

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

DLG21/REW:oh  
5700  
Ser: 25  
12 January 1965 6

From: Commanding Officer, USS GRIDLEY (DLG-21)

To: Chief of Naval Operations (Op-291SH)

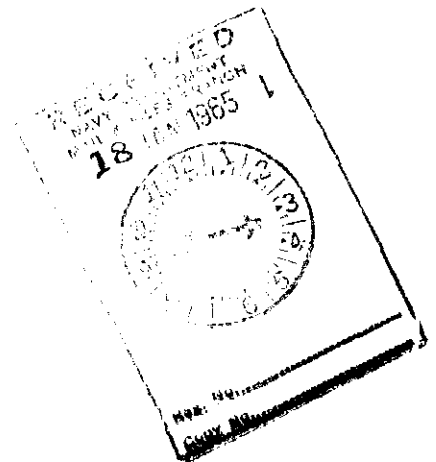
Subj: Ship's History; forwarding of

Ref: (a) OPNAVINST 5750.9

Encl: (1) History of the USS GRIDLEY (DLG-21) through 31 DEC 64

1. In compliance with reference (a) enclosure (1) is forwarded.

*J. R. Kint*  
J. R. KINT  
By direction



BRIEF CHRONOLOGICAL REVIEW OF 1964

DATE

EMPLOYMENT

1 JAN	-	7 JAN	Leave and upkeep Long Beach
7 JAN	-	27 FEB	Shakedown training
27 FEB	-	8 APR	Upkeep Long Beach
8 APR	-	14 APR	Enroute Pearl Harbor, Hawaii
14 APR	-	18 APR	In port Pearl Harbor, Hawaii
18 APR	-	5 MAY	Enroute Adelaide, South Australia
5 MAY	-	9 MAY	In port Adelaide, South Australia
9 MAY	-	13 MAY	Enroute Fremantle, Western Australia
13 MAY	-	18 MAY	In port Fremantle, Western Australia
18 MAY	-	19 MAY	Enroute Geraldton, Western Australia
19 MAY	-	22 MAY	In port Geraldton, Western Australia
22 MAY	-	29 MAY	Enroute Subic Bay, Philippine Islands
29 MAY	-	31 MAY	In port Subic Bay, Philippine Islands
31 MAY	-	2 JUN	Enroute Buckner Bay, Okinawa
2 JUN	-	4 JUN	In port Buckner Bay, Okinawa
4 JUN	-	6 JUN	Missile Exercise
6 JUN	-	8 JUN	Enroute Sasebo, Japan
8 JUN	-	12 JUN	In port Sasebo, Japan
12 JUN	-	15 JUN	Enroute Yokosuka, Japan
15 JUN	-	17 JUN	In port Yokosuka, Japan
17 JUN	-	19 JUN	ASW exercise, Sagami Wan
19 JUN	-	22 JUN	In port Yokosuka, Japan
22 JUN	-	25 JUN	Enroute South China Sea
25 JUN	-	14 JUL	South China Sea
14 JUL	-	16 JUL	Enroute Subic Bay
16 JUL	-	17 JUL	In port Subic Bay
17 JUL	-	18 JUL	Typhoon evasion
18 JUL	-	24 JUL	In port Subic Bay
24 JUL	-	27 JUL	Enroute Hong Kong
27 JUL	-	4 AUG	In port Hong Kong
4 AUG	-	5 AUG	Enroute South China Sea
5 AUG	-	8 AUG	South China Sea
8 AUG	-	9 AUG	Enroute Subic Bay
9 AUG	-		In port Subic Bay
9 AUG	-	6 SEP	South China Sea
6 SEP	-	11 SEP	In port Subic Bay
11 SEP	-	28 SEP	South China Sea
28 SEP	-	24 OCT	In port Subic Bay
24 OCT	-	27 OCT	Enroute Yokosuka, Japan
27 OCT	-	2 NOV	In port Yokosuka, Japan
2 NOV	-	6 NOV	Enroute Subic Bay
6 NOV	-	7 NOV	In port Subic Bay
7 NOV	-	21 NOV	Enroute Long Beach, California
21 NOV	-	12 DEC	Leave Period
12 DEC	-	31 DEC	Holiday, Leave and upkeep period

## HISTORY OF THE U.S.S. GRIDLEY (DLG-21)

U.S.S. GRIDLEY (DLG-21) is the third ship of the fleet to be named in honor of Captain Charles V. GRIDLEY, U. S. Navy. Captain GRIDLEY distinguished himself in the Battle of Manila Bay as the Commanding Officer of Admiral DEWEY's flagship Olympia. The first GRIDLEY, (DD-92) a Torpedo Boat Destroyer, was launched on 4 July 1918. This GRIDLEY served in the Atlantic Fleet until 1922 when she was decommissioned. The second GRIDLEY (DD-380) was launched on 1 December 1938. This destroyer served during World War II in the Pacific and distinguished herself in many campaigns for which she earned 10 battle stars and the Philippine Republic, Presidential Unit Citation Badge. GRIDLEY was decommissioned in the Pearl Harbor Navy Yard on 18 April 1946.

The third GRIDLEY (DLG-21) was built at the Puget Sound Bridge and Dry Dock Company at Seattle, Washington. Her keel was laid 15 July 1960 and she was launched 31 July 1961 under the sponsorship of Mrs. Stuart D. Rose, great-granddaughter of Captain Charles Vernon GRIDLEY, U. S. Navy.

GRIDLEY has a length of 533 feet; extreme beam of 53 feet; normal displacement of 7,400 tons; designed speed in excess of 30 knots and a designed complement of officers and men. Her armament consists of two twin TERRIER surface to air missiles, Anti-Submarine Rockets (ASROC), two triple torpedo mounts and two twin 3"/50 rapid fire guns.

GRIDLEY was delivered to the U. S. Navy at the Puget Sound Naval Shipyard, Bremerton, Washington on 30 April 1963 and was placed in commission on 25 May 1963, Captain Percy A. LILLY, Jr., U. S. Navy in Command.

GRIDLEY completed outfitting on 2 August 1963 and departed Bremerton, Washington for Esquimalt, British Columbia, Canada for a good-will visit from 2-5 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 5 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 in Tacoma from 9-12 August 1963. Taking her departure on 12 August, GRIDLEY proceeded to Dabob Bay and conducted Sonar and self noise tests until 24 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 phase. 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 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.