DEPARTMENT OF THE NAVY
USS DONALD B. BEARY (FF-1085)
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From: Commanding Officer, USS DONALD B. BEARY (FF 1085)
To: Director of Naval History (OP 09BH), Washington Navy Yard, Washington D.C. 20390

Subj: Command History for Calendar Year 1981

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Command History for USS DONALD B. BEARY (FF 1085)

1. In accordance with reference (a), enclosure (1) is submitted.

PETER E. O'CONNOR

Copy to:
COMNAVSURFLANT

COMMAND HISTORY - 1981

For BEARY 1981 began in her home port of Norfolk. During the week of 5 - 9 January a Mobile Training Unit was onboard conducting cold checks, administrative checks, and light off and casualty control training. Also during the week members of the Human Resource Management (HRM) Center in Norfolk administered a survey to all personnel. In the following week, preparations and training for cold weather operations began for the upcoming ASW exercises in the Narragansett Bay Operations Area. The entire crew was trained in the area of helicopter operations and safety, submarine sightings by lookouts, ASW tactics and procedures, and general underway operations.

On 14 January, the ship was honored by a visit by Admiral LEITAS, the Portuguese Navy Chief of Naval Operations. Accompanying the Admiral on his tour through the ship were RADM BERRY, Deputy COMNAVSURFLANT; Commodore FOGARTY, COMDESRON TEN; Captain OLIVERIRA, Portuguese National Liaison Representative to SACLANT.

At 0830 on 19 January, BEARY got underway for the first time in 1981, transiting to the Narragansett Bay Operations Area to participate in shallow water ASW exercises with MILLER and the Canadian Submarine OJIBWA. During the exercise, BEARY had numerous hours of active sonar contact. The last week in January was devoted to inport training in Norfolk.

During the first two weeks in February, all personnel were involved with the HRM Survey Feedback Team. They were debriefed on the results of their questionnaire completed in January and management training was conducted.

BEARY got underway on 17 February, for Ft. Lauderdale conducting training in weapons and engineering. On 19 February, BEARY completed her first of many refuelings from KALAMAZOO. Upon arrival in Ft. Lauderdale on 20 February the Commanding Officer held a Personnel Inspection. The Ft. Lauderdale Navy League gave a luncheon that afternoon welcoming BEARY to their city. The morning of 23 February BEARY was underway for the Jacksonville Operations Area where she rendezvoused with MOOSBRUGGER and conducted air tracking exercises, ASW tactics training, communications drills, and gunnery air shoots.

On Saturday, 28 February, BEARY arrived at the AUTEC Range off Andros Island in the Bahamas for SHAREM 42 ASW training. Working with MOOSBRUGGER and against SPADEFISH long hours of submarine tracking, repositioning, and torpedo evasion sharpened the skills of all Combat, Sonar and Bridge team members. BEARY fired 7 ASROCS and 8 torpedoes. Upon completion of SHAREM 42 BEARY spent an enjoyable three days in Nassau. Friday morning, 6 March, BEARY was underway and Norfolk bound. Engineering casualty control training was conducted during the transit.

Monday morning, 9 March, BEARY arrived in Norfolk. For the next ten days, a great deal of training took place as BEARY prepared for Selective Refresher Training at Guantanamo Bay, Cuba. Mobile Training Teams for NGFS and helicopter safety helped the crew improve their skills and knowledge.

On 20 March, BEARY was enroute to Yorktown for a day to onload ammunition, and then she continued on towards Guantanamo Bay, Cuba. Once again, the days were filled with Basic Engineering Casualty Control Exercises, Condition III gunshoots, General Quarters, Abandon Ship/Emergency Destruction drills, and Man Overboard drills.

On Monday, 23 March, BEARY arrived in Guantanamo Bay, Cuba and began training readiness evaluation (TRE) and briefings by the Fleet Training Group. On Tuesday, 24 March, each division received their TRE critique and final briefing Wednesday began with a Battle Problem and Fire Party drills. At this point all training was interrupted. On 25 March, BEARY and RALEIGH got underway from Guantanamo Bay, Cuba for contingency operations. On Tuesday, 31 March, BEARY arrived in Panama City, Panama to refuel and receive stores. On 1 April BEARY was underway to contingency operations.

During the weekend of 4-5 April SEATTLE replenished BEARY, bringing stores, fuel, and mail from Norfolk and a celebration since BEARY became SEATTLE's 1000th ship alongside. A large cake was sent to BEARY from SEATTLE commemorating this occasion. SEATTLE stayed in the area, refueling BEARY again on Wednesday, 8 April, and then she departed for Guantanamo Bay. On 9 April, the contingency operations were completed.

BEARY returned to Guantanamo Bay to continue Operation Propulsion Plant Examination (OPPE) on 10 April. On that same day we received word that BEARY's BT1 (b) (6) was selected as the CRUISER DESTROYER GROUP EIGHT Sailor of the Year.

For the next three weeks a rigorous schedule of Basic Engineering Casualty Control Exercises was conducted followed by the successful completion of OPPE. Leaving Guantanamo Bay on 29 April, BEARY headed north to relieve PHARRIS who was observing a Russian Task Force inport Havana for the coming May Day celebrations. PHARRIS returned on 2 May to relieve BEARY and the transit back to Norfolk was resumed. BEARY returned to Norfolk on Monday after 45 days of training and contingency operations.

The next week in port emphasized helo crash drills and training for the upcoming LAMPS helo operations. On Monday, 11 May, BEARY was underway for the Virginia Capes Operating Area. Shortly after leaving port, an SH-2 helo from HSL-32 flew onboard for day and night Deck Landing Qualifications. By Friday afternoon everyone was fully trained to conduct extended helo operations. BEARY arrived back pierside Norfolk on the evening of 15 May.

The next 4 weeks, though inport, were hectic. The week of 18 May, the Destroyer Engineering Operating Cycle (DDEOC) Team made repairs to engineering equipment. ORDALT installations began on Weapons Department equipment, and the entire ship began an Intermediate Maintenance Availability with VULCAN. Also a great deal of ASROC handling, Security Guard Force training and ASROC Fire Party training took place to ready all personnel for the upcoming Nuclear Weapons inspection. The last Monday in May the crew celebrated Memorial Day, and BEARY's motor whaleboat participated in the Harborfest celebration in downtown Norfolk. The rest of the week the ship held more inport training for the upcoming Nuclear Weapons

Inspection, and inspectors from NAVSEACENLANT where on board to validate installed ordnance and electronic equipment. The first 3 days of June the Nuclear Weapons Assist Team was on board to help train BEARY personnel in all phases of handling, security and administration. On 10 June, a Nuclear Technical Proficiency Inspection was completed satisfactorily.

At 0800, 12 June, BEARY was underway to participate in Comptuex 3-82. Shortly after leaving port, an SH-2 helo from HSL-32 flew onboard to participate in the upcoming ASW exercises. The exercises started at a hectic pace that afternoon with flight quarters, an underway replenishment with SAN DIEGO, General Quarters, and other drills. Other ships participating in the exercise were VOGE, DAVIS, OLIVER HAZZARD PERRY and SEMMES.

The week of 15-21 June was devoted mainly to completing Selective Exercises for Battle Efficancy requirements. On 16 June, BEARY refueled from the USNS MARIAS. On 18 June, the ship proceeded to escort NIMITZ. On 22 June, BEARY was detached and rendezvoused with PHARRIS off Vieques Island for Naval Gunfire Support Qualifications. NGFS qualification was completed satisfactorily on 23 June.

On the morning of 25 June, BEARY arrived in San Juan, Puerto Rico for a popular two day port visit. On Saturday, 27 June, BEARY and PHARRIS were underway from San Juan, with BEARY refueling from MARIAS. Monday, 29 June BEARY refueled and rearmed from SEATTLE. Wednesday, 1 July, BEARY arrived back in Norfolk.

After a long weekend off, on 6 July, BEARY was underway again for the Virginia Capes for boiler flexes and online verifications of engineering equipment, anti-air gunnery exercises, and a week of extensive flight quarters in support of helicopter pilot deck landing qualifications. Extensive training for all personnel involved in flight quarters increased BEARY's helicopter operations overall readiness for the upcoming Mediterranean deployment.

On Thursday, 9 July, BEARY with second class midshipmen embarked for two days of surface warfare at sea familiarization, participated in a towing exercise with JOHN ROGERS and later challenged and decisively beat them in a motor whale boat race.

The next four weeks were spent preparing for the upcoming Mediterranean deployment. Engineering Department had equipment checked out by DDEOC personnel, preparations for an upcoming IMAV with PUGET SOUND were made, and SHIPALT verification was completed. On 4 August, BEARY was underway for the day for equipment check out and a dependents cruise. COMNAVSURFLANT, Vice Admiral JOHNSON, visited BEARY on 10 August. On the morning of 12 August, BEARY departed for the Mediterranean. All hands were at quarters in summer whites to bid farewell to Norfolk and their loved ones. Soon after, an SH-2 helo from HSL-32 flew onboard; embarking for the deployment. The transit group to Rota, Spain included SEATTLE, DAVIS, OLIVER HAZZARD PERRY, KING, and VOGE. After conducting numerous shipboard drills, we participated in an over the horizon targeting exercise as part of the Blue forces with KING and SEATTLE. VOGE, DAVIS, and PERRY joining from Charleston and Mayport, were Orange forces, and we rendezvoused with them on 13 August. Drills were conducted in preparation for joining the Sixth Fleet. Shiphandling skills were

sharpened and no notice gunshoots increased everyones weapons readiness. On the 14th we refueled from SEATTLE. Two days later we refueled again with another General Quarters and gunnery exercise.

On the morning of 22 August, a Commanding Officer's personnel inspection in summer whites was completed before arriving pierside at the Naval Station, Rota, Spain. After a short six hours of meetings and inchop briefs we were underway for Gaeta, Italy. There we moored outboard PUGET SOUND for an Intermediate Maintenance Availability. Along with working, the crew enjoyed Gaeta, Italy, travel down to Naples to the Naval Base and Exchange, and tours to Rome.

The morning of 7 September, BEARY got underway and rendezvoused with the NIMITZ Battle Group.

On 8 September, BEARY refueled and received logisics requirements and stores from DETROIT. BEARY then transited to Genoa, Italy to join Naval On-Call Forces Mediterranean (NAVOCFORMED) to begin Exercise "Peace Abroad". Participating ships were HS KONTOURIOTIS, GREEK NAVY; ITS ALPINO, ITALIAN NAVY; TCG PIYALEPASA, TURKISH NAVY; HMS ARETHUSA, ROYAL NAVY; and BEARY. The NAVOCFORMED activation ceremony was held on Friday morning, 11 September. Throughout the weekend personnel from each ship visited one another. During public visiting 12,000 people toured BEARY.

Monday afternoon, 14 September, all ships were underway beginning communication drills, ship maneuvering and personnel transfers. While underway, each ship exchanged five personnel for a day, returning them at day's end. Wednesday, 16 September, DETROIT once again refueled BEARY and transferred two exercise torpedoes and one exercise ASROC. Other ships of NAVOCFORMED also refueled from DETROIT.

All ships entered Toulon, France Friday morning, 18 September. The weekend was enjoyable with a cocktail party in ITS ALPINO, tours to St. Tropez, Marsailles, and Monacco, and two sporting events. On Tuesday, 22 September, the task group was underway, conducting more maneuvering and personnel transfer drills. An anti-air gunnery tracking exercise was completed by all ships. While underway on 24 September, General ROGERS, USA, Supreme Allied Commander Europe, visited ITS ALPINO with all Commanding Officers of the Force present. After General ROGERS departed preparations began to go through the Strait of Messina that evening. NAVOCFORMED entered port on schedule the next morning. The small quiet town of Catania, Sicily was this week's stop. Damage Control Olympics were held with all ships looking very impressive and BEARY winning.

Sunday evening, 27 September, the task group was underway once again, completing exercises the next two days as part of Exercise Display Determination 81. On 29 September, HS KONTOURIOTIS departed, returning to Greece. The rest of the group transited the Agean Sea towards Izmir, Turkey. On Friday, 2 October, BEARY ceased participation in NAVOCFORMED, with all personnel topside to bid farewell to our NAVOCFORMED shipmates.

Saturday morning, 3 October, BEARY anchored off the coast of Izmir, Turkey entering port in the afternoon for a port visit. BEARY departed Ismir on the evening of 5 October.

Our next transit was to take us to San Remo, Italy then Barcelona, Spain, but the untimely and tragic killing of Anwar Sadat in Cario, Egypt changed plans and sent us to a MODLOC north of Egypt. BEARY was present at MODLOC from 7 October to 11 October when detached with KING to transit across the Mediterranean to Barcelona, Spain where we both would have an IMAV with PUGET SOUND. We arrived on Wednesday 14 October. Some of the crew had their wives fly over for the two week upkeep period to enjoy the beautiful sights of Barcelona and surrounding areas. Many athletic events were scheduled - softball, boxing, wrestling matches between BEARY, KING, and PUGET SOUND - along with a DC Olympics and a talent show. The crew took many tours to the old part of the city and the surrounding country side. On 24 October, BEARY departed Barcelona. Our first day underway in a few weeks was a hectic one, as we received our monthly stores onload while refueling and rearming with SAN DIEGO.

Our next exercise, CRISEX-81, began the next day, Sunday, 25 October. With the AMERICA, SAIPAN, and RALEIGH we conducted over-the-horizon targeting, communication and signalling drills until Wednesday when we rendezvoused with a Spanish task group to conduct an amphibious assault planned for Friday. BEARY provided simulated Naval Gunfire Support. Excellent command and control made the landing a success with the Spanish Navy and US Navy working very well with each other. The Spanish forces involved were the carrier DEDALO and nine destroyers and frigates. Upon completion of CRISEX-81, BEARY refueled with USNS WACCAMAU along with KING and TRIPPE. BEARY then transited with KING and TRIPPE to the island of Majorca, training in route. BEARY completed the month of October with 217.6 LAMPS flight hours, a Navy record.

Before arriving on Wednesday, 4 November, the Commanding Officer held a personnel inspection in service dress blue uniform. COONTZ with COMDESRON 22 embarked was in port upon our arrival. During the week training for ASROC handlers and the fire party was held, NGFS training was conducted , and preservation of the ship was conducted . Everyone enjoyed the pleasent weather and resort type atmosphere.

Tuesday, 10 November began a busy two days of at sea exercises with COONTZ under COMDESRON 22's tactical control. Late Wednesday the 11th, BEARY was detached and headed to Toulon, France. Thursday morning BEARY moored and participated in briefings for exercise Iles D'or, a combined American, French, English exercise run by the French. The exercise included the ships ITS DORIA, ITS AUDACE, ITS VESUVIO, and HS SACHATOURIS. Submarine operations verse Italian and British subs and refueling with ITS VESUVIO were highlights of the first few days. The exercise was very challenging and well run by the French Navy.

After the exercise, we received our monthly stores onload from KALAMAZOO and were visited by Vice Admiral JOHNSON, COMNAVSURFLANT. BEARY was to have had a port visit for a week in Naples, Italy, but a change in schedule sent BEARY and KING off the coast of Libya to conduct surveillance operations on the Russian helicopter cruiser LENNINGRAD. We did make a short four hour stop in Naples to pick up stores, cargo, and mail. We conducted surveillance operations for ten days with LENNINGRAD staying at anchor the entire time. During that time BEARY conducted over the horizon targeting exercises, general quarters/abandon ship drills, and damage control repair party training. During this time every other day we refueled from SEATTLE to replenish our JP-5 fuel supply for the helo detachment to continue their constant surveillance on the task force.

On Saturday, 5 December, BEARY began her transit to Rota, Spain to OUTCHOP from the Sixth Fleet. We arrived in Rota on Wednesday morning, 9 December and commenced taking on stores for the transit home.

That evening the officers had a farewell party for LTJG VANDERBURG, a Dutch exchange officer who had been onboard BEARY for a year as apart of the Navy Personnel Exchange Program. He had been Electronics Maintenance Officer and Navigator during his tour and had successfully completed all Surface Warfare PQS and received his Surface Warfare Officer pin for his job well done.

On Friday, 11 December, turnover with PATTERSON was completed by noon and the Task Force was underway by 1600. A full schedule of events kept all ships present (SEMMES, KING, PHARRIS, DAVIS, OLIVER HAZZARD PERRY, YOGE, and SEATTLE) busy. Inport duty section fire drills were run to train personnel for their assignments for the upcoming leave period. BEARY refueled with SEATTLE on 13, 17, 19, and 21 December at various times of the day or night.

On 15 December BEARY's SH-2 LAMPS helo had returned to the flight deck for refueling. After completing a normal starboard to port approach and safe landing on deck, a roll to port caused the helo to slide on deck. To stop the main rotor blade from coming in contact with the retracted hangar the pilot initiated an emergency take off; however one tail tie-down chain was not removed. The helo subsequently crashed off the starboard quarter. The pilot and co-pilot were able to escape from the sinking helo, but one crewman, AW3 Leroy CAMBELL, was unable to escape and was declared lost at sea after an exhaustive search. Memorial services were held by the entire task force in his memory the next day and at the Base Chapel on 22 December. On 21 December, BEARY returned to port, mooring outboard STUMP. Many wives and children had gathered on STUMP's flight deck welcoming us home.

During the deployment, BEARY steamed over 31,000 miles, operated with ships of the British, French, Greek, Italian, Spanish, and Turkish Navies and visited many ports. Four officers had achieved their Surface Warfare Officer qualification and 12 Enlisted personnel received their Enlisted Surface Warfare Specialist qualifications.