

COMMAND HISTORY 1975
USS GRIDLEY (CG-21)

PART II - BASIC NARRATIVE 1975

GRIDLEY, her crew and dependents spent Christmas 1974 in a relaxed and anxious state. With the coming of the new year, the GRIDLEY was scheduled to get underway for a seven month deployment to the Western Pacific. January 1st found the GRIDLEY moored to Pier four, U.S. Naval Station, San Diego, CA with the crew spending their last day of the Christmas Holiday period with family and friends.

On January 2nd, amid tears and fond farewells, the USS GRIDLEY and crew got underway from San Diego at 1400 and proceeded to Seal Beach, CA to onload missiles and ammunition. Mooring at Seal Beach on January 3rd, the loadout was completed expeditiously and GRIDLEY sailed from Seal Beach enroute the Western Pacific.

In task unit CTU 35.8.1, commanded by CO, GRIDLEY, and comprised of USS LANG (DE-1060), USS MEYERKORD (DE-1058) and USS VEGA (AF-59), the ships in company proceeded in formation to the Western Pacific.

GRIDLEY conducted her first underway refueling and replenishment of the year on January 8th with the USS VEGA (AF-59) and the USS FLINT (AE-32) respectively.

On January 11th, the USS EDSON (DD-946) joined the task unit and proceeded with GRIDLEY and company to WESTPAC.

The crew was granted a few hours liberty on January 12th while the GRIDLEY was moored at Midway Island for a brief refueling and minor replenishment. Mail was also delivered during this brief stop. Crew members were given the chance to explore Midway Island, relax on the beaches and visit the Naval Station. At 1800, GRIDLEY and it's assigned task unit got underway again as CTU 75.5.2.

GRIDLEY crossed the 180th Meridian at 2400 on January 12th, thus entering the domain of the golden dragon and advancing all clocks one day.

A change in operational commanders took effect on January 16th as the GRIDLEY entered the Seventh Fleet Operations area. Also conducted on January 16th was an underway refueling and replenishment with the USS TOLAVANO.

Early in the afternoon of the 21st, GRIDLEY moored at U.S. Naval Station, Subic Bay, Republic of the Philippines. With the crew rendering traditional honors by manning the rail in dress whites, the GRIDLEY pulled into the NAVMAG piers and exchanged missiles. Following the missile exchange, GRIDLEY proceeded to the refueling pier and took on fuel, water

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and mail. Early in the morning of the 22nd, GRIDLEY got underway to participate in MISSILEX 3-75.

MISSILEX 3-75 was conducted in the Subic Bay operations area in company with the USS BLUE RIDGE (LCC-19), USS WORDEN (CG-18), USS LYNDE MCCORMICK (DDG-8), USS JOHN PAUL JONES (DDG-32), USS COCHRANE (DDG-21), USS REASONER (DE-1076), and USS COOK (DE-1083).

On January 24th, GRIDLEY met up with the USS CORAL SEA (CVA-43) and assumed duties as her escort as CTU 77.5.2/77.5.3.

GRIDLEY's first Helo Detail was set on January 26th and proved to be a well executed evolution as mail and passengers were received from the USS CORAL SEA (CVA-43).

An underway replenishment was conducted on January 29th with the USS HALEAKALA (AE-25). The evolution was conducted without any difficulty and in a highly professional manner. At 0300, a class C fire broke out in the after missile house due to a short in a piece of personal electrical equipment. The damage was minimal and the fire was under control in a matter of minutes, due to calm and efficient actions by the fire party.

On January 31, GRIDLEY ended her first month of the new year with an underway refueling from the USS TALUGA. Anti Submarine Warfare operations were also conducted with the USS PLUNGER (SSN-595). The first month of the year had seen GRIDLEY steam 6,625 miles consuming a total of 280,000 gallons of fuel, participate in a major Seventh Fleet exercise and assume duties as escort for the USS CORAL SEA.

GRIDLEY conducted an underway replenishment with the USS VEGA (AF-59) early on the morning of February 2nd. Following the replenishment, GRIDLEY and the USS CORAL SEA proceeded to the U.S. Naval Station, Subic Bay, R.P. GRIDLEY moored at Rivera pier berths 11/12 for the first WESTPAC port visit.

While in port, the COMCRUDESGRU THREE Equal Opportunity--Treatment and Retention Program Inspection was conducted aboard GRIDLEY on 6 February.

CRUDESGRU THREE representatives toured the ship and interviewed several of the crew during this inspection.

On February 10th, GRIDLEY got underway for SEVENTHFLT operations in the South China Sea and participated in READIEX 1-75. On the 11th, an underway refueling was conducted from the USNS TALUGA. GRIDLEY went along side the USS VEGA (AF-59) to conduct an underway replenishment on 12 February. Also conducted during the period of February 12-14 was READIEX 1-75. GRIDLEY crew members were stationed in Condition III watches throughout the exercise.

A MISSILEX was conducted with COMSEVENTHFLT Flagship, USS OKLAHOMA CITY (CLG-5) on February 13. RADM DAVIS, CTG 77.5, was aboard GRIDLEY to observe the missile shoot. The exercise was a success and GRIDLEY scored a direct

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hit. On 14 February READIEX 1-75 was completed and GRIDLEY resumed duties as escort for the USS CORAL SEA.

An underway refueling was conducted alongside the USNS MISSPILLION on February 15. MISSPILLION had trouble with her forward pumps and after pumps and the refueling was delayed until repairs were made.

On February 17, GRIDLEY conducted an underway replenishment alongside the USS KANSAS CITY (AOR-3). The replenishment was for minor stores and refueling.

GRIDLEY and the USS WHITE PLAINS (AFS-4) conducted an underway replenishment on February 20 for repair parts and movies.

On 22 February an underway rearming was conducted with the USS FLINT (AE-32). The exercise was conducted with skill by the amidship's station.

GRIDLEY moored at the U.S. Naval Station, Subic Bay, R.P. on 25 February for an inport upkeep and availability period. Much material work was done for the GRIDLEY Engineering Dept. as well as work done on the 3 inch 50 caliber gun mounts by Naval Station Personnel. GRIDLEY was moored to Rivera pier at berths 11/12.

Two Naval Officers from the Vietnam Navy were attached to GRIDLEY from a period of 26 February through 20 March. ENSIGN HUNG and ENSIGN DUC were assigned to GRIDLEY for an orientation and indoctrination cruise. While on board, they were assigned as JOOD's and served in the capacity of other newly reporting junior officers.

During a period of 1-2 March, GRIDLEY's Welfare and Recreation committee sponsored a ship's party in the city of Olongapo, R.P. Members of the crew served as Shore Patrol. The reason for the two day affair was to allow the entire ship a chance to participate.

On 4 March GRIDLEY and the USS CORAL SEA got underway for operations in the Subic Bay operations area. GRIDLEY served as plane guard and escort for the CORAL SEA.

GRIDLEY conducted an underway refueling from the USS KANSAS CITY (AOR-3) on 8 March. The detail was completed without any major discrepancies or equipment failures.

In a joint exercise, GRIDLEY and the USS COOK (DE-1083) conducted a gunnery exercise. GRIDLEY detached from the CORAL SEA for the day on 10 March to complete the exercise.

On 11 March GRIDLEY and the USS VEGA (AF-59) successfully completed another underway replenishment exercise.

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GRIDLEY went along side the USS ASHTABULA (AO-51) to refuel on 12 March. The evolution was completed without any difficulties. Upon completion of the refueling, GRIDLEY proceeded with the CORAL SEA to Subic Bay U.S. Naval Station. Mooring was completed at 0900 at Rivera Pier berths 11/12.

A berth shift was conducted on 13 March as GRIDLEY moved to Alava pier, berths 7/8. While inport, GRIDLEY was again undergoing a normal upkeep availability period.

The GRIDLEY's prospective commanding officer, Captain Charles W. STREIGHTIFF arrived on board 18 March. While inport during the period of March 18-23, Captain STREIGHTIFF conducted a personnel inspection of the crew in dungarees, was given departmental briefings from the department heads and was given an extensive tour of the ship.

GRIDLEY got underway on 21 March to escort the USS CORAL SEA in the Subic Bay Operations area.

On 22 March an underway refueling was executed with the USNS MISPELLION. The refueling was slowed with the failure of the forward station pump on the MISPELLION. All fuel was taken on from the after station.

RADM Mark P. FRUDDEN, was relieved of command of the GRIDLEY on March 23 by Captain Charles W. STREIGHTIFF in ceremonies conducted while underway in the South China Sea operations area. RADM FRUDDEN was flown off the GRIDLEY via helo. A reception/picnic was held on the fantail for all hands for the evening meal.

GRIDLEY detached from the USS CORAL SEA and proceeded to Kaohsiung, Tiawan for a port visit. On March 26, GRIDLEY moored at the Chinese Naval Pier 2 and GRIDLEY crewmembers were given maximum liberty to tour and visit the country of Tiawan.

While inport, Kaohsiung, a call was received for volunteers to help paint the Tysoing Children's Orphanage. A group of crewmembers worked one full day painting the orphanage while another group was called on to donate blood to a local hospital. GRIDLEY was visited by 10 Nationalist Chinese Officers on 27 March. A tour and orientation briefing was held in the Wardroom for the visitors and then the Chinese Officers were escorted by their American counterparts on a tour of the ship.

On 31 March GRIDLEY completed her visit to Tiawan and got underway for operations in the South China Sea.

April started out to be a busy month with an underway refueling held on 1 April from the USNS MISPELLION. Late in the afternoon the GRIDLEY moored at the U.S. Naval Station, Subic Bay, R.P. at Rivera Pier berths 11/12.

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Captain's Call was held on 4 April by Captain STREIGHTIFF. The GRIDLEY crew was made aware of the upcoming quarter's schedule and notified that the GRIDLEY was on a 12 hour standby due to the uncertain conditions existing in South Vietnam.

GRIDLEY got underway on 10 April for operations with the USS CORAL SEA as CTU 77.5.2/77.5.3.

On 11 April, an underway rearming was conducted with the USS MOUNT HOOD (AE-29). Upon completion from the rearming, USS CORAL SEA, USS MEYERKORD (DE-1058) and USS BAUSELL (DD-845) in company with GRIDLEY, proceeded to a designated operations area off the coast of South Vietnam for participation in Operation Frequent Wind.

GRIDLEY went alongside the USS ASHTABULA (AO-51) for an underway refueling on 16 April. The evolution was completed with speed and in a professional manner.

A detachment of U.S. Marine Corps were embarked on 18 April and were later disembarked to the USS CORAL SEA for transfer to another operation.

On 19 April an underway refueling was conducted with the USS PASSUMPSIC.

During a period of 22 April through 2 May, GRIDLEY operated off the coast of South Vietnam as CTU 77.0.2 during operation Frequent Wind, the evacuation of U.S. citizens from South Vietnam.

An underway refueling was conducted from the USS MISPELLION on 23 April during night time evolutions.

A stores/repair parts replenishment was conducted with the USS WHITE PLAINS (AFS-4) on 24 April.

GRIDLEY conducted another night time refueling from the USNS MISPELLION on 27 April. The evolution was completed without any difficulties.

On 1 May GRIDLEY went alongside the USNS MISPELLION for refueling and movie transfer.

May 3rd found the GRIDLEY, USS CORAL SEA, and USS BAUSELL in transit to Singapore as CTU 77.5.2/77.5.3. Operation Frequent Wind had been completed and GRIDLEY was again assigned to escort the CORAL SEA.

During the period of 6-10 May GRIDLEY was inport, ANZUK Naval Base, Singapore for a liberty port. Crewmembers were given maximum liberty and took advantage of the many trips and tours of the island city that were available. GRIDLEY and BAUSELL moored at the British Naval Base on 6 May at 0900 while CORAL SEA anchored out in the bay on the other side of the island.

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Getting underway on 10 April GRIDLEY, BAUSELL and CORAL SEA proceeded to a port visit in Western Australia.

All lowly pollywogs received proper initiation into the ranks of the mighty shellbacks on 11 May when GRIDLEY officially crossed the Equator. A celebration picnic/barbecue was held on the fantail that evening. An underway refueling was conducted with the USNS MISPELLION that same evening.

CORAL SEA and her escorts, (GRIDLEY and BAUSELL) were ordered back to an operations area off the coast of Cambodia due to the capture of the United States Merchant ship SS MAYAGUEZ and her crew by the Cambodians. The transit was completed in a two day period from 12-13 May and postponed the trip to Australia.

During the 14-17 May time period, GRIDLEY operated off the coast of Cambodia as CTU 77.0.2 PIRAZ during the SS MAYAGUEZ recovery operations.

On 18 May GRIDLEY departed from the area and escorted the CORAL SEA to Subic Bay.

Mooring on 20 May at Rivera pier berths 11/12, GRIDLEY was again available for upkeep and minor repairs by Naval Station Repair personnel.

During a period 24-30 May GRIDLEY and USS BAUSELL escorted USS CORAL SEA to a port visit in Western Australia. During the transit, crewmembers conducted a pollywog initiation for the new personnel. GRIDLEY also conducted Memorial Day services on 26 May while underway. On 27 May GRIDLEY attempted an underway refueling from the CORAL SEA. Due to the rough seas, it was impossible to complete a hook-up of the after station. The fuel was taken on from the forward station and after breakaway was completed, all hands were ordered below due to the foul weather and rough seas.

GRIDLEY's Executive Officer and Weapons Officer conducted an on board briefing and tour guide lecture for all personnel in preparation for the port visit to Bunbury, Australia.

Mooring at the shipping piers outside of town on 30 May, GRIDLEY was greeted by a large number of Australians. GRIDLEY's Supply Officer had been assigned to make preparations for the visit and was also on the pier to meet the ship. Local television and radio stations continued to broadcast news about GRIDLEY's arrival to Bunbury and the activities planned for the ship and the community. After the mooring was completed, the crew was granted maximum liberty.

31 May was the first official day GRIDLEY was open to the local citizens for tours. A total of 15,000 Australians visited the ship during the seven day period. Many returned with even larger groups and were again given tours.

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On June 4, GRIDLEY crewmembers were guests of honor at a party held in BUNBURY by the local citizens. Many crewmembers made lasting friends and were given personal tours of the local area by the citizens. When GRIDLEY got underway on 6 June, hundreds of the citizens of Bunbury were on hand to say good bye despite the cold rainy weather.

Later that day, GRIDLEY joined CORAL SEA and BAUSELL for the transit back to Subic Bay.

GRIDLEY went alongside the USNS PASSUMPSIC for an underway refueling on 8 June.

An underway replenishment/vertical replenishment was conducted with the USS VEGA (AF-59) on June 11. VEGA's helo provided the stores by air lift.

Late in the afternoon of the 12th, GRIDLEY and USS KAWISHIWI (AO-146) conducted an underway refueling while enroute Subic Bay.

Mooring at the U.S. Naval Station, Subic Bay, R.P. on June 13, GRIDLEY began an inport upkeep period. Mooring was completed early in the afternoon on the 13th at Riveria pier berths 11/12.

Reporting aboard on 16 June were 14 Naval Academy and NROTC Midshipmen who were assigned to GRIDLEY for the period of 16 June thru 16 July for training and orientation. The Midshipmen were assigned duties in accordance with their rank and experience.

On 20 June GRIDLEY got underway from Subic Bay to participate in MULTIPLEX 4-75. GRIDLEY served as Flag Ship for the Orange Forces with COMDESRON 17, CAPT A. OSBORNE and Staff aboard for the exercise.

During the period 21 thru 23 June, GRIDLEY and the USS WICHITA (AOR-1) conducted a series of underway rearming drills and exercises.

MULTIPLEX 4-75 was completed on June 23.

During the next few days, GRIDLEY was involved in a gunnery shoot, live anti-air warfare exercises held on 24 June, and MISSILEX 5-75 on 25-26 June.

While escorting the USS HANCOCK (CVA-19) from 27-30 June, COMDESRON 17 and Staff were debarked via helo, and GRIDLEY assumed duties as escort and CTU 77.3.2/77.3.3.

On 28 June GRIDLEY conducted an underway refueling from the USNS PASSUMPSIC.

GRIDLEY detached from the HANCOCK on 30 June and assumed duties as escort for the USS KITTY HAWK (CV-63) as CTU 77.7.2/77.7.3.

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July 1st was an especially significant date in that GRIDLEY was officially redesignated as a Guided Missile Cruiser (CG) in lieu of it's former designation of a Guided Missile Frigate (DLG). Later that evening, GRIDLEY conducted an underway refueling with the USS WICHITA (AOR-1).

On 4 July GRIDLEY conducted a major provisions replenishment from the USS VEGA (AF-59).

Temporarily mooring at the NAVMAG pier, at the U.S. Naval Station, Subic Bay, GRIDLEY Weapons Dept. personnel offloaded weapons in preparation for GRIDLEY's going into drydock. After the offload was completed, GRIDLEY moored at the Naval Station Alava Pier, berths 7/8.

Underway on 10 July via Naval Station tug, GRIDLEY was escorted to the Floating Drydock AFDB-1 for work to be conducted by Naval Station repair personnel. GRIDLEY was in the floating drydock for a period of 5 days for repairs to the port shaft.

Also completed during this drydock period was extensive work on the fantail deck.

Floating Drydock (AFDB-1) was flooded on the morning of 15 July and GRIDLEY was safely escorted to her berth at Alava pier berths 7/8 by Naval Station tugs.

GRIDLEY got underway for the last operating period with the USS KITTY HAWK (CV-63) and the USS RAMSEY (FFG-2) in the Subic Bay operating area, on 19 July.

Anti-submarine warfare exercises were conducted with the USS DARTER (SS-576) and the USS HORNE (CG-30) on 22 July. GRIDLEY and HORNE both exercised their ASROC/torpedo firing systems and successfully recovered the exercise torpedoes fired.

On 28 July GRIDLEY moored to Rivera pier berths 11/12 at the U.S. Naval Station, Subic Bay for the last time in it's 1975 deployment. The next day, stores, supply, and personal property purchases were loaded on board in preparation for the trip back to the Continental United States (CONUS).

29 July found the GRIDLEY crew in an anxious and restless state as GRIDLEY got underway for the transit to CONUS. On board during the transit, were the CRUESGRU Mobile Training Team. They were scheduled to ride GRIDLEY from Subic Bay to the U.S. Naval Station at Guam in order to train and conduct engineering casualty control drills and exercises in preparation for the OPPE examination to be held during the transit to CONUS from Pearl Harbor.

On 2 August GRIDLEY moored at the U.S. Naval Station, Guam, refueling pier M-2 to take on fuel and water. Getting underway in the early afternoon as CTU 35.9.5, GRIDLEY proceeded to it's next port of call, Pearl Harbor, Hawaii.

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GRIDLEY changed operational commanders to the THIRD FLEET on 4 August.

Mooring at the U.S. Naval Station, Pearl Harbor, Hawaii, on 9 August.

On 12 August the Propulsion Examining Board from CINCPACFLT embarked to conduct an OPPE while in transit from Pearl Harbor to San Diego.

GRIDLEY got underway on 13 August for San Diego as CTU 35.9.5. In addition to the PEB, a patrolman from the California Highway Patrol was on board to conduct a series of driving and motor cycle awareness and safety courses.

During the OPPE, GRIDLEY conducted many drills and exercises designed to test the engineering plant's reliability. On August 17, the critique was given by the PEB and GRIDLEY was determined to be conditionally satisfactory.

Mooring at the U.S. Naval Station, San Diego, CA at 1000, on 18 August, GRIDLEY crewmembers manning the rails in service dress whites. The ship was greeted by dependents, friends, the Navy Band and RADM BRIGGS, COMCRUDESCRU THREE. A cake, presented to the crew from the USS AJAX (AD-8), was too big to go through any of the hatches and had to be cut up on the fantail to be taken into the mess decks area.

During the following three weeks, GRIDLEY was inport San Diego for an upkeep and leave period as TU 53.2.3.

From the period of 18 August through 10 November, GRIDLEY was in Planned Restricted Availability (PRAV) to DATC/FMAG. Major work completed in the Engineering Spaces for superheater tube renewal in all boilers.

On 8 September, GRIDLEY was visited by the COMNAVSURFPAC/3-M Assist Team for an inspection.

During the period of 9 September through 10 October, the Equal Opportunity Program Phase II was implemented on board GRIDLEY by a staff from COMCRUDESCRU THREE. The staff held briefings and seminars for the officers and crew and established a GRIDLEY command training team to enable GRIDLEY to conduct their own seminars in the future. During the Phase Two program, GRIDLEY rewrote her Equal Opportunity Manual and submitted it for approval by CRUDESCRU THREE. It was received by CRUDESCRU THREE as more than adequate in form and content and GRIDLEY was commended for it's Equal Opportunity Program and goals.

On 22 September, a joint effort between the GRIDLEY medical department and the San Diego County Blood Bank, resulted in a bank account being opened by GRIDLEY crewmembers for themselves and their immediate families in cases of emergency. The blood drive was a success and resulted in more than enough donations to effectively establish the account.

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Also conducted on 22 September, was the annual Supply Management Inspection by COMNAVSURFPAC personnel. The overall grade received was satisfactory, and the Supply Department was considered to be effectively carrying out it's mission of Supply Support.

GRIDLEY received a Nuclear Weapons Assist Visit in preparation for it's scheduled Technical Standardization Inspection during the period 24-26 September.

GRIDLEY's Disbursing Office was given an inspection and examination on 3 October by the Navy Regional Finance Center from San Diego. Pay-records and disbursing accounts were audited and examined by the inspection team and an overall grade of satisfactory was received.

GRIDLEY's crew's dining facility received a major renovation during the period of 4-11 October. New tile and paint was just part of the revamping process that required the crew to dine aboard the USS THOMASTON (LSD-28) during the remodeling period.

The crew and families of the GRIDLEY men celebrated the Navy's 200th Birthday at an annual ship's picnic held at Admiral Baker's Field. A large turn out resulted in an enjoyable day of recreation for the crew and their families. A softball game between the officers and enlisted men resulted in a defeat for the GRIDLEY officers. The picnic was an all day affair and it was enjoyed by all who attended.

From 22-24 October, GRIDLEY's Weapons Department underwent a Technical Standardization Inspection in conjunction with the ship's renewal of its nuclear certification. The ship received a satisfactory grade with no discrepancies noted by the inspection team comprised of personnel from every branch of the service.

The Communications Division aboard GRIDLEY was given a graded package by COMCRUDESGRU THREE on 31 October, and an overall grade average of 92.06 was received.

All hands aboard GRIDLEY were given a personnel inspection on 3 November. The crew mustered in service dress blues as the Commanding Officer and Executive Officer conducted the inspection. Outstanding Division for the inspection was OI.

GRIDLEY conducted an inport Fast Cruise on 7 November. During this in port fast cruise, the crew was exercised at general quarters and put through a series of damage control drills.

During the November 11-14 time period, GRIDLEY operated in the Southern California operations area for type training. Engineering casualty control

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drills and accident/incident drills were conducted by the crew during this first underway period since GRIDLEY returned from WESTPAC.

On November 14 GRIDLEY moored at the U.S. Naval Station, San Diego at 1800 following a refueling stop at the Naval Station refueling piers at Point Loma.

A group of Explorer Scouts and sponsors were embarked during the period of 16-21 November. Fifteen scouts and leaders were aboard to undergo an intensive training and orientation in the workings of the modern Navy. GRIDLEY crew members were asked to volunteer to act as "big brothers" for the scouts and give them experience on the various types of equipment and jobs to which they are assigned. Getting underway on 17 November, the scouts observed the operation from the signal bridge. GRIDLEY proceeded from San Diego to the Weapons Station in Seal Beach, CA. Mooring on 18 November, the Weapons Department proceeded to offload and exchange all missiles. Ammunition was also loaded during this two day process.

After the missile exchange was completed on the afternoon of 19 November, GRIDLEY and scouts got underway for exercises in the Southern California Operations area. The scouts helped man the forward station during the sea and anchor details.

GRIDLEY went alongside the USS MOUNT HOOD (AE-29) on 29 November for a rearming evolution. The ship then operated independently for the remainder of the week.

GRIDLEY crew members were exercised at general quarters, conducted a gunnery shoot, and engineering casualty control drills.

Mooring at the U.S. Naval Station, San Diego, on 21 November, the scouts and sponsors departed from the ship and returned to Idaho Falls, Idaho. GRIDLEY was moored to Pier one for the weekend in port.

Getting underway on 24 November, GRIDLEY again returned to the Southern California operations area for type training.

Returning to port on the 26th, GRIDLEY crew members were granted liberty for the Thanksgiving holiday.

The period of 1-5 December was spent with the Mobile Training Team on board to conduct engineering training in preparation for OPPE.

On 5 December GRIDLEY moored to the U.S. Naval Station, San Diego, pier 4 at 1630.

GRIDLEY underwent an underway material inspection by Board of Inspectors and Survey (INSURV) during the 15-19 December time frame. RADM BULKELEY, and RADM BRIGGS were on board GRIDLEY to supervise the inspection.

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The INSURV Board inspected GRIDLEY for habitability and cleanliness as well as examining the material condition of the ship and associated equipment.

For the remainder of the year 1975, GRIDLEY crew members took advantage of the 23 December-4 January Christmas leave period.

GRIDLEY hosted the return of the USS HALSEY (CG-23) on 23 December. The volunteer members of the crew served as safety observers, line handlers, and mail was delivered via the Captain's gig. GRIDLEY CO, XO, and a representative of COMCRUDESGRU THREE were on hand to officially welcome the HALSEY home. A Christmas wreath was presented to the HALSEY crew from the GRIDLEY crew in addition to a welcome home cake.

For the GRIDLEY and her crew, 1975 proved to be a very challenging and rewarding experience for all. WESTPAC 1975 gave the crew a chance to prove that they were true professionals.

A year that began in peace, also ended in peace with a crew that was always willing to display their talents and capabilities.

31 December 1975 found the USS GRIDLEY moored to Pier 4 at the U.S. Naval Station, San Diego, CA with the majority of the crew spending the holiday period with family or friends.

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