USS OGDEN (LPD-5)
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From: Commanding Officer, USS OGDEN (LPD-5)
To: Director of Naval History (OP-09BH)

Subj: Command History for Calendar Year 1981

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Basic Narrative
(2) Statistical Data
(3) "Welcome Aboard" Pamphlet

1. In accordance with reference (a), enclosures (1) through (3) are submitted.

H. M. S. GIMBER

HISTORY OF USS OGDEN (LPD-5) FOR THE YEAR 1981

COMMANDED BY: H. M. S. GIMBER, CAPTAIN, USN

HOME PORT: San Diego, California

ASSIGNED TO: Amphibious Squadron SEVEN 1 January - 30 September

Amphibious Squadron FIVE 1 October - 31 December

MISSION: The mission of USS OGDEN (LPD-5) is to transport and land Marine Units along with their essential equipment and supplies by means of boats, landing craft, amphibious vehicles and helicopters.

NARRATIVE:

On 1 January 1981, USS OGDEN (LPD-5) was moored in Hong Kong Harbor to Royal Navy Buoy Two as a unit of Amphibious Squadron Seven of the Seventh Fleet. Additionally she served as Commander Amphibious Ready Group Bravo under the operational control of the Commander Amphibious Force Seventh Fleet (CTF-76). Marine Battalion Landing Team (BLT 2/1), and detachments of Beach Master Unit ONE and Assault Craft Unit ONE were embarked in addition to the ship's complement of officers and crew. Other United States Navy ships present were USS Point Defiance (LSD-31) and USS Peoria (LST-1183), the remainder of ARG BRAVO.

On 2 January, OGDEN, in company with the ships listed above, was underway for Buckner Bay, Okinawa, Japan. On 5 January OGDEN anchored at Oura-wan, Okinawa and embarked two LVTs. OGDEN moored at the Army Pier, White Beach, Okinawa, later that afternoon. On 6 January, BLT 2/1 was debarked and BLT 1/5 embarked. The ship refueld and departed for Yokohama, Japan.

Enroute to Yokohama, helicopter operations and formation steaming were conducted with USS Point Defiance and USS Peoria. OGDEN moored to North Pier Yokohama, Japan, at 1000 on 9 January.

After enjoying two days of liberty, debarking BLT 1/5 and embarking BLT 2/9, OGDEN departed for Buckner Bay, Okinawa at 0800 on 11 January. The ship moored to the Navy Pier at White Beach, Okinawa at 1830 on 13 January and BLT 2/9 debarked. A two-day stay at White Beach followed. OGDEN departed for Sasebo, Japan, on 15 January arriving on the 16th for an upkeep period that ended 22 January.

The mooring lines were taken in from Pier India at Sasebo at 0915 the morning of 23 January. OGDEN and Point Defiance formation steamed to Buckner Bay, Okinawa, mooring to Army Pier at White Beach at 1700 on the 24th. Helicopter operations were conducted the morning of 24 January. The next day OGDEN took on 100,000 gallons of diesel fuel and embarked BLT 3/4.

January 26th OGDEN left Buckner Bay enroute to Subic Bay Naval Base, Republic of Phillipines. During the transit general quarters, gunnery exercises and abandon ship drills were conducted.

The ship anchored in Subic Bay overnight 29 January, and conducted amphibious ship to shore movement exercises with the USS Point Defiance, and USMC elements. She moored to Alava Pier that evening.

A repair effort by SRF Subic began 2 February and lasted until the 19th. On 11 February, compartment 6-84-0-M flooded to three feet due to a ballast tank cover inadvertently left open.

February 16th OGDEN's B & A crane was satisfactorily weight tested to 70,000 pounds. February 20th, OGDEN moved to Subic Bay anchorage "E 19" to begin participation in Operation SPECWAREX by being "target" of a swimmer sneak attack. BLT 3/4 was embarked for the exercise and the upcoming transit.

On 23 February the ship weighed anchor for Buckner Bay, Okinawa, Japan. On 24 February a Soviet research ship was sighted in the South China Sea. Also during the transit, the following drills and exercises were conducted; general quarters, abandon ship, "leap frogs", underway replenishment with the USS Point Defiance and various engineering casualty control drills.

At noon on 26 February, OGDEN moored to Navy Pier, White Beach, Okinawa. The next two days were devoted to the onload of Headquarters Company of the 3rd Marine Division.

From 28 February until 2 March OGDEN transited to Pohang, Korea, moored to North West Pier 5 at 0900, 2 March and completed the off load of embarked units. The units were prepositioned for participation in Exercise TEAM SPIRIT.

The ship cast off lines at 1630 on 2 March for an overnight transit to Pusan, Korea.

The ship moored to Pier 3 in the port of Pusan, at 0830 on 3 March for two days of liberty in this Korean port. On 5 March OGDEN departed enroute to Buckner Bay, Okinawa.

On 7 March the ship moored to Navy Pier, Buckner Bay, to onload BLT 1/5 for OPERATION TEAM SPIRIT 81/VALIANT FLEX 81-2. The next afternoon OGDEN moved to anchorage number B-173 in Buckner Bay, Okinawa.

The morning of 9 March the ship shifted anchorage to conduct a rehearsal for the upcoming operation along with several other U.S. Navy ships. At noon the ships departed for a group sail to Pohang, Korea.

From 9 to 11 March OGDEN steamed in formation with the following U.S. Navy ships; USS Blue Ridge (LCC-19), USS Tarawa (LHA-1), USS Belleau Wood (LHA-3), USS Thomaston (LSD-28), USS Juneau (LPD-10), USS Peoria (LST-1183), USS Barbour County (LST-1195), USS Point Defiance (LSD-31), USS Tuscaloosa (LST-1187), USS Cayuga (LST-1186) and USS St. Louis (LKA-116). OGDEN conducted underway replenishment 10 March with the USS Ashtabula (AO-5).

OGDEN anchored at 1400 on 11 March in Pohang, Korea, with the ships listed above. Flight Operations were conducted on the morning of 12 March. The ship was underway at 1000 to anchor again at 1230 at "Red Beach" to conduct another rehearsal of TEAM SPIRIT 81/VALIANT FLEX with the other units assigned.

At 1300 on 13 March OGDEN and the following U.S. Navy ships got underway for an opposed transit exercise. Included were the eleven ships noted above plus USS John Young (DD-973) AND USS Ramsey (FFG-2). The following Republic of Korea ships were also present: ROK Tae Jeon, ROK Chung Buk and ROK Seo.

On 4 March a Soviet Navy ship RIGA 631 was sighted. She was shadowing the participants in TEAM SPIRIT. At 1045 the low visibility detail was set in thick fog. The fog remained until the early evening and forced a one day delay in the D-Day for TEAM SPIRIT amphibious landing.

At 0700 on 15 March the ship anchored for operation TEAM SPIRIT 81/VALIANT FLEX 81-2. The amphibious landing soon began. Most of the day was spent at flight quarters and Condition 1 ALPHA for well deck operations and off loading the marines and their equipment. Both 16 and 17 March were spent much the same way.

On 18 March the backload of the men, equipment and material of BLT 1/5 began. "Anchor aweigh" was sounded at 1200 on 20 March and the ship moored at Pier 12 in Pohang harbor two hours later. More units of BLT 1/5 embarked during the ship's three day stay in Pohang. The First Marine Division Radio detachment also embarked.

On 23 March OGDEN left Pohang, Korea, for Buckner Bay, Okinawa, Japan. That day at 1000 compartment 4-96-1-L was partially flooded due to a ruptured water line. Engineering space casualty control drills were practiced in transit.

OGDEN moored starboard side to the Navy Pier at White Beach, Okinawa, at 1030 on 25 March and off-loaded BLT 1/5. At 1830 the ship was underway, enroute for Naha, Okinawa, Japan.

OGDEN moored to Pier 6, Berth 6 in Naha harbor at 0830 26 March and began the onload of equipment to be transported to Hawaii and San Diego. The ship was underway the morning of 27 March for Pearl Harbor, Hawaii, steaming in company with USS Point Defiance.

At 0300, on 28 March OGDEN and Point Defiance joined Amphibious Squadron SEVEN enroute to Hawaii. Other units included: USS Tarawa (LHA-1) USS Barbour Country (LST-1185), USS Peoria (LST-1183) and USS St. Louis (LKA-116).

On 31 March a tragedy befell OGDEN. At 2035 SN James Denino ([redacted]) was reported missing from his assigned station as stern lookout. The ship commenced back-tracking her previous course and began man-overboard search procedures. The area was searched by OGDEN and a helicopter from the USS Tarawa. At 0925, April 1st the search for SN Denino was terminated and he was presumed lost at sea. OGDEN rejoined PHIBRON SEVEN on 2 April, USS Ramsey and USS Downes had joined the formation in the interim.

The formation crossed the international date line on 14 April.

OGDEN moored to Pier M-3 in Pearl Harbor, Hawaii, on 7 April. For the next two days the ship refueled and replenished stores. The 1st Marine Division Radio detachment disembarked. Family members of the ship's crew came aboard for a "Tiger Cruise" to San Diego, California.

The ship left Pearl Harbor 9 April enroute to San Diego, CA. The "Tigers", (family members of the crew), were given tours of the ship and demonstrations of her capabilities during the transit. Captain R. F. Green, USN, Commander Amphibious Squadron Seven, arrived onboard 7 April and conducted a personnel inspection.

On 16 April OGDEN moored to Pier 6, Naval Station, San Diego, CA, thus completing her 8th deployment to the Western Pacific. A leave period commenced and lasted for approximately one month.

Enclosure (1)

The Master Chief Petty Officer of the Navy, (b) (6) [redacted], visited OGDEN on 24 April to speak with the crew. He congratulated the crew on the completion of what he termed, "a highly successful WESTPAC" deployment. On 28 April OGDEN moved to Pier 11 at NAVSTA, San Diego.

Upon returning from deployment a significant number of the crew rotated to new commands. Training programs were initiated to train the replacement crew members. A SIMA, (Ship Intermediate Maintenance Activity), maintenance period was conducted from 20 April thru 8 May. Another, more indepth maintenance period was conducted from 11 May until 29 May under the control of the Supervisor of Ship Building San Diego.

Both of OGDEN's boilers were inspected on 1 June and were found to be in a satisfactory condition. The following day OGDEN departed enroute to San Francisco, CA. A brief stop off the coast of Port Hueneme was made to off load some Mobile Construction Battalion, (Sea Bee), equipment.

OGDEN made the transit in company with USS Barbour County (LST 1195). Midshipmen and several guests of the Navy were aboard. An advancement and awards ceremony was held on the ship's flight deck on 4 June. "Leap frog" drills were conducted with the Barbour County. On 5 June, OGDEN moored to Pier 31 South Embarcadaro, San Francisco, CA. The weekend of 6 and 7 June OGDEN was open for public visiting.

The crew enjoyed liberty in "the city by the bay".

OGDEN got underway for San Diego, CA on 8 June. A different group of guests of the Navy were welcomed in San Francisco for the return trip to San Diego. At 1615 on 8 June OGDEN received a message directing the ship to assist the USNS Hudson, which was dead in the water off San Nicholas Island.

OGDEN arrived on the scene at 2030 and determined that a towing operation would not be practical because of heavy seas. OGDEN remained on station until 0800 on 10 June when USNS Navajo took USNS Hudson under tow. OGDEN moored at 1645 on 10 June to Pier 11, Naval Station, San Diego.

At 0830 on 17 June the ship left Pier 11 for local operations. OGDEN anchored in San Diego harbor at 1000 on 18 June where two LVTs were brought aboard. The ship got underway at 1030 and conducted a helo crash drill enroute to anchorage off Camp Pendleton, CA.

On 19 June underway LVT launches were conducted off Camp Pendleton. At 1430 OGDEN moored to Pier 11, Naval Station, San Diego, CA.

On 22 June OGDEN departed for Southern California Operations Areas to conduct general quarters and gunfire exercises. The evening of 24 June the ship anchored for a short time in San Diego Harbor and then moved to anchorage at Coronado Roads. At 0300, on 25 June the ship's Chief Master at Arms, (b) (6) [redacted] (b) (6) [redacted] was medivaced due to an apparent heart attack. OGDEN was underway at 1800 on 25 June for overnight steaming.

At 0700 on 26 June OGDEN moored to La Playa Pier, San Diego, CA. and off-loaded all of the MOGAS aboard. After the off-load was completed the ship moored to Pier 11, Naval Station, San Diego, CA.

Enclosure (1)

During the inport period a weapons handling drill was conducted.

On 1 and 2 July the ship operated in the vicinity of San Clemente Island. Man overboard, gunfire, engineering casualty control and general quarters drills were conducted during the two day period.

From July 13th until September 4th OGDEN underwent a Planned Restricted Availability (PRAV) and another Ship Intermediate Maintenance Activity (SIMA) Availability. Throughout these two repair evolutions civilian contractors overhauled major auxilary and engineering plan equipment. The Supply Management Inspection was conducted on 16 July. A grade of excellent was assigned.

Commander Amphibious Group Eastern Pacific and Commander Amphibious Squadron SEVEN shifted their flags to OGDEN on 27 July.

During August several pierside general quarters drills were conducted to provide additional damage control training.

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On 8 September OGDEN got underway for local operations. Various training exercises were conducted during the following four day period. On 11 September a casualty to the No. 1 HICAP in lower vehicle storage caused flooding to the port Collection Holding Tank room. OGDEN moored to Pier 11, Naval Station the afternoon of 11 September. On 22 September the No. 1 HICAP in lower vehicle was accidently triggered, partially flooding lower vehicle storage area.

Commander Amphibious Squadron SEVEN arrived aboard at 1300 on 29 September for an inspection prior to OGDEN's transfer to Amphibious Squadron FIVE.

An electrical fire occurred in compartment 1-73-1-Q on 30 September. It was extinguished by the ship's inport fire party in less than nine minutes with minor damage.

On 1 October OGDEN changed from the operational control of Commander Amphibious Squadron SEVEN to Commander Amphibious Squadron FIVE. At 1330 the same day the ship departed to conduct underway training, returning to Pier 11, Naval Station, San Diego, at 1400 on 2 October.

At 0715 on 6 October OGDEN got underway for SOCAL OPS with COMPHIBGRUEASTPAC, RADM Walsh, embarked. Loss of steering, man overboard, flight quarters and engineering casualty control drills were practiced throughout this at-sea period. RADM Walsh departed the ship by helicopter at 1400 on 8 October. OGDEN moored to Pier 11, Naval Station, Diego, at 1500 the same day.

Engineering casualty control and general quarters drills were emphasized during a three-day underway period commencing 13 October and ending on 16 October when the ship returned to Pier 11, NAVSTA, San Diego.

October 19 thru 23 was spent at-sea and engineering casualty control drills were conducted in preparation for an Operational Propulsion Plant Recertification Exam (OPPRE). An underway replenishment was performed with the USNS Kiwishiwi on 22 October.

October 27 through 29 OGDEN was underway in the SOCAL OPAREA. Engineering casualty control drills were conducted.

November 2nd OGDEN moved to Pier 3 to moor outboard of the USS AJAX for a Maintenance Availability. The final preparations for OPPRE were made during this 16 day period which ended 18 November. A ship equipment configuration accounting system (SECAS) validation was completed on 13 November.

The ship commenced an underway period on 18 November that continued thru 20 November. A full power run and a training readiness evaluation was conducted on 18 November with satisfactory results. Flight quarters, engineering casualty control and general quarters drills were conducted during this underway time.

On 23 and 24 November OGDEN underwent the Operational Propulsion Plant Readiness Examination conducted by the CINCPACFLT Propulsion Examining Board. The ship moored to Pier 12 on 24 November after sucessfully completing OPPRE.

December 8 thru 10 was OGDEN's last underway period for 1981. It was spent conducting various general quarters exercises in preparation for the upcoming Refresher Training (REFTRA) scheduled to start 4 January 1982. Also during this period an economy trial run was conducted.

On 14 December OGDEN commenced a holiday leave period to allow crew members the opportunity to spend the Christmas holidays with family and friends. The Air Department received satisfactory marks for a Readiness Evaluation and a Helicopter Certification Inspection on 15 December.

OGDEN remained at Pier 11, Naval Station, Diego, CA., through 31 December 1981.

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