, on 9 July GRIDLEY completed her restricted availability, and on

10 July she stood out of Long Beach Harbor with Destroyer Squadron Nineteen for her second Western Pacific deployment.

After a brief stop in Pearl Harbor, GRIDLEY participated in a four day anti-submarine warfare exercise in mid-pacific waters and then continued west to Yokosuka, Japan, arriving on 2 August.

Between sortie from Yokosuka on 7 August and return there on 7 December, except for time enroute and two one-week periods in Subic Bay, P.I., GRIDLEY steamed continuously in support of aircraft carriers of the SEVENTH Fleet actively engaged in operations off the coast of Viet-Nam, providing missile and antisubmarine protection in the South China Sea and search and rescue services in the Tonkin Gulf. During this period GRIDLEY participated in the rescue of four naval aviators who were forced to ditch or bail out at sea.

GRIDLEY left Yokosuka again on 16 December and on 22 December returned to station in the South China Sea to serve as "Tomcat," responsible for the check-in of aircraft returning to their carriers and for ensuring against the approach of unfriendly aircraft. The end of the year found GRIDLEY on station but looking toward an early return to Long Beach and with the Vietnam Service Medal added to decorations won in previous years.