

DEHAVEN CRUISE INFORMATION

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On 3 October 1961, DE HAVEN departed Long Beach to commence a cruise with the SEVENTH Fleet, homeported at Yokosuka, Japan which would last 985 days. In that three year period away from home, DE HAVEN posted many triumphs and many records. When the Sumner Class FRAM II destroyer left the states it was under the command of Commander W. C. Singletary who was to relinquish command to Commander James W. Montgomery after bringing the ship safely to Yokosuka. The ship is presently commanded by Commander John A Delaney who relived Commander Montgomery in Hong Kong on July 24, 1963

DE HAVEN has visited eighteen ports while a unit of the SEVENTH Fleet; Subic Bay, Manila, Buckner Bay, Hong Kong, Sasebo, Keelung, Kaohsiung, Fukuoka, Kobe, Osaka, Beppu, Chinhae, Guam, Port Moresby, Cairns, Townsville, Brisbane, and of course, Yokosuka. These ports are located in seven Far Eastern countries: Japan, Korea, Philippines, Taiwan (Nationalist China), Australia, New Guinea and the British Crown Colony. Okinawa and Guam are protectorates of the United States.

While her primary mission is ASW Warfare, DE HAVEN spent a majority of the deployment in the company of CVA's; CORAL SEA, LEXINGTON, RANGER, KITTY HAWK, ORISKANY, HANCOCKL, and TICONDEROGA, seven in all. The two ASW CVS's YORKTOWN and HORNET and the LPH's PRINCETON and IWO JIMA were also screened by the ship.

On three occasions, DE HAVEN was detoured for duty off the coast of Viet Nam providing support to ready amphibious assault force. May 1963 topped off months of planning as the destroyer was on station and ready for the NA-9 Mercury shot as an emergency recovery vehicle for astronaut Gordon Cooper.

The Mercury shot was followed by a memorable five week tour as station ship Hong Kong. Another favorite was Kahosiung, base of the Taiwan Patrol group which was visited four times in the line of duty by the DE HAVEN. Five fleet-wide exercises required DE HAVEN's services: Red Wheel, Yellowbird, Big Dipper, Lone Eagle, and Mercury. Four times CONDESRON NINE flew his pennant in DE HAVEN and once, for a short time, CONDESFLOT ONE broke his flag in DE HAVEN.

Despite a sonar illness, two sick radio transmitters and a gyro that wavered, DE HAVEN never missed a commitment in SEVENTH Fleet. "E's" were painted on every mount, the director, a red one for the engineers and a green one of Operations, a green "C" for communicators and hash marks on the sonarmen's coveted "A". In 1962 DE HAVEN highlighted her tour by wearing the greatly contested Battle Efficiency "E" for DESRON NINE.

Some of the facts and figures: DE HAVEN spent 325 days in homeport, Yokosuka, or 33 1/3% of the time. 660 days were spent out of Yokosuka, 200 in other ports. For approximately one-half of the time deployed DE HAVEN was in one port or another. For every 4.8 days actually underway the ship replenished fuel from either an AO or carrier.

On one occasion the ship received fuel from the AE MAUNA KEA while incidentally establishing a new record for ammunition transfer which still stands. Off Viet Nam and attempt was made to refuel from the APA USS NOBLE but failed when the APA was unable to pump.

Measuring the distance the ship will travel from Long Beach to Long Beach we have logged 144,384 miles. The engines will turn approximately 158,088 miles while the mechanical logs have indicated a total distance of 213, 576.7 miles round trip. From Long Beach and back the ship has been underway a total of 10,167 hours. While it has been a long trip there and some highlights to remember:

The Pollywogs jumping the Shellbacks two days out of Guam giving everyone a welcome cooling bath; the Shellback got the Pollywogs back, too: the ship's partied in Kaohsiung: the nights of the tragic crashes on the CORAL SEA and the HORNET and the long search afterward; out on a gun shoot when the PRINCETON signaled "Follow me!" and we went to Viet Name the first time; the day we didn't get underway for Hong Kong; the day the RANGER erupted in BEPPU; homeport: Subic Bay or Yokosuka?; the engines getting confused in Fukuoka; typhoons galore, but no oiler until the MATTAPONI found us and left a drop or two on deck as a token; the signalmen called it a shower, other said ship's whistle. We laughed a lot and sometimes didn't, but mostly there was always a bright side to it all.

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