

# USS O'CALLAHAN (DE/FF-1051)

## Chronology/Timeline

The chronology was started, and the major effort accomplished by GMG1 Bill Scroggins. Other former crewmembers that provided input include TM3 Ron Kobeluch, FTG2 Mike Poncsak, and RM2 Richard Settle.

The O'Callahan's first Captain, Cmdr. Bob Brown, saved almost all of the Plans of the Day and Plans of the Week from his time in command. Items from these documents are marked (POD) or (POW). The POW dates may not be as accurate as the POD dates.

The chronology was compiled from numerous sources, but thanks are due to O'CALLAHAN's former crewmembers who contributed much of the information and all of the recollections here. Dates in **RED** are confirmed dates. Dates in **BLACK** are approximate dates. Dates or Events in **BLUE** are unconfirmed dates or events and may not be correct. Notes, sources and comments are in **GREEN** and quotes are in **PINK**.

### 1964

**19 February 1964** **Wednesday.** O'CALLAHAN's keel is laid down by the Defoe Shipbuilding Co. in Bay City, Michigan. The building of O'CALLAHAN is Defoe Shipbuilding Company Job Number 439.

**This date and info are from the website, "Destroyers Online" and the Defoe Shipbuilding Company website.**

### 1965

**20 October 1965** **Wednesday.** O'CALLAHAN is launched at the Defoe Shipyard in Bay City, Michigan. She is christened by Chaplain O'Callahan's sister, Sister Rose Marie O'Callahan, a catholic nun of the Mary Knoll Order.

**This date and info are from the website, "Destroyers Online."**

### 1968

**Jan/Feb? 1968** **Cadre crew reports to the USS O'CALLAHAN (DE-1051) at Bay City, Michigan**

**Commander Robert L. Brown states in his speech at the 1<sup>st</sup> O'CALLAHAN reunion that much of the cadre crew had already reported to Bay City when he arrived.**

**February 1968** **Commander Robert L. Brown assigned as the prospective Commanding Officer of the USS O'CALLAHAN (DE-1051).**

**This info is from an original copy of O'CALLAHAN's Commissioning Program Brochure in the possession of Bill Scroggins..**

- 15 April 1968 **Monday.** Most of the pre-commissioning crew reports this week to the Naval Training Center in Newport, Rhode Island.
- This date is from Bill Scroggins' original Navy orders for assignment to USS O'CALLAHAN (DE-1051).**
- Bill Scroggins remembers:** *"We reported to O'CALLAHAN's pre-commissioning crew at the transient barracks at NTC, Newport. When Ronnie Thompson and I arrived together (as Seamen Apprentices) on Wednesday, many crewmembers had already reported and continued to arrive the entire week. The pre-commissioning crew were later moved to Barracks #107 on Coaster's Island, which became O'CALLAHAN's assigned barracks. This barracks was across the street from the WAVE's barracks and next door to the barracks assigned to the pre-commissioning crew of the USCGC DALLAS (WHEC-716), a new Coast Guard Cutter that was commissioned in June 1968 in New Orleans."*
- 20 April 1968 **Saturday.** O'CALLAHAN has her dock trials at Bay City, Michigan.
- 9 May 1968 **Wednesday.** O'CALLAHAN commences her Builder's Trials at Bay City, Michigan and Lake Huron. She completes her Builder's Trials on May 10<sup>th</sup>.
- 6 June 1968 **Thursday.** O'CALLAHAN commences her Acceptance Trials for the U.S. Navy at Bay City, Michigan in Lake Huron. She completes her Acceptance Trials on June 7<sup>th</sup>.
- 17 June 1968 **Monday.** O'CALLAHAN is sailed from Bay City, Michigan through Saginaw Bay, Lake Huron, Lake Erie and Lake Ontario and then through the St. Lawrence Seaway, the Gaspé Passage and the Gulf of Saint Lawrence, then south down the East Coast to the Boston Naval Shipyard. She was crewed by a small Navy cadre crew and a civilian delivery crew.
- 22 June 1968 **Saturday.** O'Callahan arrives at the Naval Shipyard in Boston, Massachusetts.
- According to Richard E. "Andy" Andersen, who was a member of the cadre crew, the O'CALLAHAN was briefly put into dry dock at the Boston Naval Shipyard.**
- 1 July 1968 **Monday.** O'CALLAHAN is officially delivered to the U.S. Navy.
- 3 July 1968 **Wednesday.** The Newport, Rhode Island pre-commissioning crew reports aboard the O'CALLAHAN at the Boston Naval Shipyard.
- This info is from the O'CALLAHAN's 1968 Plankowners Book. O'CALLAHAN is moored directly across the pier from USS CONSTITUTION "Old Ironsides." CONSTITUTION is a 44-gun Frigate and the U.S. Navy's oldest commissioned ship.**
- 13 July 1968 **Saturday.** The USS O'CALLAHAN (DE-1051) commissioned at the Boston Naval Shipyard. Commander Robert L. Brown assumes command as the first Commanding Officer.
- The Boston Naval Base Band played during the commissioning ceremony. The invocation was conducted by CPT Richard A. Cahill, District Chaplain of the First Naval District. The welcoming remarks and introduction were conducted by CPT Stuart C. Jones, Commander of the Boston Naval**

**Shipyard. Remarks and the reading of the Commissioning Directive were conducted by Rear Admiral Roy S. Benson, Commandant of the First Naval District. The principle speaker was His Eminence Richard Cardinal Cushing, Archbishop of Boston. Some additional remarks were made by Rear Admiral James W. Kelly, Chief of Chaplains, Department of the Navy. Thomas E. Morris presented the ship with a portrait of Father O’Callahan. Thomas E. Morris was the President of the Southeastern Massachusetts Council of the Navy League of the United States.**

**The portrait of Father O’Callahan that Thomas E. Morris presented to the ship was mounted on the aft bulkhead of the Crew’s Messdecks, where it stayed throughout O’CALLAHAN’s 20 years of Navy service. There was also a framed photograph of Chaplain O’Callahan that was mounted to a bulkhead in the Wardroom. This photograph was presented to the ship by Sister Rose Marie O’Callahan in 1968.**

**Bill Scroggins writes; “I’m not sure what happened to Father O’Callahan’s portrait after O’CALLAHAN was decommissioned. I believe we were told that it was presented to Sister Rose Marie O’Callahan, who was then in retirement. After she passed away, I don’t know what happened to it.”**

- 16 July 1968** **Tuesday.** The ship’s sponsor, Sister Rose Marie visits the ship. (POD)
- 30 July 1968** **Tuesday.** O’Callahan’s softball team beat the Coast Guard 2-1 and lost to the Marines 10-8. (POD)
- 10 August 1968** **Saturday.** O’CALLAHAN conducts a full day “fast cruise” at the pier at the Boston Naval Shipyard. This is to train the green inexperienced crew in their watchstanding duties. (POD)
- 13 August 1968** **Tuesday.** Underway for Sea Trials returning to Boston Naval Shipyard 14 Aug. (POD)
- 16 August 1968** **Friday.** The O’CALLAHAN departs Boston on her maiden voyage, as a commissioned Navy ship, for Yorktown, Virginia to load ammunition. (POD)
- 16 August 1968** The O’CALLAHAN loses boiler pressure and power off the coast of Martha’s Vineyard. She is dead in the water with no propulsion, lights or navigation instruments. All systems were quickly restored and the voyage resumed.  
  
**This info came from Commander Robert L. Brown in his speech to the former crewmembers at O’CALLAHAN’s July 2000 Reunion in Culver City, Ca.**
- 18 August 1968** **Sunday.** Port call at the Naval Weapons Station in Yorktown, Virginia to load ammunition. All hands load ammo and O’CALLAHAN departs 19 Aug. for Norfolk. (POD)
- 19 August 1968** **Monday.** Port call at the U.S. Naval Station at Norfolk, Virginia to top off fuel bunkers. The O’CALLAHAN departs the next morning for Charleston, South Carolina. (POD)

**Bill Scroggins remembers: “While standing out to sea, we passed the U.S. Coast Guard’s sail training ship, USCGC EAGLE, under full sail in Chesapeake Bay.”**

- 23 August 1968 **Friday.** Arrived at Charleston, South Carolina sea buoy and boarded equipment and personnel for antenna pattern measurements. After this event, debarked same and proceeded to sea, en route Ft. Lauderdale FL. (POD)
- 24 August 1968 **Saturday.** Watermelon feast and movie on the fantail. (POD)
- 25 August 1968 **Sunday.** Port call at Fort Lauderdale, FL.
- 27 August 1968 **Tuesday.** Underway en route Panama Canal. (POD)
- 29 August 1968 **Thursday.** First of many notes in the POD about water conservation. (POD)
- 31 August 1968 **Saturday.** Anchored inside Cristobal breakwater in preparation for transiting the Panama Canal. (POD)
- 31 August 1968 **Saturday.** Transited Panama Canal with guests and moored at NAVSTA Rodman. O'Callahan CHOPS to PACFLT and becomes a member of Destroyer Squadron 33, part of Cruiser-Destroyer Flotilla NINE. (POD)
- The 60+ guests included Nuns from a convent in Panama.
- Per Bill Scroggins, O'CALLAHAN transits the Gatún locks, through Gatún Lake, the Pedro Miguel locks, Miraflores Lake and the Miraflores locks of the Panama Canal. O'CALLAHAN moors at the Rodman Naval Station, Panama for the night. The next morning O'CALLAHAN enters the Pacific Ocean for the first time.**
- Richard Settle remembers that we spent the night at the Rodman Naval Station. Bill Scroggins remembered that we spent the night at Balboa, Panama. A map search of the internet showed that both places are correct, as Rodman Naval Station is in Balboa, Panama.**
- 1 September 1968 **Sunday.** Underway en route Acapulco, Mexico. (POD)
- 5 September 1968 **Thursday.** Port call at Acapulco, Mexico. Anchored in Bahía de Acapulco. (POD)
- 8 September 1968 **Sunday.** Underway en route San Diego. (POD)
- 12 September 1968 **Thursday.** O'CALLAHAN arrives at her new homeport at the 32<sup>nd</sup> Street Naval Station in San Diego, California and moors at pier 2. (POD)
- 27 September 1968 **Friday.** Underway to shift berths to Broadway pier. O'Callahan hosts general visiting on 28 and 29 September. (POD)
- 1 October 1968 **Tuesday.** O'CALLAHAN departs San Diego for electronics and weapons systems tests in the Pacific Northwest. (POD)
- 3 October 1968 **Wednesady.** Refuel from USS Passumpsic. (POD)
- 3 October 1968 **Thursday.** Port call at Naval Weapons Station, Seal Beach, California to load ammo. Underway for Bremerton WA. (POD)
- 6 October 1968 **Sunday.** Port call at the Puget Sound Naval Shipyard in Bremerton, Washington. (POD)

8 October 1968 **Tuesday.** Underway for anchorage at Thorndike Bay. (POD)

9 October 1968 **Wednesday.** Underway enroute Dabob Bay. Fire three dummy Mk 44 Torpedoes. Anchor Thorndike bay. (POD)

10 October 1968 **Thursday.** Underway fro ASW systems test coordination. Anchor Thorndike Bay. (POD)

11 October 1968 **Friday.** Port call at Seattle, Washington. O'CALLAHAN moors at Pier 91. (POD)

**Seattle Times, October 8, 1968;**  
*"The O'CALLAHAN, an ocean escort named for a Catholic chaplain who won the Medal of Honor, will arrive Friday at Pier 91. She will be open to visitors from 1 to 4 p.m. Saturday and Sunday." This newspaper article is courtesy of Ron Kobeluch.*

14 October 1968 **Monday.** Underway en route Carr Inlet. Arrive Carr Inlet & moor to buoys for noise measurement test program. (POD)

15 October 1968 **Tuesday.** Underway for underway phase of tests in Carr Inlet. (POD)

17 October 1968 **Thursday.** Moored in assigned berth, Seattle WA. (POD)

18 October 1968 **Friday.** Underway en route Vancouver, B, C., Canada. (POD)

19 October 1968 **Saturday.** Arrive Vancouver, B.C., Canada. (POD)

**This date is from Richard Settle. He couldn't leave the ship due to an injury and remembers it was the day that Aristotle Onassis and Jacqueline Kennedy were married.**

**Bill Scroggins remembers; "When the ship was opened to the public and guided tours were given to visitors. A female Vietnam War protestor came aboard and was passing out anti-Vietnam literature. She had to be physically removed from the ship when she refused to leave."**

21 October 1968 **Monday.** Underway en route Nanoose Range for torpedo and ASROC firing. (POD)

25 October 1968 **Saturday.** Arrive at Naval Station, San Diego (POD)

2 November 1968 **Saturday.** Underway en route Buoys 24 and 25 at Fleet ASW School. (POD)

12 November 1968 **Monday.** Underway for Shake Down Training. (POD)

13 November 1968 **Wednesday.** ASROC and Torpedo firing. Refuel from USS Passumpic. (POD)

15 November 1968 **Friday.** Moor Broadway Pier. (POD)

18 November 1968 **Monday.** Underway en route La Playa for ammunition loading, then Underway for training. (POD)

21 November 1968 **Thursday.** Refuel from USS Caliente AO-53. (POD)

23 November 1968 **Saturday.** Moor to buoys 24 and 25. (POD)

- 25 November 1968 **Monday.** Underway en route local op area (San Clemente Island) to conduct Naval Gun Fire Support exercises.
- 26 November 1968 **Tuesday.** Moor Broadway Pier. RADM J. W. Kelly, the U.S. Navy Chief of Chaplains, presents a Chaplain Corps flag to the ship. (POD)
- 27 November 1968 **Wednesday.** Underway with only the duty section manning the Special Sea Detail. After training exercises, moor buoys 24 and 25. (POD)
- 29 November 1968 **Friday.** Underway with only the duty section manning the Special Sea Detail. After training exercises, moor buoys 24 and 25. (POD)
- 2 December 1968 **Monday.** Underway en route local op area. Refuel from USS Taluga. (POD)
- 5 December 1968 **Thursday.** Refuel from USS Oriskany. Moor buoys 24 & 25. (POD)
- 6 December 1968 **Friday.** Underway to conduct final battle problem, after completion moor pier one 32<sup>nd</sup> Street Naval Station. (POD)
- 11 December 1968. **Wednesday.** Underway for Final Contract trials, after completion moor at 32<sup>nd</sup> Street Naval Station. (POD).
- 19 December 1968 **Thursday.** Underway for Engineering Trials, after completion moor at 32<sup>nd</sup> Street Naval Station. (POD)

## 1969

There is a gap in the PODs until late May. The following info is from the Plans of the Week (POW).

- 14 January 1969 **Tuesday.** Underway for FCT engineering re-trial rehearsal. Moor at 32<sup>nd</sup> Street. (POW)
- 15 January 1969 **Wednesday.** Underway for FCT engineering re-trial. Moor at 32<sup>nd</sup> Street. (POW)
- 31 January 1969 **Friday.** Underway en route Pearl Harbor. (POW)
- 6 February 1969 **Thursday.** Refuel at Pearl Harbor, return to op area. (POW)
- 7 February 1969 **Friday.** Arrive Pearl Harbor. (POW)
- 10 February 1969 **Monday.** Underway for local ops. (POW)
- 13 February 1969 **Thursday.** Moor at Pearl Harbor. (POW)
- 14 February 1969 **Friday.** Underway for local ops. Moor at Pearl Harbor. (POW)
- 17 February 1969 **Monday.** Underway en route San Diego. (POW)
- 23 February 1969 **Sunday.** Moor San Diego. (POW)

**The USS ENTERPRISE (CVN-65) was in Pearl Harbor after her serious fire in the Gulf of Tonkin on the 14<sup>th</sup> of January. 27 lives had been lost, and**

an additional 314 sailors had been injured. She had not been in port long when O'CALLAHAN arrived, as her superstructure and flight deck were still blackened from the fire. Commander Robert L. Brown remembered that the USS JOHN A. BOLE (DD-755) had accompanied the O'CALLAHAN to Pearl Harbor.

Also during this port call the O'CALLAHAN crewmembers got the opportunity to watch the filming of the movie, "TORA! TORA! TORA!" from O'CALLAHAN's main deck. The O'CALLAHAN shows up in one scene of the movie.

*Nick Kanderis remembers; "I happened to just be walking out of the Navy Exchange and heard the aircraft engines. Looked up and saw a plane not much higher than the streetlights on the pier headed right at me, with what looked like little strobe lights flashing in the wing leading edge. When it passed over me I saw the wing markings, I recall thinking "what the f\*\*\*"! I heard no gunfire, and saw no bullet impacts (good thing, cause if it was for real I would have been chop meat) There were several other planes flying around the harbor. I made my way back to O'CALLAHAN and learned what was going on when I reached the Quarterdeck. Ran down to my locker and got my camera. Watched them film for some time doing mock strafing and torpedo runs. Somewhere I still have the pictures I took that afternoon. I can't recall if we were told before hand that that would be happening, and I was just not paying attention. (Probably the case)"*

*Bill Scroggins remembers; "The first day that we were in Pearl Harbor, Steve Waggoner and I were in the hangar bay getting the Captain's Staff Car ready to place it on the pier with a crane. The Captain had brought his Staff Car with us from San Diego. Steve and I heard the prop planes fly over and walked out on to the fantail and said to each other, "What the heck!!" It didn't take us long to figure out that they were filming a movie. We saw the same strobe lights in the wings that Nick mentioned. The movie company had also placed half drums of burning oil over on Ford Island and at the Battleship moorings. It was pretty interesting to watch. There was also a Japanese Maritime Self Defense Force submarine in port that day, moored at the sub piers aft of O'CALLAHAN. A lot of her crew were on deck watching the filming. It was weird watching the planes making strafing runs over the Rising Sun Naval Ensign flying from the Jap sub's stern. When we had left San Diego for Pearl Harbor, after we had reached open sea, we passed a carrier (USS YORKTOWN CVS-10, I believe) that had a bunch of Japanese marked prop planes on her flight deck. At the time we didn't know what it was all about. Apparently the carrier was on her way to Pearl Harbor also."*

3 March 1969

**Monday.** Underway en route Seal Beach to offload ammo.  
Underway en route Long Beach Naval Shipyard.  
Arrive Long Beach Naval Shipyard. (POW)

Starting 17 March, meals were on an Auxiliary Personnel Lighter. (POW)

2 April 1969

**Wednesday.** Underway en route drydock one. (POW)

**O'CALLAHAN shares the dry dock with the U.S.S. LONG BEACH (CGN-9).**

25 April 1969

**Friday.** Depart drydock. (POW)

At this point we resume using PODs for info.

- 27 May 1969 **Tuesday.** Underway en route anchorage at Seal Beach. (POD)
- 28 May 1969 **Wednesday.** Receive Steel Covered Lighter (YFN), commence ammo loading. Underway en route San Diego. Moor Naval Station San Diego. (POD)
- 9 June 1969 **Monday.** Underway for ASW school ship operations. (POD)
- 13 June 1969 **Friday.** Moor Broadway Pier. (POD)
- 16 June 1969 **Monday.** Underway for local type training operations. (POD)
- 19 June 1969 **Thursday.** Moor Naval Station San Diego. (POD)
- 11 July 1969 **Friday.** LCDR Byrne relives LCDR Bredbeck as XO. (POD)
- 15 July 1969 **Tuesday.** Underway for San Clemente Island. Anchor Pyramid Cove, San Clemente Island. (POD)
- 16 July 1969 **Wednesday.** Underway for Naval Gun Fire Support services for Marine Corps spotter training. (POD).
- 18 July 1969 **Thursday.** Rendezvous with USS Constellation. (POD)
- 19 July 1969 **Friday.** Refuel from USS Constellation (POD)
- 21 July 1969 **Monday.** Moor Seal Beach. Commence loading approx. 1,000 rounds 5"/38 ammo. Underway en route San Diego. Moor Berth N13 Naval Station. (POD)
- 29 August 1969 **Friday.** Underway for dependent's cruise. Moor Broadway Pier. (POD)
- 3 September 1969 **Wednesday.** Underway for Sothern California Op Area. (POD)
- 7 September 1969 **Sunday.** Refuel from USS Tolovana AO-64. (POD)
- 9 September 1969 **Tuesday.** Moor pier 4 Naval Station. (POD)
- 18 September 1969 **Thursday.** Underway for sea trials. Moor pier 1 Naval Station. (POD)
- 22 September 1969 **Monday.** Underway for HUKASWEX 11-69. Rendezvous with USS Hornet. (POD)
- 23 September 1969 **Tuesday.** Moor Naval Station for boiler repairs. (POD)

**Bill Scroggins remembers: O'CALLAHAN had her second boiler casualty off the California coast. This was while O'CALLAHAN was participating in a Carrier Screen exercise. O'CALLAHAN was acting as one of the destroyers in the carrier screen. This boiler incident was more serious and O'CALLAHAN had to be towed into San Diego, where she was then towed by a Fleet Tug to the Long Beach Naval Shipyard. Commander Robert L. Brown remembers that we suffered the indignity of having another**

**Destroyer tow us into San Diego. Richard Settle remembers that we were then towed to Long Beach from San Diego by a Fleet Tug.**

**Bill Scroggins remembers he was on Aft Lookout Watch on the 01 Level when this incident occurred; *“With a very loud roar, all of our steam vented out through the stack and I thought something had exploded. We went dead in the water and rolled in the sea trough for several hours until a tow line was passed by another Destroyer.”***

- 27 October 1969** **Monday.** Underway for Shelter Island to make up towline for USS Tawasa AT-92. Under tow en route Long Beach. (POD)
- 28 October 1969** **Tuesday.** Anchor Anchorage 35, Long Beach. Offload ammo. (POD)
- 29 October 1969** **Wednesday.** Shift berths from Anchorage 35 to Long Beach Naval Shipyard Pier 3. (POD)
- 10 November 1969** **Monday.** Underway with tug power for drydock number 3. (POD)  
O’Callahan receives 2 new boilers while in drydock.
- 4 December 1969** **Thursday.** Underway from drydock for Pier 3. (POD)  
**Commander Robert L. Brown stated at the July 2000 Reunion that; *“The metallurgy of the time had not caught up with the technology of super-heated steam and high pressure boilers.”***
- 18 December 1969** **Thursday.** Change of Command at Long Beach Naval Shipyard . Commander Robert L. Brown is relieved by Commander John A. Coiner.  
**This date and info are from an original copy of the Change of Command Ceremony Program Brochure in the possession of Bill Scroggins.**  
**Bill Scroggins remembers; *“Captain Brown was to be missed by the crew. He was our first Skipper and a fellow plankowner. The young 18 and 19 year old sailors especially missed him as they had learned to be sailors and had become a good efficient crew under his leadership and tutelage.”***  
**When Captain Brown left the O’CALLAHAN, he was assigned as the Deputy Commander of the Operational Test and Evaluation Force in the Navy’s Surface Warfare Section.**
- Late Dec 1969** O’CALLAHAN returns to her homeport of San Diego, California.

## 1970

- Jan/Feb? 1970** O’CALLAHAN is undergoing REFTRA (Refresher Training) San Diego, California.  
**REFTRA lasted about 30 days. While undergoing REFTRA, O’CALLAHAN moored at the buoys in San Diego harbor off of the Broadway Street piers instead of at the 32<sup>nd</sup> Street Naval Station. After the completion of REFTRA, O’CALLAHAN painted efficiency “E’s” on her**

port and starboard bridge wings, red engineering “E’s” on both sides of her mack and ASW “A’s” on her ASROC launcher.

**Bill Scroggins remembers:** “We conducted surface gunnery exercises on the Navy’s gunnery range on San Clemente Island off the California coast and aerial gunnery by firing at targets towed behind airplanes. We also practiced ASW sonar tracking with U.S. submarines, firing our ASROC missiles, firing our Mk 32 torpedo tubes, towing exercises, UNREP’s, abandon ship drills, small arms familiarization and much more. In port while moored at the buoys, we maintained a bow watch and a stern watch. These watch standers were armed with M1 Carbines. They didn’t issue us ammo or magazines for the Carbines. I guess the carbines were just for show.”

9 March 1970

**Monday.** O’CALLAHAN departs San Diego on her first WESTPAC cruise.

**This info was obtained from O’CALLAHAN’s 1970 WESTPAC Cruise Book.**

Abt. 14 March 1970

**Saturday.** Port call at the U.S. Naval Station in Pearl Harbor, Hawaii. Departed about the 16<sup>th</sup> of March.

Abt. 18 March 1970

**Wednesday.** Port call at the U.S. Naval Air Station on Sand Island, Midway Atoll for fuel. Departed the same day.

Abt. 22 March 1970

**Sunday.** Port call at Apra Harbor, Guam, Mariannas Islands for fuel. Departed the same day.

1 April 1970

**Wednesday.** Port call at the U.S. Naval Station at Olongapo City in Subic Bay on Luzon Island, Philippines. Departed about 3 April.

**O’CALLAHAN had a ship’s party at the U.S. Naval Station in Olongapo City.**

4 to 20 April 1970

O’CALLAHAN is conducting Gunfire Support (GFS) Missions on the Gunline in South Vietnam in the vicinity of the An Xuyen and Kien Giang Provinces in the Mekong Delta region, Gulf of Thailand.

**O’CALLAHAN was awarded the Vietnamese Cross of Gallantry Unit Citation during this period. The citation reads “For valorous achievement in support of Combat Operations while serving in the Republic of South Vietnam during the period 05 April 1970 to 14 April 1970.” Most of the crewmembers did not know about this award until 30 years later. Still not sure what the award was for. These dates and info are from OPNAVNOTE 1650 dated 18 September 2002.**

**Bill Scroggins remembers:** “During this time we steamed up and down the coast for a couple of days and we also anchored for a while off the mouth of the Song Ong Doc (Song = River in Vietnamese) in the An Xuyen Province. There was a PBR base at the mouth of the river called MATSB (Mobile Advanced Tactical Support Base). Two or three of the PBR’s came out and moored alongside of O’CALLAHAN. Their crews came aboard and visited with the O’CALLAHAN’s crew. They also got some of O’CALLAHAN’s good hot chow and hot showers. While we were anchored there we stood Watch and Watch (6 hours on and 6 hours off) manning 5”/38 Gun Mounts 51 or 52. We only used one gun mount at a time. We rotated which mount we used

*as our ammo supply dwindled. As I recall this area had been seeded with movement sensors as part of an operation called Operation Dufflebag. We fired these Dufflebag missions when movement was detected. Our call sign while we were there was Pigsticker. When we first arrived at the mouth of the Song Ong Doc, we relieved the USCGC Dallas (WHEC-716). This was the same ship whose crew occupied the barracks next door to us at the Naval Training Center, Newport, Rhode Island in 1968.”*

5 April 1970

**Sunday.** O’CALLAHAN fired 4 fire missions in the IV Corps area in support of the South Vietnamese Army’s 21<sup>st</sup> ARVN Division.

Two missions were fired at VC/NVA positions in the An Xuyen Province. One mission resulted in a secondary explosion with unspecified damage.

Two missions were fired at structures in the Kien Giang Province. One sampan was destroyed and one sampan was damaged.

A total of 73 rounds were fired; 30 VT and 43 AAC.

7 April 1970

**Tuesday.** O’CALLAHAN fired 8 fire missions in the IV Corps area in support of the South Vietnamese Army’s 21<sup>st</sup> ARVN Division.

Six missions were fired at VC/NVA positions in the An Xuyen Province. Three of the missions resulted in 1 structure destroyed and 5 structures damaged.

Two missions were fired at VC/NVA positions in the Kien Giang Province. One structure was destroyed and one structure was damaged.

A total of 215 rounds were fired; 112 HC, 81 AAC and 22 RAP.

8 April 1970

**Wednesday.** O’CALLAHAN fired 4 fire missions in the IV Corps area in support of the South Vietnamese Army’s 21<sup>st</sup> ARVN Division.

All four missions were fired at targets in the An Xuyen Province. One mission was fired at a VC/NVA position. Three missions were Harassment & Interdiction (H&I) missions. The results of these missions were undetermined.

A total of 63 rounds were fired; 39 AAC, 16 VT and 8 RAP.

9 April 1970

**Thursday.** O’CALLAHAN fired 6 fire missions in the IV Corps area in support of the South Vietnamese Army’s 21<sup>st</sup> ARVN Division.

All six missions were fired at targets in the An Xuyen Province. Four missions were fired at VC/NVA positions. One of these missions resulted in a damaged structure. Two missions were H&I missions, the results of which were undetermined.

A total of 65 rounds were fired; 42 AAC, 6 WP, 2 HC and 15 RAP.

10 April 1970

**Friday.** O’CALLAHAN fired 7 fire missions in the IV Corps area in support of the South Vietnamese Army’s 21<sup>st</sup> ARVN Division.

All seven missions were fired at targets in the An Xuyen Province. Five of the missions were fired at VC/NVA positions and two were H&I missions. The results of all these missions were undetermined.

A total of 95 rounds were fired; 40 AAC, 10 VT, 30 HC and 15 RAP.

11 April 1970

**Saturday.** O'CALLAHAN fired 12 fire missions in the IV Corps area in support of the South Vietnamese Army's 21<sup>st</sup> ARVN Division.

Eleven missions were fired at VC/NVA positions in the An Xuyen Province. One mission was fired at a VC/NVA position in the Binh Long Province. The results of all these missions was undetermined.

A total of 146 rounds were fired: 20 AAC, 8 VT, 80 HC and 13 RAP.

13 April 1970

**Monday.** O'CALLAHAN fired 12 fire missions in the IV Corps area in support of the South Vietnamese Army's 21<sup>st</sup> ARVN Division.

Eight missions were fired at VC/NVA positions in the An Xuyen Province. The results of these missions were undetermined.

Three missions were fired at VC/NVA positions in the Kien Giang Province. These three missions resulted in two structures damaged and three secondary explosions.

A total of 143 rounds were fired: 30 AAC, 10 VT, 44 HC and 35 RAP.

14 April 1970

**Tuesday.** O'CALLAHAN fired 8 fire missions in the IV Corps area in support of the South Vietnamese Army's 21<sup>st</sup> ARVN Division.

All eight missions were fired at targets in the An Xuyen Province. Four missions were fired at VC/NVA positions with undetermined results. Two missions were fired at troop concentrations with undetermined results. Two missions were fired at structures with two structures destroyed.

A total of 104 rounds were fired: 20 AAC, 5 VT, 46 HC, 3 WP and 30 RAP.

15 April 1970

**Wednesday.** O'CALLAHAN fired 7 fire missions in the IV Corps area in support of the South Vietnamese Army's 21<sup>st</sup> ARVN Division.

All seven missions were fired at targets in the An Xuyen Province. Four missions were fired at structures with two sampans and two structures damaged. Three missions were H&I missions with undetermined results.

A total of 145 rounds were fired: 85 AAC and 60 HC.

16 April 1970

**Thursday.** Sometime around this date O'CALLAHAN likely had another boiler casualty.

**The 16 April 1970 (Vol. 1, Issue 3) issue of the "Shillelagh" provides a hint that O'CALLAHAN had another boiler casualty before this date:**

*"Understand that one of the engineers was going to write a book entitled Where Were You When the Lights Went Out, except that it would necessarily turn into a "to be continued" thing. But, there's a bright side to it: we probably drop the load better than any other ship in the fleet!"*

**The Shillelagh was O'CALLAHAN's underground, underway newspaper that was secretly published by an anonymous crewmember who called himself, "Gulliver." Only a couple of crewmembers in the Operations**

Department knew who Gulliver really was. In the last issue on August 29<sup>th</sup> Gulliver finally revealed himself as LT (later CMDR) Greg Quillinan.

**CMDR Greg Quillinan wrote:** *“By the way, this whole thing started when Captain Coiner mentioned once during lunch, before the cruise, that as an Ensign, he had started a subversive newspaper on his first ship to gently boot the powers-that-be over silly policies. I'm not sure whether he wrote it, or provided cover for the man or men who did write it. Then he dropped the subject. Well, the seed was planted. To this day, he has not spoken to me about my being Gulliver; but he gave me a thoroughly outstanding Officers Fitness Report afterwards, when he knew that I had been Gulliver, which kind of told me that he approved. I would have caved in and killed it if either he or the XO had seriously objected - I still believe that good order and discipline IS what keeps those young people alive during war at sea. Thanks in large part to his report and recommendations, and those of other later CO's, I eventually got promoted early to LCDR and got my own ship at an early age. Despite being Gulliver!”*

17 April 1970

**Friday.** O'CALLAHAN fired one fire mission in the III Corps area in support of the Australian Army's 1st Task Force. This was an H&I mission in the Phuoc Tuy Province, which lasted from 1240 to 2110 hours. Results were undetermined.

A total of 84 rounds of HC were fired.

18 April 1970

**Saturday.** O'CALLAHAN fired 13 fire missions in the III Corps area in support of the Australian Army's 1st Task Force.

All of these missions were in the Phuoc Tuy Province. These missions were fired at 2 base camps, 7 bunkers, 3 supply routes, 1 VC/NVA position, 4 caves and 1 assembly area. The results were; 3 bunkers destroyed, 4 bunkers damaged, 9 structures destroyed, 3 structures damaged and 4 caves damaged.

A total of 228 rounds were fired: 205 AAC, 18 HC and 5 VT.

19 April 1970

**Sunday.** O'CALLAHAN fired 14 fire missions in the III Corps area in support of the Australian Army's 1st Task Force.

These missions were fired at 5 base camps, 3 caves, 2 supply routes, 3 bunkers and 1 VC/NVA position. The results were 10 bunkers destroyed, 3 bunkers damaged, 3 caves damaged, 2 tunnels damaged, 2 supply routes destroyed and 3 secondary explosions.

A total of 387 rounds were fired: 271 AAC, 54 HC and 62 VT.

**The results of all of O'CALLAHAN's fire missions for 1970 were 13 bunkers destroyed, 7 bunkers damaged, 1 sampan destroyed, 3 sampans damaged, 13 structures destroyed, 14 structures damaged, 7 caves damaged, 2 tunnels damaged, 2 supply routes destroyed and 7 secondary explosions. 33 fire missions had undetermined results.**

**The total rounds fired for WESTPAC 1970 was 1,748 rounds.**

**Bill Scroggins remembers:** *"It was during this period that we found we had some defective 5"/38 ammunition. Several of these projectiles exploded within 100 yards of the muzzle when we fired them from Mount 52. I believe they were VT projectiles. The entire lot of ammo, which had WWII dates on it, was disposed of over the side in the Gulf of Thailand. Several times during this period we steamed further out into the Gulf of Thailand for ammo UNREPs with the Ammunition ships, one of which, I believe, was the USS MAUNA KEA (AE-22). The reason I remember this AE's name was because my little brother was a Gunner's Mate on her."*

**Richard Settle remembers;** *"I remember there was a small hole blown into the side of the ship from the premature exploding of a projectile when it was fired from the midship gun mount. The hole was about 2 inches in diam. and shrapnel all over the deck."*

**Mike Poncsak remembers;** *"The time we shot ourselves was on the first WestPac in 1970. I have pictures of the cut lifelines & the holes in the OI deckhouse - port side passageway just aft of the Wardroom."*

**Bill Scroggins remembers:** *"I also remember that during this time we came under fire from the beach from a mortar or some other weapon. The hostile fire we recieved was never confirmed and O'CALLAHAN did not receive the Combat Action ribbon as a result. Does anyone else remember this or have I listened to too many of "Yogi" Reynold's sea stories? I remember some of the crew were upset that we didn't receive recognition for this incident."*

Abt. 22 or 23 Apr 1970      Wednesday or Thursday. Port call at the U.S. Naval Station at Olongapo City in Subic Bay, Philippines. In port 2 or 3 days.

Early May 1970              Port call at Kobe, Japan for Expo '70 World's Fair in Osaka. In port 2 or 3 days.

3 May 1970                      **Sunday.** Port call at Yokosuka, Japan. Departed 5 May.

**This info is from Ronney McKinley;** *"I served on the O'Callahan from May 1970 until April 1973. I was a Radarman (later changed to Operations Specialist). One of my most memorable experiences occurred in May of 1970. I had flown from Travis AFB and caught the ship in Yokosuka, Japan on May 3."*

5 May 1970                      **Tuesday.** Departed Yokosuka, Japan for the Sea of Japan and 34 days at sea with Task Unit 71.0.4.

**This info is from Ronney McKinley's story in the first O'CALLAHAN Reunion Newsletter;** *"We got underway two days later for patrol duty in the Sea of Japan. We spent 34 days there not only being shadowed by Russian destroyers but also being overflown by a Russian Bear Bomber. Many of us were on the weather decks that morning with our cameras as the plane blew over us about 50 feet above our mast. I will never forget seeing the tail gunner with the red star on his cap waving at us."*

8 May 1970                      **Friday.** O'CALLAHAN arrives on station with Task Unit 71.0.4 in the Sea of Japan.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

18 May 1970

**Monday.** O'CALLAHAN is on station with Task Unit 71.0.4 and has recently been through some very heavy weather.

**The following is excerpted from the 18 May 1970 (Vol. 1 Issue 4) issue of the "Shillelagh":** *"It seems that Doc has quite a bit of cleanup to do after our 45 degree rolls last week. After the X.O. fell in the cough syrup for the second time, he said, "I thought you told me you were ready for sea?" Undisturbed, Doc answered: "I was ready for sea. It's just that Sickbay wasn't." Oh, well...."*

**Bill Scroggins writes:** *"I remember some of those 45° rolls. I was on the Helm during part of this storm. It was very hard to maintain course, much less stand on a slanting deck while steering. During one of these 45° rolls, I must have gotten a little off course and was trying to keep from sliding across the deck while steering. Captain Coiner was sitting in his bridge chair and shouted at me, 'Helmsman, mind your helm!' I remember thinking that I was doing well to stay on my feet, much less to stay within 5 or 6 degrees of either side of our course!*

*While steering, I could watch O'CALLAHAN's bow start rising up as a large wave was approaching. These waves were so tall that I couldn't see the crest of them through the bridge windows from the helm station. As we crested the waves, O'CALLAHAN's stern & screw would come out of the water causing the ship to vibrate for a minute. We would then slide down the backside of the wave and bury the bow in the next wave. O'CALLAHAN would shudder while she was trying to come back to the surface. We wondered if the crew should start wearing dolphins above our left breast pockets, as we spent almost as much time submerged as on the surface!"*

6 June 1970

**Saturday.** O'CALLAHAN is relieved as the shotgun ship by the USS ORLECK (DD-886), while on station in the Sea of Japan.

**The following are entries from the June 6, 1970 deck log of the USS ORLECK (DD-886):**

- 0852 Made radar contact with Task Unit 71.0.4. C/C (Changed Course) to 322°.
- 0910 C/C to 000° and stopped DIW (Dead in the Water) to receive MWB (Motor Whaleboat) from USS O'CALLAHAN (DE-1051).
- 0931 Received MWB to stbd. For turnover.
- 0934 MWB on way to USS RICHMOND K. TURNER (DLG-20).
- 1000 Chopped to TU 71.0.4; Commanding Officer R. K. TURNER assumes SOPA (Senior Officer Present Afloat) and OTC (Officer in Tactical Command).
- 1032 MWB alongside to stbd. To pick up O'CALLAHAN's briefing party.
- 1048 Relieved O'CALLAHAN as shotgun ship for TU 71.0.4.
- 1051 Proceeding to center of sector Quebec, when on station guide will bear 120° at 8,000 yds.

16 June 1970

**Tuesday.** Port call at Sasebo, Japan. In port 3 days. Departed Sasebo, Japan for Yankee Station in the Gulf of Tonkin for duty with Task Force 77. O'CALLAHAN was on plane guard duty for the remainder of June.

**The following is excerpted from the 16 June 1970 (Vol. 1 Issue 6) issue of the Shillelagh:** *"Well, yours truly is miffed! First, I spent Lord knows how long preparing a "tourist guide" for Keelung, and - BANGO - we get a schedule change!..... Rumor has us going to Yankee station for forty-one days. WOW!"*

**Bill Scroggins writes:** *"We must have been scheduled to go to Keelung, Taiwan and a schedule change sent us to Yokosuka, Japan and Yankee Station in the Gulf of Tonkin instead. I don't think we actually spent 41 days on Yankee Station though. Another schedule change came down before the 24<sup>th</sup> of June."*

20 to 29 Jun 1970

O'CALLAHAN is on Yankee Station with Task Force 77 in the Gulf of Tonkin.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

24 June 1970

**Wednesday.** Apparently there was another schedule change to O'CALLAHAN's scheduled forty-one days on Yankee Station in the Gulf of Tonkin.

**The following is excerpted from the 24 June 1970 (Vol. 1 Issue 7) issue of the Shillelagh:** *"Well, the Shamrock Maru has done it again! Now, NO ONE knows our schedule!! In between schedule changes, we sent in a couple of requests for this and that to be put into our schedule. The ensuing confusion on the other end would force one to marvel that this is the same Navy that arranged the Battle of Leyte Gulf! In fact, I'm so confused now that I refer the whole problem to you."*

25 June 1970

**Thursday.** At sea in the Gulf of Tonkin with Task Force 77 and USS ORISKANY CVA-34). O'CALLAHAN receives on board the Secretary of the Navy, John A. Chafee; the Asst. Secretary of the Navy for R&D, Robert A. Frosch and Admiral M.F. Weisner, Commanding Officer of Seventh Fleet. The Secretary of the Navy addresses the crew on the messdecks.

**This info is from O'CALLAHAN's 1970 WESTPAC Cruise Book although the Cruise Book lists the wrong date. It has this event happening on the 25<sup>th</sup> of July. This mistake was revealed by the 2 July 1970 issue of the Shillelagh. It couldn't have happened on the 25<sup>th</sup> of July when it was being written about on the 2<sup>nd</sup> of July in the Shillelagh.**

**The following is excerpted from the 2 July 1970 (Vol. 1 Issue 8) issue of the Shillelagh:** *"And now, a subject which could easily fill the rest of this issue, but won't: SECNAV VISIT. It's really difficult to find a place to start - with the expressions on the bridge watchstanders' faces when you-know-who (Captain Coiner) ran out to the bridge in his skivvies, or with the expressions on you-know-whose face when SECNAV greeted our Disbursing Officer with "Well, hello, Mike!""? Then, there was the faux pas about COMSIXTHFLEET, and the sonarman (Bill Thatcher) who went right to SECNAV about getting transferred to a WESTPAC ship. (Rumor has it that we will get orders, or COMSEVENTHFLEET will know why.) Was the SECNAV's answer to the question about the Massachusetts Vietnam War law\* the most interesting ("I don't know if those people up there know what they're doing."), or was it the hair on his photographers (definitely below the anitragus)? I have it on good authority that the Baron's knees gave out when SECNAV said he wanted to see some J.O. Staterooms. (Who had, that morning, emptied out a fanroom of banjos and books, and piles it inside his room? And tied the door OPEN?) And now everyone wonders why we get these "inexplicable" schedule changes?!"*

**\* Note: This law passed both houses of the Massachusetts legislature on April 1<sup>st</sup>, 1970, and was signed into law on the following day by Governor Francis W. Sargent. It provided that, except for an emergency, no**

inhabitant of Massachusetts inducted into or serving in the armed forces "shall be required to serve" abroad in an armed hostility that has not been declared a war by Congress under Article I, Section 8, clause 11 of the United States Constitution.

1 July 1970

**Wednesday.** O'Callahan arrived in Subic Bay, Philippines for a refuel stop. She departed the same evening.

**The following is excerpted from the 2 July 1970 (Vol 1, Issue 8) issue of the "Shillelagh":** *"Goodbye, Subic! At this writing, we really don't know where we are going; but, come to think of it, we didn't know at the last writing either! Variety may be the spice of life, but too much spice can cause indigestion. The fare gets harder to swallow after a while. However, we have a consolation: we are a "super steamer". (One more schedule change and we may be a super screamer!)....Is there any substance to the rumor that we could have stayed in Subic Bay last night?.... coming into Subic Bay last night, there were a number of flaps. One of the better ones involved a yeoman and a cigarette: he lighted the cigarette right out on the bridge at night. When Someone yelled about the "white light", he became flustered and dropped the cigarette and the still burning lighter. The former landed on the deck: the latter - where else, but on the chart we were navigating with!"*

13 July 1970

**Monday.** In port at Yokosuka, Japan. O'CALLAHAN celebrates her 2<sup>nd</sup> year in the fleet. O'CALLAHAN has steamed 67,831.7 miles since leaving Bay City, Michigan in June 1968. She is nicknamed the "Westpac Super Steamer." We had a Ship's party at the U.S. Naval Station. We had an all girl band, the Tokyo Pink Pearls, playing at our party.

**This info is from O'CALLAHAN's 1970 WESTPAC Cruise Book.**

**There are many photos of the Ship's Party in the 1970 Cruise Book, but there is no mention of the date that it occurred. It probably occurred on the 13th or 14th of July.**

**The following is excerpted from the 16 July 1970 (Vol. 1 Issue 9) issue of the Shillelagh:** *"Speaking of the party - I think everyone had a good time; even the guy who brought his wife. // The question is, how much profit did our EMI make on his white slave trade? I don't think he had enough girls to sell; quite a few guys were dancing with other guys. Either that - or we have some problems! // Why don't we have anyone aboard ship who can dance as well as the bandleader? // Someone almost got up enough nerve to dance with one of the waitresses, but he realized that there weren't too many of them, either. // Then, there was the miraculous hair transplant, when Someone's pate suddenly grew lovely brown tresses! When confronted with the fact that Gulliver was watching him in his wig, he said, "F- Gulliver", or something equally as nasty. I'm sharpening those arrows again!"*

**Bill Scroggins remembers:** *"We had a catered dinner and free drinks. The all-girl Tokyo Pink Pearl band was very good and played for a couple of hours."*

28 Jul to 3 Aug 1970

O'CALLAHAN is on Yankee Station with Task Force 77 in the Gulf of Tonkin.

**These dates are from OPNAVNOTE 1650 dated 18 September 2002..**

7 or 8 August 1970

Friday or Saturday. Port call at Hong Kong.

O'CALLAHAN was scheduled for a three or four day stay in port, but she departed Hong Kong a day early just ahead of a Typhoon. In O'CALLAHAN's hasty departure, she left behind a number of crew members. The U.S. Navy and Royal Navy Shore Patrols made an effort to find all US & British sailors in town, but not all were found in time. It was fairly late in the evening when the call went out for all crewmembers to return to their ships. Some of the O'CALLAHAN crewmembers left behind in Hong Kong caught up with the ship, at sea, a couple of weeks later. They were highlined over from the U.S.S. COONTZ (DLG-19). Some of the crewmembers caught up with the ship in Yokosuka, Japan. Mike Poncsak's note names some of the crew members left behind. It is not sure who the others were or how many there were. There were 14 picked up in Yokosuka and 2 or 3 from the COONTZ. This info is from the recollections of Richard Settle, Mike Poncsak and Bill Scroggins.

*Bill Scroggins wrote; "I could not remember the name of this typhoon. I did an internet search and found that there were three named storms in the Western Pacific in August of 1970. None of these three named storms hit Hong Kong, although two came very close. So I am not sure which one it was, although I am leaning towards Typhoon Wilda. Typhoon Wilda occurred Aug. 9th thru 14th; Super Typhoon Anita occurred Aug. 16th thru 22nd; Typhoon Clara occurred Aug. 26th thru Sep. 3rd and can be eliminated as it was farther south than Hong Kong and it is was too late in the month for us to have been there.*

*A couple of days after leaving Hong Kong, a couple (2 or 3) of O'CALLAHAN's crewmembers were high lined over to us from the USS COONTZ (DLG-19). I believe, one of these crew members was STG1 Larry Whisman. I believe these crewmembers returned from liberty too late to catch O'CALLAHAN, but caught the COONTZ before she left that same night. That's probably why they weren't part of the 'Filthy Fourteen.'*

*Mike Poncsak wrote; "We were scheduled for a 3-4 day visit to Hong Kong. Capt. Coiner granted 72 hr liberty for those in the lucky duty section. (We had 4 section in-port duty at the time). We had to submit request chits & since this was before I started to get in trouble over the length of my hair, mine was approved. Some of us hunkered down in hotel rooms in Kowloon. On the 2nd morning as we were riding the Star ferry on our way back to the ship to get some money, someone looked up & remarked "hey - the boat's gone!". We made our way to Shore Patrol HQ & were told that all the ships left the night before because a typhoon was headed our way. The typhoon missed Hong Kong entirely. The night before, as we were doing sailor-on-liberty things, several Chinese folk told us "you have to go back to your ship", well - being good sailors we called them commies & ignored them. 14 O'CALLAHAN sailors showed up at Shore Patrol HQ - the best I can remember, besides myself - Lt. McDaniels (supply officer), RDC Scarlett, DK2 Morgan, STG3 Logan, YN2 Pincher, SH3 Sanderson, FN Cusak, a Midshipman & ??? Well, we were broke & Hong Kong was empty, so we went around town trying to get the mamasans at the Bars to give us free drinks. Unbelievably, some did. The next day the EDSON pulled in & we went aboard. Somehow, the O'CALLAHAN sent a list of tailors where crewmembers had tailoring in progress. We had to run all over town picking this stuff up. The EDSON then went to Kaoshiung, Taiwan for 1 day of liberty. Lt McDaniel & DK2 Morgan worked with their counterparts to get us \$50 in pay & a fine time was had. The*

*O'CALLAHAN did not go to Taiwan on this cruise. Nick Kanderis, an O'CALLAHAN plankowner, was now a crew member of the EDSON. After that, the EDSON went to Yokosuka where Capt. Coiner met us on the pier. I think he was there to thank the EDSON'S CO for putting up with us....Because we rode the EDSON for a week or so in our liberty uniforms we were dubbed the "Filthy Fourteen."*

**The following is excerpted from the 22 August 1970 (Vol. 1, Issue 10) issue of the "Shillelagh: "Ask one of the filthy fourteen how O'CALLAHAN compares with EDSON."**

8 to 21 Aug 1970

Brief stop for fuel at the U.S. Naval Station in Naha, Okinawa sometime during this period. O'CALLAHAN departed Naha the same day for Yokosuka.

**Bill Scroggins remembers:** *"We were allowed liberty for the 5 or 6 hours that we were in Naha, but were not allowed to go into town. The liberty was on the Naval Base only. As I recall there was some kind of civil unrest in town. A search of the internet showed that this year there was civil unrest and a riot in Naha. The civil unrest was because most Okinawans believed that the United States supported the upcoming reversion of Okinawa to Japanese control. Okinawa had not been under Japanese control since the end of the Second World War."*

Bef. 22 August 1970

Port call at Yokosuka, Japan. While in Yokosuka this port call we retrieved 14 of our missing Shipmates who had been left behind in Hong Kong.

Bef. 22 August 1970

Electronic Counter-Measure (ECM) mission off the coast of the Kamchatka Peninsula, Soviet Union.

**The Kamchatka Peninsula is between the Okhotsk Sea and the Bering Sea, just west of the Aleutian Islands. Condition 2 watches were set while near the Peninsula. O'CALLAHAN had strings of lights rigged on her port and starboard lifelines to disguise her as a merchant ship at night. It was very cold while we there. O'CALLAHAN accompanied the USS PARSONS (DDG-33) on this mission.**

**The following is excerpted from the 22 August 1970 (Vol. 1, Issue 10) issue of the Shillelagh: "Wonder what the Russians are thinking... "Verry interesting, Comrade. At night, they look like merchant ships; but during the day, they look like PARSONS and O'CALLAHAN, the two that are going back to San Diego by way of Adak." // wouldn't you know it? Guess what's the only piece of electronic equipment we really need on this trip - and guess what's crapped out?!"**

29 August 1970

**Saturday.** The final issue of the "Shillelagh" is published by Gulliver.

**The following is excerpted from the 29 August 1970 (Vol. 1 Issue 11) and final issue of the Shillelagh: "And that wraps it up for this week and, I think, for this cruise. The Shillelagh is an underway paper; in port time is its nemesis. The cruise book (which one?), the ship's history, official summaries will no doubt wrap up the cruise in official and semi-official jargon; the Shillelagh, I hope, has been providing its own running summary of the "highlights" of the cruise!**

*As Gulliver, I've had a good time; as my readers, I hope you've enjoyed it, too. But now (five months and fourteen issues as super sleuth can wear anyone*

out), RM2 Settle and I are looking forward to Gulliver II. See me if you have a knack for English, plenty of free time, and a mean streak! After all, this has been kind of a one-man forum; perhaps it's time for some new blood.

Let me finish by repeating what I said in the first issue: All of this was meant in fun. I'd like to thank Settle, who somehow managed to run this off at all sorts of weird hours, and who doubled as Cub Reporter; and, I'd like to give my special thanks to the CO, the XO, all the Officers, the radarmen and the bridge watchstanders in particular (and of course, the ET's) - they freely gave me enough material for four Gullivers!

**G.F. QUILLINAN, Gulliver”**

30 August 1970

**Sunday.** Port call for fuel at Adak Island, Aleutians in the Bering Sea. Departed for San Diego the same day.

**Bill Scroggins remembers;** *“We stopped at Adak for refueling on a Sunday. The Enlisted Men’s Club was closed, so the base opened it for us. They ran out of beer and had to call a truck to bring more beer.”*

3 September 1970

**Thursday.** O’CALLAHAN arrives at homeport of San Diego, California.

**Richard Settle remembers that we only had about 2 hours of fuel left when we moored at the 32<sup>nd</sup> Street Naval Station in San Diego.**

**This date is from O’CALLAHAN’s 1970 WESTPAC Cruise Book.**

4 Sep to 31Dec 1970

In port and at-sea operations at San Diego, California.

December 1970

Sometime during this month O’CALLAHAN made port calls to Seattle, Washington and Vancouver, British Columbia, Canada near Christmas time.

**Bill Thatcher wrote:** *“I have pictures of the ship in Seattle but I did not report aboard until March 1970....We were in Seattle close to Christmas because the money I won was on a Christmas tree and I had to pull it off. It was between the two cruises to WestPac....”*

## 1971

1 Jan to 5 Apr 1971

In port and at-sea operations in and around San Diego, California.

6 April 1971

**Tuesday.** O’CALLAHAN departs San Diego for second WESTPAC cruise.

**This info is from O’CALLAHAN’s 1971 WESTPAC Cruise Book.**

Abt. 10 April 1971

**Saturday.** Port call at Pearl Harbor, Hawaii. In port 2 days.

Abt. 12 April 1971

**Monday.** Port call at U.S. Naval Station, Sand Island, Midway Atoll. Departed same day.

**Bill Scroggins remembers:** *“We made this voyage with three other DD/DE’s, two of which were the USS BERKELEY (DDG-15) and the USS EDSON (DD-946). I don’t remember the name of the other ship, but it was a KNOX Class Destroyer Escort. I believe we were all in the same Destroyer Squadron, I*

*believe it was DESRON 17. I have a photo taken as O'CALLAHAN was approaching the pier, with the other three Destroyers already moored. We must have been the Junior ship to have entered port last."*

Abt. 16 April 1971 Friday. Port call at Apra Harbor, Guam, Mariannas Islands. Departed same day.

Abt. 23 April 1971 Friday. Port call at Olongapo City, Subic Bay, Philippines. In port 2 or 3 days.

Abt. 1 May 1971 Saturday. Port call to Kaoshiung, Taiwan. Departed the next day for Yankee Station in the Gulf of Tonkin.

**3 May 1971** **Monday.** O'CALLAHAN on Yankee Station with Task Force 77 in the Gulf of Tonkin.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

**13 May 1971** **Thursday.** Change of Command. Commander John A. Coiner is relieved by Commander Marvin G. (Jack) Smith on Yankee Station with Task Force 77 in the Gulf of Tonkin.

**17 May 1971** **Monday.** O'CALLAHAN departs Yankee Station for Yokosuka, Japan.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

Abt. 19 May 1971 Wednesday. Port call at Yokosuka, Japan. In port 1 or 2 days.

**23 May 1971** **Sunday.** 27 days in the Sea of Japan with Task Force 71.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

**18 June 1971** **Friday.** O'CALLAHAN relieved on station in Sea of Japan. Departs for Sasebo, Japan.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

Abt. 22 or 23 Jun 1971 Tuesday or Wednesday. Port Call at Sasebo, Japan. In port 3 days.

**29 June 1971** **Tuesday.** O'CALLAHAN on Yankee Station with Task Force 77 in the Gulf of Tonkin.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

**21 July 1971** **Wednesday.** O'CALLAHAN relieved on station in Sea of Japan. Departs for Yokosuka, Japan.

**This date is from OPNAVNOTE 1650 dated 18 September 2002.**

26 or 27 July 1971 Monday or Tuesday. Port call at Yokosuka, Japan. In port 2 or 3 days.

**Bill Scroggins writes:** *"It was during this port call that Bob Lawrence, Marvin Patrick, Pete Mischo, Bob Logan, Bill Thatcher, Dick Popek, Ron Setzkorn, and myself were in a bar in Yokosuka when Captain "Jack" Smith came into the bar. It was the first time that we had seen one of our Ship's Captains in a bar. Captain "Jack" bought all of us a drink, talked to us for about 15 minutes and left. We were impressed. Pete Mischo said, 'Hey the*

*Skipper's a steamer!' A 'steamer' was a sailor who went on liberty and 'steamed' from bar to bar. From then on that was our nickname for him."*

Abt. 1 Aug 1971

Sunday. ASW exercises with the Japanese Maritime Defense Force.

August 1971

Port call to Hong Kong, British Crown Colony. 3 days in port.

Abt. 25 or 26 Aug 1971

Wednesday or Thursday. Port call at Olongapo City, Subic Bay, Philippines. In port 2 or 3 days.

**Some of O'CALLAHAN crewmembers are permitted to fly home to San Diego.**

**Bill Scroggins remembers:** *"The crew was allowed to vote on whether to sail straight home to San Diego or sail home by way of Australia. The votes were almost unanimous for Australia. Some of the crew was allowed to fly home from Subic, if they had pressing needs to get home. One of those folks was GMG2 Bob Lawrence. He was allowed to go home as he had a new son at home that he had never seen. The decision to sail south through the Philippine Archipelego, Australia, the Great Barrier Reef, New Zealand and the Fiji Islands was the best. This was the most enjoyable part of both WESTPAC cruises that I made in O'CALLAHAN. Just before we left for Australia, we apparently had a schedule change and were sent to the Gunline in Vietnam to replace a Knox Class DE that had broken down. See Mike Poncsak's note below."*

31 Aug to 5 Sep 1971

GFS missions on the gunline at Vung Tau, South Vietnam in support of the Australian Army's First Task Force.

**Bill Scroggins remembers;** *"O'CALLAHAN conducted the GFS missions while at anchor in Vung Tau Harbor. Concussion grenades were dropped in the water alongside O'CALLAHAN at 15 to 20 minute intervals to keep divers away from ship. Prior to O'CALLAHAN arriving at Vung Tau, another ship had found a magnetic mine stuck to the underwater portion of the hull. While we were in Vung Tau, one person from each Division was granted liberty in Vung Tau for a couple of hours. We also had our sonar pinging the whole time."*

**These dates are from OPNAVNOTE 1650 dated 18 September 2002.**

**Ron Kobeluch wrote,** *"I was reading the updated chronology that Bill had just sent and I once again was struck by my fond remembrance of the time off the coast of Vietnam when it was required to throw these grenades over the side to stop the swimmers whose brains were not yet destroyed by the sonar and were dedicated (stupid is another word for it) enough to try to plant charges on the side of our ship. I remember it fondly because like a lot more of you guys my bunk was below or close to the the waterline. It was a difficult process to plan all the activities needed to make sure you were sound asleep before the next grenade sent it's thunderous echoes through the hull of our ship. My wife wonders how I can sleep through thunderstorms. I eat thunderstorms for breakfast I'm a Navy Man."*

31 Aug 1971

**Tuesday.** O'CALLAHAN fired one fire mission in the III Corps area in support of the Australian Army's 1<sup>st</sup> Task Force. The mission was fired at a troop concentration in the Phuoc Tuy Province. Two rounds of RAP were fired.

**Mike Poncsak remembers;** *“This was the night that MT 51’s pointer did not go into automatic. The result was that we put 2 rounds into the middle of a friendly village. This caused a bit of a stink. We went to the gunline this time to replace a ship that broke down.....Those were the first rounds we fired that cruise. Inexperienced pointer & gun captain. We were not scheduled for the gunline, we had to replace another ship & this was after the people flew home early. LT Brown (WEPS) was one of those who left early. The CO let him go to make a start date at post grad school. If the CO knew we were going to the gun line he would not have let him go.... The reason we only shot RAP was that we replaced a Knox class with 5”54’s that had the longer range. We could only reach the targets with RAP. Side note – I took another look at the data base that I pointed you to for all the GFS info. In small print it says that all dates are GMT. So the dates do not correspond to local time in Vietnam”*

**Bill Scroggins remembers;** *“We hated firing those RAP rounds. Because of the rocket assist motor on the back of them, they were too long to fit in the 5”/38 ammo hoists. They had to be passed up into the gun mount by hand, from the ammo handling room below.”*

1 Sep 1971 **Wednesday.** O’CALLAHAN fired 3 fire missions in the III Corps area in support of the Australian Army’s 1<sup>st</sup> Task Force. All three missions were fired at targets in the Phuoc Tuy Province. The three missions were Area/LZ prep missions. 59 rounds of RAP were fired.

2 Sep 1971 **Thursday.** O’CALLAHAN fired 3 fire missions in the III Corps area in support of the Australian Army’s 1<sup>st</sup> Task Force. All three missions were fired at targets in the Phuoc Tuy Province. Two missions were fired at caves with six caves destroyed. One mission was an H&I mission with undetermined results. 61 rounds of RAP were fired.

**The results of all of O’CALLAHAN’s fire missions for 1971 were 6 caves destroyed. 5 fire missions had undetermined results.**

**The total rounds fired for WESTPAC 1971 was 122 rounds of RAP.**

**OPNAVNOTE 1650 dated 18 September 2002 lists O’CALLAHAN’s dates on the gunline as September 1<sup>st</sup> through the 5<sup>th</sup>. The list of “Ships Conducting Naval Gunfire Support in Vietnam” in the National Archives only shows O’CALLAHAN conducting GFS missions from August 31<sup>st</sup> through September 2<sup>nd</sup>. If both documents are correct, then O’CALLAHAN didn’t fire any missions on the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> of September.**

7 or 8 Sep 1971 **Tuesday or Wednesday.** Port call at Olongapo City, Subic Bay, Philippines. O’CALLAHAN departs Subic Bay on the 9<sup>th</sup> or 10<sup>th</sup> for the equator and Darwin, Australia.

20 September 1971 **Monday.** The slimy Pollywog crewmembers stage a mock mutiny. A beauty contest is conducted to select a bride for King Neptune.

**Bill Scroggins remembers:** *“The slimy Pollywog crewmembers staged a mock mutiny on the day before we crossed the equator. Many of the trusty Shellback enlisted men and officers were locked up in the “brig” which was actually a cage locker in the aft torpedo room (our Classroom & Library). We strapped one petty officer (RD1 Unger) into a stokes stretcher and suspended him from the muzzle of Mount 51’s gun barrel. It was all in good fun and the shellbacks got their revenge the next day when we crossed the line. We also*

*held a beauty contest to select a bride for King Neptune. C.E. Cromley won the contest! The other contestants were way too ugly!"*

21 September 1971

**Tuesday.** O'CALLAHAN crossed the equator at Latitude 00 ° and Longitude 126 ° 05 ' East. This position was in the middle of the Indonesian Island chain in the Molucca Sea.

**This info is from O'CALLAHAN's 1971 WESTPAC Cruise Book and from Bill Scroggins' Shellback Certificate.**

**Bill Scroggins remembers:** *"When we crossed the equator we had a Crossing the Line ceremony. GMGI C.A. Jones was King Neptune. RD1 Unger portrayed Davey Jones. RMC J.W. Tomkins was the Royal Baby and LT R.B. Bubeck was Queen Amphitrite. SN J.H. Delapp was one of several Royal Constables. All of the slimy Pollywogs had to kneel before Davey Jones podium while he asked us silly questions of which there was no right answer. If you answered wrong, the Royal Constable (Delapp) would wop you with a section of wet fire hose. We then had to go and see the Royal Doctor and the Royal Barber (I don't remember who these folks were). The Royal Doctor squirted something horrible tasting in your mouth (I think it was vinegar). The Royal Barber shaved your head with a wooden razor. We then had to crawl through an inflated life raft filled with seawater and food scraps from the Galley (It was nasty!). We were then directed to kiss the Royal Baby's belly, which had some kind of grease on it. When you tried to kiss his belly, he grabbed your ears and smashed your face into his belly. We then had to kneel before King Neptune. We kissed his foot and then his Royal Ring. We were then declared to be Trusty Shellbacks. It was a real ordeal, but a lot of fun!"*

23 or 24 Sept 1971

Thursday or Friday. Port call at Darwin, Australia for fuel. Departed the same day.

24 or 25 Sept 1971

Friday or Saturday. Port call at McKay, Australia. In port 2 days. The ship is opened to the public.

**Bill Scroggins remembers:** *"Richard Gunderson, myself and several others were walking down the main street in downtown McKay. A salesman was standing in front of a furniture store smoking a cigarette. He noticed our Navy dress blue uniforms (we had already changed over to blues for the season), stopped us and said, 'Hey, you guys are Americans!' We said, 'Yeah, We know!'", laughed and explained that our ship was in port. We talked several minutes and found out he was an American. He told us he and his family had moved to Australia from California four or five years previously. He said the one thing that he missed most about the States was American coffee and cigarettes. We invited him to bring his family down to the ship that night and he could drink coffee all he wanted and his family could watch the movie with us on the messdecks. About 1700 hrs that evening he showed up with his wife, 17 year old daughter and 15 year old son. Richard and I gave them a tour of the ship. They also ate dinner with the crew (we asked permission to feed them from the XO). After dinner we fed him American cigarettes and coffee. A lot of the crew came through and talked to them. We were amazed at the fact that after only 4 or 5 years in Australia, his kids already had strong Australian accents. They watched the movie with the crew and the kids filled up on popcorn. Captain Smith came through the messdecks and spoke with the family for a good while. He made sure that the man (Unfortunately, I cannot remember their names) got 2 pounds of American coffee from the galley and a carton or two of American Marlboro cigarettes. We enjoyed*

*entertaining them and they acted like they had a really good time aboard O'CALLAHAN. They were living far from home and missed it. We were a little taste of home to them."*

27 or 28 Sept 1971 Monday or Tuesday. Port call at Newcastle, New South Wales, Australia. 2 or 3 days in port.

Abt 1 Oct 1971 Friday. Port call at Tauranga, New Zealand. In port 2 days.

Abt 6 or 7 Oct 1971 Wednesday or Thursday. Port call for fuel at Suva, Viti Levu Island, Fiji Island Chain.

**Bill Scroggins remembers;** *"We were originally scheduled to make a brief stop for fuel in Pago Pago, Samoa, but this was changed to Suva, Fiji, when it was found that Pago Pago had no JP4 fuel available. One of our signalmen, SMI Pualli, was Samoan and was looking forward to visiting family while we were there. I believe he was allowed to fly home to Samoa from Fiji and caught up with us in Pearl Harbor.*

*The one thing that I remember about Suva while moored at the pier was the sickly sweet smell of ripe bananas. The pier was piled with crates of bananas. To this day, every time I smell a ripe banana, it reminds me of Suva, Fiji."*

Abt 14 or 15 Oct 1971 Thursday or Friday. Port call at Pearl Harbor, Hawaii. In port 2 days.

Abt. 20 or 21 Oct 1971 Wednesday or Thursday. Return to homeport of San Diego, California.

Early Nov 1971 A large percentage of O'CALLAHAN 's plankowners depart the ship.

**Due to a Fleet Manpower Reduction, many of O'CALLAHAN's plankowner crewmembers, who were on 4 year enlistments, are granted two month early-out discharges.**

**O'CALLAHAN had started losing her plankowners to transfers and discharges since almost the first day she had been commissioned. She lost some in 1970 due to the expiration of 2 year enlistments (these sailors had enlisted on 2 active, 4 reserve enlistments). This month was the largest number to leave in the same time period as most of her young sailors had enlisted in Dec 1967 to Jan/Feb 1968 and were serving four year enlistments.**

**Bill Scroggins remembers;** *"Most of the crewmembers who were due early out discharges left on the 4<sup>th</sup> of November. I was held over until the 10<sup>th</sup> of November to assist the off-loading of ASROC missiles and Mk 44 Torpedoes, in preparation of the ship going into dry dock in Long Beach. At the time I was very angry about being held over. The XO (Roder) was very apoligetic about it, but said I was needed to help the ASROC handling team. I went home to find that my first wife had left me while we were in WESTPAC! I actually talked to a Navy recruiter about reenlisting with the provision that I be reassigned to the O'CALLAHAN. The recruiter wouldn't guarantee that I would be reassigned to the O'CALLAHAN. I ended up enlisting in the Navy Reserve in Fort Worth, Texas. I found that the Navy Reserve was a joke in 1972! No meaningful training, just sitting around the Reserve Center with nothing to do, on drill weekends. I spent two years in the Navy Reserve, made GMG1 and then enlisted in the Texas Army National Guard."*

Nov/Dec 1971

In port at San Diego, California.

## 1972

Jan-Jun? 1972

Dry dock in Long Beach.

**O'CALLAHAN receives a sliding hangar bay and other modifications to the engineering and weapons systems. The sliding hangar bay for a LAMPS helicopter replaced the old fixed hangar bay for DASH helicopters. The DASH helicopters were obsolete when O'CALLAHAN was commissioned, so were never used aboard the ship.**

**Orville Anderson remembers:** *“The O'CALLAHAN was still in dry dock in Long Beach when I left her. Among some of the work done to the O'CALLAHAN was a new bulbous bow & sonar. During our stay in the dry dock, we experienced a small earthquake tremor.....I spent several nights doing fire & security watch in the dry dock behind a canvas curtain. Can you say Boooooorrrring! But, someone had to do it! My rating during in the Navy was a Illustrator Draftsman (DM) and I was sent to the O'CALLAHAN by mistake. However, when LT. Bubeck (engineering officer) found out that I used to work for a ship design company prior to service, he shanghaied me into doing some sketches and design work with him and the engineers at the shipyard. I didn't mind, it was work I enjoyed doing. I was only on the O'CALLAHAN for approx. 6 months, but I enjoyed those months. During our stay in Long Beach, we had formed a ships pistol team and had shot in Navy & all service matches in San Pedro.”*

**Orville left O'CALLAHAN on 26 April 1972.**

13 July 1972

At 1430 O'Callahan made a boat recovery of the two aircraft crew members of an E1B Navy aircraft which had ditched 23 miles west of San Diego.

21 July 1972

**Friday.** Change of Command. Commander Marvin G. (Jack) Smith is relieved by Commander W. C. Dunham.

September 1972

O'CALLAHAN leaves San Diego for her third WESTPAC cruise.

Sept/Oct/Nov 1972

Sometime during this time period O'CALLAHAN spent 30 days in drydock at the Naval Shipyard in Sasebo, Japan. She had damaged her propshaft on the voyage to WESTPAC and had to wait in drydock for a replacement to be sent over from the States.

**This information was submitted by Larry Westlock. Larry wrote that the O'CALLAHAN spent;** *“30 days in dry dock in Sasebo while we had our propeller shaft replaced as it was bent on the voyage over. I remember that we had to wait for a new one to be shipped over from stateside. I remember it well as the ship's band (which I was a member of two of them, the first one being myself, Joe Diacova, Bob Wiley, and Mouse on the drums. The second one was myself, Dave Jernigan, Ray Dunlap, Shorty the cook, and Mouse. I wish I could remember names!!) We played at the EM club Fiddlers Green many nights while we were in dry dock.”*

8 December 1972

**Friday.** O'CALLAHAN fired 6 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than.

All six missions were fired at targets in the Quang Tri Province. All six fire missions were H&I missions with undetermined results.

A total of 136 rounds were fired: 47 AAC and 89 HECVT.

9 December 1972

**Saturday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese 147<sup>th</sup> Marine Brigade during Operation Song Than.

All four missions were fired at targets in the Quang Tri Province. Three missions were fired at Artillery sites with undetermined results. One mission was fired at a bunker with a secondary explosion resulting.

A total of 40 rounds were fired: 16 AAC, 2 WP and 22 HECVT.

10 December 1972

**Sunday.** O'CALLAHAN fired 5 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than.

All five missions were fired at targets in the Quang Tri Province. Four missions were fired at VC/NVA positions with undetermined results. One mission was fired at a mortar site with undetermined results.

A total of 181 rounds were fired: 110 AAC and 71 HECVT.

11 December 1972

**Monday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than.

All four missions were fired at targets in the Quang Tri Province. Two missions were fired at Troop concentrations resulting in 10 secondary explosions. One mission was fired at some barges resulting in 2 barges damaged. One mission was fire a VC/NVA position with undetermined results.

A total of 54 rounds were fired: 8 WP and 46 HECVT.

12 December 1972

**Tuesday.** O'CALLAHAN fired 2 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than.

Both missions were fired at targets in the Quang Tri Province. One mission was fired at an unknown target with undetermined results. One mission was fired at an VC/NVA position with undetermined results.

A total of 103 rounds of HECVT were fired.

13 to 27 Dec 1972

Sometime during this period O'CALLAHAN spent a few days 20 miles off the coast of Haiphong Harbor serving on a Search & Rescue (SAR) Station to pick up downed B-52 crews. The USS BAINBRIDGE (CGN-25) accompanied O'CALLAHAN.

**Vic Campbell remembers:** *"...between Dec. 8 and Dec. 28, 1972 where we were obviously at least a few days sent up to circle off Haiphong for B-52 crews that was shot down. None came down over water though. It was quite a show on radar and there was almost a constant overcast ... really gray days. There was a LOT of radio chatter as the bombers took SAM hits right and left. A lot of them went down. USS BAINBRIDGE (Cruiser) was with us as we circled in a SAR position. There was probably (surely) a Subic run for logistics in this time frame too. Then ... obviously, back to Point Allison - the*

*gunline for Dec 28 and the poorly observed cease fire of Jan 1. Story in my book about \*BLANDY and ?? (MORTON) taking a run at the beach on Jan 2 to smoke out and duel with an NVA battery in the ridgeline N. of the DMZ (barely).” \*Notes: USS BLANDY (DD-943) and USS MORTON (DD-948)*

28 December 1972

**Thursday.** O’CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese 147<sup>th</sup> Marine Brigade during Operation Song Than.

All four missions were fired at targets in the Quang Tri Province. Two missions were fired at Anti-aircraft sites resulting in 3 secondary explosions and undetermined damage. One mission was fired at an ammo storage area resulting in 2 secondary explosions and undetermined damage. One mission was fire a VC/NVA position with undetermined results.

A total of 202 rounds were fired: 30 VT and 172 HE.

29 December 1972

**Friday.** O’CALLAHAN fired one fire mission in the I Corps area in support of the South Vietnamese 147<sup>th</sup> Marine Brigade during Operation Song Than.

The fire mission was fired at a target in the Quang Tri Province. The fire mission was at a VC/NVA position with undetermined results.

A total of 92 rounds of HE were fired.

31 December 1972

**Sunday.** O’CALLAHAN fired 3 fire missions in the I Corps area in support of the South Vietnamese 147<sup>th</sup> Marine Brigade during Operation Song Than.

All three missions were fired at targets in the Quang Tri Province. One mission was fired at an Anti-aircraft site resulting in undetermined damage. One mission was fired at a VC/NVA position resulting in undetermined damage. One mission was fire a troop concentration resulting in one secondary explosion with undetermined results.

17 rounds of HE were fired.

**895 rounds were fired in 1972.**

## 1973

1 January 1973

**Monday.** O’CALLAHAN fired one fire mission in the I Corps area in support of the South Vietnamese 147<sup>th</sup> Marine Brigade during Operation Song Than.

The fire mission was fired at a target in the Quang Tri Province. The fire mission was at a VC/NVA position with undetermined results.

88 rounds of HE were fired.

**In his book, “Junction County Road”, Vic Campbell states that the Task Unit that O’CALLAHAN was assigned to this day was made up of the destroyers; USS O’CALLAHAN (DE-1051), USS MORTON (DD-948), USS RUPERTUS (DD-851), USS HOLLISTER (DD-788), USS HENRY W. TUCKER (DD-875), USS BLANDY (DD-943) and USS WILTSIE (DD-716).**

2 January 1973

**Tuesday.** O'CALLAHAN fired 8 fire missions in the I Corps area in support of the South Vietnamese Marines during Operations Song Than and Dai Bang. All 8 missions were fired at targets in the Quang Tri Province.

Two missions were fired in support of the South Vietnamese 1<sup>st</sup> Marine Division. One mission was fired at an anti-aircraft site resulting in undetermined damage. One mission was fired at a VC/NVA position with undetermined results.

Three missions were fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. Two of these missions were fired at a VC/NVA position resulting in undetermined damage. One mission of these missions was fired at a mortar site resulting in undetermined damage.

Three missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. Two of these missions were fired at a VC/NVA positions with undetermined damage. One mission was fired at an artillery site resulting in two secondary explosions with undetermined damage.

A total of 500 rounds were fired: 493 HE and 7 VTNSD.

3 January 1973

**Wednesday.** O'CALLAHAN fired one fire mission in the I Corps area in support of the South Vietnamese 1<sup>st</sup> Marine Division during Operation Dai Bang. The fire mission was fired at a target in the Quang Tri Province. The fire mission was at a VC/NVA position with undetermined results. A total of 35 rounds of HE were fired.

4 January 1973

**Thursday.** O'CALLAHAN fired 5 fire missions in the I Corps area in support of the South Vietnamese Marines during Operations Song Than and Dai Bang. All five missions were fired at targets in the Quang Tri Province.

Three missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. Two missions were fired at a weapons site resulting in undetermined damage. One mission was fired at a troop concentration resulting in four secondary explosions with undetermined damage.

One mission was fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. This mission was fired at a VC/NVA position resulting in undetermined damage.

One mission was fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. This mission was fired at a weapons site resulting in two bunkers destroyed.

A total of 250 rounds were fired: 223 HE, 12 WP and 15 VTNSD.

5 January 1973

**Friday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operations Song Than and Dai Bang. All four missions were fired at targets in the Quang Tri Province.

Two missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. Both missions were fired at a VC/NVA positions resulting in undetermined damage.

Two missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a supply area with undetermined results. One mission was fired at a VC/NVA position with undetermined results.

A total of 250 rounds of HE were fired.

6 January 1973

**Saturday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operations Song Than and Dai Bang. All four missions were fired at targets in the Quang Tri Province.

One mission was fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. This mission was fired at a VC/NVA positions resulting in undetermined damage.

Three missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a troop concentration resulting in six secondary explosions with undetermined damage. One mission was fired at a VC/NVA position with undetermined results. One mission was fired at a weapons site resulting in two secondary explosions with undetermined damage.

A total of 144 rounds were fired: 142 HE, 2 WP

7 January 1973

**Sunday.** O'CALLAHAN fired 5 fire missions in the I Corps area in support of the South Vietnamese Marines during Operations Song Than and Dai Bang. All five missions were fired at targets in the Quang Tri Province.

One mission was fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. This mission was fired at a VC/NVA positions resulting in undetermined damage.

Two missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined results and one mission was fired at a troop concentration with undetermined results.

Two missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined results and one mission was fired at a troop concentration with undetermined results.

A total of 220 rounds of HE were fired.

8 January 1973

**Monday.** O'CALLAHAN fired 7 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All seven missions were fired at targets in the Quang Tri Province.

Two missions were fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. Both missions were fired at a VC/NVA positions with undetermined results.

Two missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. Both missions were fired at artillery sites resulting in one weapon destroyed.

Three missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined

results. One mission was fired at a troop concentration with undetermined results. One mission was fired at a weapon site with undetermined results.

A total of 368 rounds of HE were fired.

9 January 1973

**Tuesday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All four missions were fired at targets in the Quang Tri Province.

Three missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined results. Two missions were fired at troop concentrations resulting in two secondary explosions with undetermined damage results.

One mission was fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. This mission was fired at a troop concentration with undetermined results.

A total of 152 rounds were fire: 142 HE, 10 VT

10 January 1973

**Wednesday.** O'CALLAHAN fired 3 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All three missions were fired at targets in the Quang Tri Province.

One mission was fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. This mission was an H&I mission resulting in one structure destroyed.

Two missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined results. One mission was fired at an artillery with undetermined results.

11 January 1973

**Thursday.** O'CALLAHAN fired 3 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All three missions were fired at targets in the Quang Tri Province.

One mission was fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. This mission was fired at a VC/NVA position with undetermined results.

Two missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. One mission was fired at a VC/NVA position with undetermined results. One mission was fired at a troop concentration with undetermined results.

A total of 128 rounds of HE were fired.

12 January 1973

**Friday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All four missions were fired at targets in the Quang Tri Province.

Three missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. Two missions were H&I missions with undetermined results. One mission was fired at a troop concentration with undetermined results.

One mission was fired in support of the South Vietnamese 369<sup>th</sup> Marine Brigade. This mission was fired at a troop concentration with undetermined results.

A total of 255 rounds of HE were fired.

13 January 1973

**Saturday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All four missions were fired at targets in the Quang Tri Province.

Three missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a weapons site with undetermined results. One mission was fired at a junk with undetermined results. One mission was fired at a VC/NVA position with undetermined results.

One mission was fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. This mission was fired at an artillery site with undetermined results.

254 rounds of HECVT were fired.

18 January 1973

**Thursday.** O'CALLAHAN awarded the Combat Action Ribbon for this day.

**This date and info is from OPNAVNOTE 1650 dated 18 September 2002.**

**Mike Poncsak wrote;** *"the first night we were shot at (& earned the Combat Action Ribbon) we did not go to GQ. People on the fantail saw splashes in our wake & the aft lookout reported it. As best as I remember the rudder went hard right (or left), engines ahead full & someone told Skiprope on the radio (the gunline commander) that we were taking hostile fire & leaving station. I still wonder what those people were doing on the fantail in the middle of the mid watch and I have no idea how I can still remember the call sign of the gunline commander."*

**The following entry is provided by Mike Poncsak from a Stars & Stripes newspaper clipping;** *"....To the south, a Communist shore gun fired on the U.S. destroyer escort O'Callahan, scoring a near miss that sprayed shrapnel onto the ship and caused light damage to the stern. No Americans were hurt, a Navy press release said.*

*The O'Callahan was shelling North Vietnamese positions near the mouth of the Cua Viet River, 10 miles south of the Demilitarized Zone (DMZ)."*

**Ronnie McKinley wrote;** *"One time in particular just before the end of the Vietnam War we were providing gunfire support just south of the DMZ about 2000 yards off the beach. I was working the radio in CIC communicating with the onshore Australian spotter for our harassment and interdiction gunfire (keeping Charlie awake). It was about one in the morning and we were supposed to be shooting with flashless powder. Suddenly we heard from the Bridge of counter battery 100 yards off the port bow. Then 50 yards off the starboard quarter and next the Captain ordered hard right rudder full speed ahead. The next report received was that we had taken two rounds of counter battery on the fantail. Thank God nobody was hurt. It was a very exciting time to say the least. I will never forget my time aboard the O'Callahan."*

26 January 1973

**Friday.** O'CALLAHAN fired 6 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All six missions were fired at targets in the Quang Tri Province.

Five missions were fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. One mission was fired at a mortar site with undetermined results. One mission was fired at a missile resulting in one secondary explosion with undetermined damage results. Two missions were fired at a VC/NVA positions with undetermined results. One mission was fired at a troop concentration resulting in three secondary explosions with undetermined damage results.

One mission was fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. This mission was fired at a VC/NVA position with undetermined results.

A total of 344 rounds were fired: 269 HECVT, 75 VT

O'CALLAHAN was awarded the Combat Action Ribbon for this day.

**This date and info is from OPNAVNOTE 1650 dated 18 September 2002.**

27 January 1973

**Saturday.** O'CALLAHAN fired 4 fire missions in the I Corps area in support of the South Vietnamese Marines during Operation Song Than. All four missions were fired at targets in the Quang Tri Province.

Three missions were fired in support of the South Vietnamese 258<sup>th</sup> Marine Brigade. Two missions were fired at artillery sites with undetermined results. One mission was fired at a VC/NVA position with undetermined results.

One mission was fired in support of the South Vietnamese 147<sup>th</sup> Marine Brigade. This mission was an Illumination mission.

A total of 426 rounds were fired: 370 HE, 54 Illum, 2 HECVT

**Total rounds fired for 1973 was 3,820 rounds.**

**O'CALLAHAN was on the gunline this morning when the Cease Fire went into effect ending U.S. involvement in the hostilities between North and South Vietnam.**

**Mike Poncsak wrote; "For those who don't know, the 1051 was on the gunline the morning of the cease fire. We weren't the last ship to shoot. When the cease fire went into effect (7:30 AM local time ???) we went from Condition II to Condition IV."**

**Total rounds fired at enemy shore positions by O'CALLAHAN during deployment to Vietnam on three (1970, 1971 & 1972/1973) WESTPAC cruises was 6,585 rounds.**

February 1973

O'CALLAHAN made a port call to Olongapo City, Subic Bay, Philippines sometime this month.

March 1973

O'CALLAHAN made a port call to Kaoshiung, Taiwan sometime this month.

17 April 1973

**Tuesday.** O'CALLAHAN departs Yokosuka, Japan around 2000 hours for Midway Atoll, with Task Unit 70.0.3 of DESRON 17. The ships of TU 70.0.3 are USS O'CALLAHAN (DE-1051), USS BROOKE (DEG-1), USS LEONARD F. MASON (DD-852), USS EPPERSON (DD-719) and USS ORLECK (DD-886).

**Note: All of the entries for April and May 1973 are from the deck log of USS ORLECK (DD-886). The ORLECK is now a museum ship in Orange, Texas. A drifting barge recently damaged her during Hurricane Rita.**

**22 April 1973** **Sunday.** O'CALLAHAN, with Task Unit 35.9.2 of DESRON 17, makes a brief stop for fuel at the Naval Air Station on Sand Island, Midway Atoll at 0445 hrs. The ships of TU 35.9.2 are USS O'CALLAHAN (DE-1051), USS BROOKE (DEG-1), USS LEONARD F. MASON (DD-852), USS EPPERSON (DD-719) and USS ORLECK (DD-886).

**Note: Sometime between April 17<sup>th</sup> and April 22<sup>nd</sup> the Task Unit changes from 70.0.3 to 35.9.2. It is made up of the same DESRON 17 ships.**

**25 April 1973** **Wednesday.** O'CALLAHAN arrives at Pearl Harbor, Hawaii with Task Unit 35.9.2 at around 0700 hrs.

**26 April 1973** **Thursday.** O'CALLAHAN departs Pearl Harbor, Hawaii at around 0830 hrs with Task Unit 35.9.2 for her homeport in San Diego, California.

**29 April 1973** **Sunday.** O'CALLAHAN maneuvers alongside USS ORLECK (DD-886) at 1253 hrs for a highline operation. She highlines California Highway Patrolman Patrick E. Ryan over to the ORLECK.

**Note from Bill Scroggins: "I'm not sure what this was all about. What the heck was a California Highway Patrolman doing aboard O'CALLAHAN?"**

**Greg Quillinan wrote;**

***"I remember that we embarked CHP's a day or two before arriving back in San Diego from deployment. They gave safe driving talks, since hardly anyone had driven a car for six months. The most helpful advice: Do not drive with the driver's window down at 65 mph when the weather is cold. They know the driver does that because he's drunk, and they WILL get you!"***

**2 May 1973** **Wednesday.** O'CALLAHAN arrives at the 32<sup>nd</sup> Street Naval Station in San Diego, California at around 0830 with Task Unit 35.9.2.

## 1974

**18 January 1974** **Friday.** Change of Command. Commander W. C. Dunham is relieved by Commander F. W. Bailey.

**Jan-Feb 1974** O'CALLAHAN departs San Diego, California on her 4<sup>th</sup> WESTPAC cruise. She makes brief stops for fuel at Pearl Harbor, Hawaii and Midway Atoll.

**The following entry is from a March 1974 Familygram provided SM3 Mike Wasula; "The brief stops for fuel and provisions at Pearl Harbor, Hawaii, at Midway Island, and at Guam not only prepared O'CALLAHAN for continuing her voyage to Subic Bay..."**

**16 February 1974** **Thursday.** O'CALLAHAN crosses the International Date Line enroute to Apra Harbor, Guam and Subic Bay, Philippines.

**The following entry is from a March 1974 Familygram provided SM3 Mike Wasula; “Sixteen miles west of Midway lies the International Date Line. When traveling west and upon crossing the line one day is lost. For O’CALLAHAN, the lost day was 15 February....”**

25 February 1974

**Monday.** O’CALLAHAN enters the San Bernardino Strait, Phillippines enroute to Subic Bay, Luzon, Phillippines.

**The following entry is from a March 1974 Familygram provided SM3 Mike Wasula; “On Monday morning, the 25<sup>th</sup> of February, O’CALLAHAN entered the famous San Bernardino Straits, just south of Luzon in the Republic of the Phillippines, heading for Subic Bay.”**

Late February 1974

O’CALLAHAN spends 15 days moored at Rivera Pier, Ship Repair Facility, Subic Bay, Phillippines.

**The following entry is from a March 1974 Familygram provided by SM3 Mike Wasula; “Upon arriving at Subic Bay, O’CALLAHAN began an intensive two week repair period in preparation for the remainder of the deployment. All hands have worked hard to get the ship in top shape for the many days of steaming that lie ahead.”**

March 1974

O’CALLAHAN is on plane guard duty with the USS ORISKANY (CVA-34).

**The following entry is from a March 1974 Familygram provided by SM3 Mike Wasula; “O’CALLAHAN has completed fifteen very busy days moored to the Rivera Pier at Ship Repair Facility, Subic Bay, Republic of the Phillippines and is now at sea acting as a rescue destroyer for the Carrier, USS ORISKANY (CVA-34).”**

23 June 1974

**Sunday.** O’CALLAHAN UNREP’s from the USS KITTY HAWK (CV-63) while enroute from Subic Bay, Phillipines to Pearl Harbor, Hawaii.

26 June 1974

**Wednesday.** O’CALLAHAN UNREP’s from the USS KITTY HAWK (CV-63) ) while enroute from Subic Bay, Phillipines to Pearl Harbor, Hawaii.

29 June 1974

**Saturday.** O’CALLAHAN UNREP’s from the USS KITTY HAWK (CV-63) ) while enroute from Subic Bay, Phillipines to Pearl Harbor, Hawaii.

2 July 1974

**Tuesday.** O’CALLAHAN inport at Pearl Harbor, Hawaii.

5 July 1974

**Friday.** O’CALLAHAN UNREP’s from the USS KITTY HAWK (CV-63) ) while enroute from Pearl Harbor, Hawaii to San Diego, California.

**This info is from the USS KITTY HAWK (CV-63) 1974 Command History courtesy of Mike Poncsak.**

**Bill Scroggins writes; “O’CALLAHAN must have escorted the KITTY HAWK back to San Diego from Subic Bay.”**

## 1975

30 June 1975

**Monday.** Reclassified as a Frigate. DE-1051 becomes FF-1051.

31 July 1975

**Thursday.** O'CALLAHAN participates in the Seafair Festival, in Seattle, Washington.

**The following is taken from a letter written November 17, 1975 by the Commanding Officer of USS EPPERSON (DD-719) to the Director of Naval History at the Washington Navy Yard;**

*"On July 31, EPPERSON took part in a fifth festival, Seattle's Seafair. First going to the Manchester fuel piers to refuel, EPPERSON then got underway to rendezvous with the USS O'CALLAHAN (DE-1051), USS TOWERS (DDG-9), USS CARPENTER (DD7-25), USS ORLECK (DD-886), USS WILTSIE (DD-716), and USS VANCOUVER (LPD-2) and paraded around Elliot Bay for the benefit of Seattle residents." Note that the letter refers to O'CALLAHAN as a DE, even though she had officially been classified as an FF for a month.*

6 October 1975

**Monday.** Change of Command. Commander F. W. Bailey is relieved by Commander C. McRight.

## 1976

1 April 1976

**Thursday.** O'CALLAHAN awarded the Navy "E" Ribbon for the period 1Jul74 to 1Apr76.

**This date and info is from OPNAVNOTE 1650 dated 18 September 2002.**

## 1977

11 October 1977

**Tuesday.** Change of Command. Commander C. McRight is relieved by Commander Joseph C. Strasser.

**The following entry is from the O'CALLAHAN's Guest log on the Official website:**

*"11/16/2006, 10:54 pm, GMT +5  
Timothy Leonakis*

*April 1977 - August 1979.*

*Commander McRight. Acapulco, Seattle, Vancouver, West Pack 1978, including Australia. We had the senior commander of the Destroyer Squadron (DESRON).....Strange that each Commodore during WESTPAC was too old and enfeebled to endure the arduous life on a rough sea. They all gave out. O'CALLAHAN went through 4 Commodores in one six month WESTPAC. That was rough water. We were treated to a typhoon as well. But we visited good ports: Taiwan, Thailand, Hong Kong and Australia in addition to the usual ports.*

*Commander Joseph Strasser relieved McRight and O'CALLAHAN went from pier 1 to pier 11 in San Diego. As Strasser put it, "The first shall be last." O'CALLAHAN was no longer the flag ship of the DESRON. It was Strasser's first command, and largest ship. He had only done sea duty a short stint with the Chilean Navy on an US exchange program. He was a good man but callow and diffident till O'CALLAHAN gave him his sea legs, and his salt."*

## 1979

8 October 1979

**Monday.** O'CALLAHAN is moored at Pier 70 in Seattle, Washington. At 3:53 p.m. an inspector, David Akana, from the Puget Sound Pollution Control Agency notices a black plume coming from O'CALLAHAN's stack. He positions himself and observes the plume. He records a density reading of Ringlemann 3 ½ for nine minutes. After making the observation, the inspector boards O'CALLAHAN and asks to see the Chief Engineer or the Commanding Officer. The Chief Engineer meets the inspector and returns to the interior of the ship. The black plume then stops. The Chief Engineer reemerges with the Commanding Officer. The source of the black plume was said to be from the auxiliary boiler. The inspector issues a notice of violation and a \$250.00 fine is levied.

**This information is from the State of Washington Pollution Control Hearing Board case PCHB No. 79-197. Bill Scroggins writes: "It sounds to me like a State Pollution Inspector needed something to do or needed a real job!"**

19 October 1979

**Friday.** Change of Command. Commander Joseph C. Strasser is relieved by Commander R.T. Brunnell.

## 1981

February 1981

At Pier #4 Puget Sound Naval Shipyard

10 October 1981

**Saturday.** Change of Command. Commander R.T. Brunnell is relieved by Commander F.M. Frick.

## 1983

15 July 1983

**Friday.** Change of Command. Commander F.M. Frick is relieved by Commander M.C. Skoog.

## 1985

16 August 1985

**Friday.** Change of Command. Commander M.C. Skoog is relieved by Commander L.W. Hewett.

## 1987

15 August 1987

**Saturday.** Change of Command. Commander L.W. Hewett is relieved by Commander Gary .W. Schnurpusch.

**The 1987 info is courtesy of Commander Paul Viscovich, O'CALLAHAN's last XO.**

- November 1987 O'CALLAHAN passes her Light-Off examination. The senior member of the Propulsion Examining Board characterized the ship's performance as, "the best LOE I've seen in two years."
- December 1987 O'CALLAHAN completes a regular overhaul at the Todd Shipyard in Seattle, Washington.
- December 1987 O'CALLAHAN makes an independent transit to San Diego, with a brief stop for fuel at Hunter's Point in San Francisco Bay and re-arming at the Naval Weapons Station in Concord, California.

## 1988

- 17 January 1988 **Sunday.** While in port at the U.S. Naval Station in San Diego, California, the starboard hull was holed at the bow, above the waterline, by staging on a paint float during a severe winter storm.

**The 1988 info is courtesy of Commander Paul Viscovich, O'CALLAHAN's last XO.**

**The following entry is from STGC Bruce Newland: "I was looking at the ships chronology, remembering all the wonderful times onboard my first sea command when I came across an entry for 17 January 1988. There was a storm in San Diego and the winds were horrible. Well, because of these high winds a paint float had broken loose and crashed into the hull. The XO and a small group of us, including myself, jumped onboard the float to tie it off and get it away from the ship. I was just a young little STG3 at the time and I was on the bottom level of the float when I looked up and there is the XO on the top level yelling something about keep her under control, it almost sounded like this was his command/ship and we were not going to let her go down. It just caught me funny seeing the XO all 5 foot something, looking like and old time sailor battling the forces of the sea."**

- March 1988 The Board of Inspection and Survey (INSURV) finds the O'CALLAHAN "fit for further service."
- April 1988 O'CALLAHAN conducts two weeks of Interim Refresher Training in SOCAL OPAREAs.
- 10 May 1988 **Tuesday.** O'CALLAHAN has a Dependents Day cruise in the SOCAL OPAREAs. Close to 100 family and friends embark.
- 11 May 1988 **Wednesday.** O'CALLAHAN is underway for a Northern Pacific cruise. O'CALLAHAN is assigned as flagship of Task Unit 35.8.10. CTU 35.8.10, Captain Keith Arndt, and staff are embarked in O'CALLAHAN.

**Captain Gary Schnurpusch sent an email with the following info about O'CALLAHAN's cruise to Alaskan waters; "The Alaskan op was the gap filler for a CTF-75 Westpac deployment that was cancelled when the announcement to decommission was published. We led a two-ship group to the Gulf of Alaska and six ports to examine whether it was reasonable to**

*operate there and feasible to homeport ships in Alaska. The other was the BRADLEY (FF-1041).”*

- 16 May 1988 **Monday.** O’CALLAHAN makes a brief stop for fuel at Esquimalt, British Columbia, Canada.
- 20 to 24 May 1988 O’CALLAHAN is inport at Anchorage, Alaska.
- 25 to 27 May 1988 O’CALLAHAN is inport at Homer, Alaska.
- 28 to 31 May 1988 O’CALLAHAN is inport at Kodiak, Alaska.
- 1 to 3 June 1988 O’CALLAHAN is inport at Seward, Alaska.
- 4 June 1988 **Saturday.** O’CALLAHAN passes a 15 knot economy trial with a score of 84.5.
- 5 to 8 June 1988 **Sunday to Wednesday.** O’CALLAHAN is inport at Sitka, Alaska.
- 9 to 14 June 1988 **Thursday to Tuesday.** O’CALLAHAN is inport at Juneau, Alaska.
- Abt. 18 June 1988 **Saturday.** O’CALLAHAN experiences a casualty to the main condenser non-return check valve, resulting in a significant seawater leak in the engine room. She went dead in the water and shifted plant to auxiliary steaming to isolate the leaking valve and gas-free the main condenser. The shaft key and retaining nut had backed off the valve and were missing, spares were not carried. The Engineers measured the dimensions of the shaft key slot and manufactured the required parts in the machine shop. Repairs were completed within four and a half hours. O’CALLAHAN was subsequently designated the "COMNAVSURFPAC Self-sufficient Ship of the Week" for this effort.
- 20 to 23 June 1988 **Monday to Thursday.** O’CALLAHAN is inport at Esquimalt, British Columbia, Canada. She embarked friends and relatives for a Tiger Cruise.
- 28 June 1988 **Tuesday.** O’CALLAHAN returns to port at the U.S. Naval Station in San Diego. The Operations Officer, LT. John Wallace is frocked to Lieutenant Commander.
- 24 August 1988 **Wednesday.** O’CALLAHAN conducts a guest cruise for 40 members of the USS FRANKLIN (CV-13) Reunion Committee.
- Commander Paul Viscovich, the last Executive Officer of USS O’CALLAHAN (FF-1051) writes: “I think we were returning from ammo off-load at Naval Weapons Station Seal Beach, but am not certain.”**
- 20 December 1988 **Tuesday.** O’CALLAHAN is decommissioned at San Diego, California. Commander Gary W. Schnurppusch is her last Commanding Officer.

## 1989

- 8 February 1989 **Wednesday.** O’Callahan is leased to Pakistan. U.S.S. O’CALLAHAN (FF-1051) becomes PNS ASLAT (D-265).

**This info and date are from the websites, "NAVSOURCE", "Destroyers Online" and "The Dictionary of American Naval Fighting Ships."**

24 April, 1989

O'Callahan is assigned a NONRECURRING COST RECOUPMENT CHARGE of \$629,895.00 by the Defense Security Cooperation Agency

## 1993

14 November 1993

**Sunday.** USS O'CALLAHAN (FF-1051) is stricken from the Navy List.

11 December 1993

**Saturday.** O'CALLAHAN/ASLAT is returned to U.S. custody in Singapore.

**This info and dates are from the websites, "NAVSOURCE", "Destroyers Online" and "The Dictionary of American Naval Fighting Ships."**

## 1994

29 March 1994

**Tuesday.** O'CALLAHAN is sold to Trusha Investments Pte. Ltd. for \$600,000.00. She is towed to Hong Kong and dismantled for scrap metal.

**This info and date are from the websites, "NAVSOURCE", "Destroyers Online" and "The Dictionary of American Naval Fighting Ships."**

## 2000

14-16 July 2000

**Friday to Sunday.** O'CALLAHAN crewmembers assemble in Los Angeles, California at the Ramada Plaza Hotel for the 1st semi-annual reunion.

**The following shipmates and guests attended the 1<sup>st</sup> Irish Song Reunion:**

**Joe Allen**

**Richard E. "Andy" Anderson**

**Ray Bailey, PH1 USS FRANKLIN (CV-13)**

**Ed Boruff**

**CDR Robert L. Brown (1<sup>st</sup> CO) and his wife**

**CPT Bob Brown (Wpns. Dept Off.) and his wife**

**Ron Boyce**

**John Charcho and his wife**

**Michael W. Cuff and his wife Letrell**

**CPT Estabrook CHC, Chief of Chaplains, Pacific Fleet**

**Jim Hayman**

**LT Ernie Jung (1<sup>st</sup> Supply Off.) and his wife**

**Tom Morrison, his daughter, mother and brother**

**? Peerbolt**

**Mike Poncsak**

**David "Yogi" Reynolds**

**Thomas W. (Sandy) Sandquist**

**Bill Scroggins and his wife Diana**

**CPT Marvin G. (Jack) Smith (3<sup>rd</sup> CO)**

**CPT Gary Schnurpush (12<sup>th</sup> & Last CO) and his wife**

**Jay Vennebush and his wife Carmen**

**CDR Paul Viscovich (Last XO)**

**2 unidentified crewmembers and their wives**

## 2002

April 2002

O'CALLAHAN crewmembers assemble in San Diego, California for the 2nd semi-annual reunion. Reunion was held at the Holiday Inn.

## 2004

September 2004

O'CALLAHAN crewmembers assemble in Pigeon Forge, Tennessee for the 3rd semi-annual reunion.

**Irish Song Reunion Association's 3rd Reunion in Pigeon Forge, Tennessee.**

**The following shipmates and guests attended the reunion banquet and ship's meeting:**

**Andy Anderson**

**Aubry Sharp**

**CDR Robert L. Brown**

**Joe Allen and Wife: Bernie**

**Dwight Ledbetter and Wife: Linda**

**Tom Morrison**

**David "Yogi" Reynolds and Daughter: Kim**

**Mike Poncsak**

**Ron Kobeluch and Wife: Mary**

**CDR Paul Viscovich and Wife: Christine**

**Ed Boruff and Wife: Jerrie**

**Business meeting:**

**Richard E. "Andy" Anderson was nominated, seconded and voted in as President and Chairman for the 2004 through 2006 reunion activities. Joseph H. "Joe" Allen was nominated, seconded and voted in as Vice-President and Treasurer for the 2004 through 2006 reunion. Andy Anderson and Joe Allen appointed Thomas L. "Tom" Morrison as Ship's Historian and Storekeeper responsible for memorabilia and items to be available for purchase such as ship's patches, caps, shirts, etc. General discussions about where to hold the next reunion in 2006 resulted in a vote being taken and the crew unanimously agreeing that Las Vegas, Nevada would be the place. It was decided to determine the specific dates for the reunion at a later time. And a Updated news Letter will be sent to paid up members. Following a lively discussion on the subject of the [www.ussocallahan.org](http://www.ussocallahan.org) website status, Chairman Anderson and Vice-President Allen agreed to contact the previous reunion committee members about taking over the operation of the website. Details of the transfer and person/persons who will be responsible will be published when negotiations are completed. It was also unanimously agreed that yearly dues would be set at \$10.00 per person per year (\$20.00 for 2004 through 2006) and that a PAID receipt would be issued by the Treasurer.**

## 2006

3-5 April 2006

**Monday to Wednesday.** O'CALLAHAN crewmembers assemble in Las Vegas, Nevada for the 4th semi-annual reunion. Reunion was held in the Plaza Hotel.

**Irish Song Reunion Association's 4th Reunion, Las Vegas NV**

**The following shipmates and guests attended the ship's meeting and reunion banquet:**

**Andy Anderson, his wife Mary, niece Marla and her two children**

**Joe Allen, wife Bernie and son Jeff**

**CDR Bob Brown and son Robert Brown**

**Dwight Ledbetter and his wife Linda**

**Tom Morrison**

**Ed Boruff and his wife Jerrie**

**Ron Kobeluch and his wife Mary**

**Bob Bolton and guest Jan**

**Jay Vennebush and his wife Carmen**

**Al Vildibill and his wife Stevie**

**The business meeting are as follows:**

**1. Richard E. "Andy" Anderson was re-nominated, seconded and voted in again as President and Chairman for the 2006 through 2008 reunion activities.**

**2. Joseph H. "Joe" Allen was re-nominated, seconded and voted in again as Vice-President and Treasurer for the 2006 through 2008 activities.**

**3. Andy Anderson and Joe Allen again appointed Thomas L. "Tom" Morrison as Ship's Historian and Storekeeper responsible for memorabilia and items to be available for purchase such as ship's patches, caps, etc.**

**4. General discussions about where to hold the next reunion in 2008 resulted in a vote being taken and the crew unanimously agreeing that since 2008 would be the 40th anniversary of the commissioning of the O'Callahan, it was suggested that Massachusetts should be checked out for a suitable location.**

**5. It was also unanimously agreed that yearly dues would continue at \$10.00 per person per year (\$20.00 for 2006 through 2008) and that a PAID receipt would be issued by the Treasurer to each paid member.**

**6. A motion was made to send the Tin Can Sailors Organization a \$100.00 check of which Cdr. Brown donated \$80.00 and the Association makes up the rest. The motion was seconded and passed unanimously.**

**Treasurer's Report:**

**Vice-President and Treasurer Joe Allen reported that after paying expenses from the reunion we were still in the black.**

July 11-13 2008

**Friday to Sunday.** O'Callahan crew members and assorted camp followers convened our 5th reunion in Boston. The reunion was at the Constitution Inn in Charlestown.

This reunion marked the 40th anniversary of O'Callahan's commissioning. On 13 July 1968 the O'Callahan was commissioned in Charlestown. The Museum

Ship USS Cassion Young DD-793 is moored where the O'Callahan was commissioned.

The following were in attendance:

Commissioning Captain Robert L. Brown and his guest Jo Ann Brewster  
James Vennebush and wife Carmen, daughter Cathlyn and granddaughter Caitie  
Robert Bolton and wife Melissa  
John Obermeier and wife Maureen  
Brett Dodson and wife Oceana  
Michael Atiringer and wife Belinda  
Rev. Dr. Joseph L. Cusack and wife Beverly  
William Raymond and wife Bonnie  
Ralph Handley and wife Nancy  
Richard Anderson – President of the association  
Joe Allen – VP & Treasurer of the association  
Dick Clark, guest Richard Anderson  
Mike Poncsak  
Nick Kanderis  
Dennis Boykin  
Ludy Werts  
Vic Campbell  
Ed Boruff

The 2010 Reunion will be hosted by Ed Boruff in Nashville Tennessee.