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DEPARTMENT OF THE NAVY
USS JOUETT (CG-29)
FPO SAN FRANCISCO, CALIF. 96601

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Ser 09cl
16 MAY 1980

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From: Commanding Officer, USS JOUETT (CG-29)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20890

Subj: Command History, CY-79

Ref: (a) OPNAVINST 5750.12B
(b) CINCPACFLTINST 5750.2C

Encl: (1) Basic History
(2) Documentary Annexes

1. In accordance with references (a) and (b), enclosures (1) and (2) are forwarded.


D. MARTIN

Copy to:
CINCPACFLT

"DECLASSIFIED"

CLASSIFIED BY: COMMANDING OFFICER, USS JOUETT (CG-29)
DECLASSIFY BY: 31 DECEMBER 1980

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BASIC HISTORY
COMMAND ORGANIZATION
USS JOUETT (CG-29)

1. Commanding Officer

a. Captain D. MARTIN, USN, 1 January 1979 to 31 December 1979

2. Mission remains the same.

3. Composition of Command

a. Assigned to THIRD FLEET, 1 January 1979 to 21 June 1979

(1) Attached to COMCRUDESGRU ONE, 1 January 1979 to 21 June 1979

(2) OPCON CTF 37, 30 May 1979 to 27 June 1979

b. Assigned to SEVENTH FLEET, 21 June 1979 to 31 December 1979

(1) OPCON CTF 75, 27 June 1979 to 1 October 1979

(2) OPCON CTF 77, 1 October 1979 to 31 December 1979

(3) OPCON CTF 70, 10 November 1979 to 31 December 1979

4. Homeport remains San Diego, California

2. Narrative Report

JOUETT spent the first five months of 1979 in preparation for a major deployment. This preparation included various Combat Systems Readiness tests and Engineering trials (OPPE).

On 30 May 1979, JOUETT left San Diego for WESTPAC. The transit to Pearl Harbor, Hawaii was extremely busy, with a heavy training schedule and various missile exercises.

JOUETT arrived in Subic Bay, Republic of the Philippines on 27 June 1979. The next eight days were spent in upkeep and preparation for operations in the Indian Ocean.

Leaving Subic Bay on 5 July 1979, JOUETT headed southwest across the South China Sea. Near Singapore, we rendezvoused with USS BADGER, USS BREWTON, USS RATHBURNE, and USNS PASSUMPSIC on 8 July 1979. The five ships formed TASK GROUP 75.3, commanded by CAPTAIN H. F. BOYLE, COMDESRON THREE-THREE.

The TASK GROUP spent eight weeks together, making a wide circuit of the Indian Ocean area. One major objective was to prove that a surface task group could handle an Indian Ocean operation without the support of an aircraft carrier. Another major objective of TASK GROUP 75.3 was "sea-going diplomacy" for the United States. The TASK GROUP "showed the flag" in a remote, but politically important part of the world. TASK GROUP 75.3 succeeded in both respects and earned the commendation of REAR ADMIRAL ALEX SINCLAIR, COMMANDER, TASK FORCE 75.

Proceeding through the Straits of Malacca and across the Bay of Bengal, the TASK GROUP arrived in Colombo, Sri Lanka on 14 July 1979. Our four days in Colombo were loaded with opportunities to experience the Sri Lankan way of life and present our own. Liberty activities centered on shopping, tours, and athletic competition. The Sri Lankans were eager, capable, and good-natured. The Christian, Buddhist, Hindu, and Muslim religions are represented in Sri Lanka. Crew members toured several religious edifices and the ancient temple site at Kandy.

We carried out people-to-people diplomacy with the formal as well as the informal. On 15 July 1979, a reception was held on JOUETT's Flight Deck, attended by 100 VIP's and 50 officers from the TASK GROUP. During the reception, Sri Lankan dancers presented a culture show on the pier below. Ambassador WRIGGINS and Commodore BOYLE co-hosted a luncheon for senior foreign government representatives in JOUETT's Wardroom the next day.

From Colombo we headed in a southwesterly direction. The next major event in our WESTPAC came on 19 July 1979. JOUETT was cleansed of slimy pollywogs and crossed the Equator with 170 new Shellbacks, most notable of which was the Commanding Officer.

Following the Shellback Initiation, we continued southwesterly to the vicinity of Diego Garcia. The USS RATHBURNE entered port and obtained much welcome mail for transfer to our ship. Then we proceeded to the island of Mauritius, which is off the coast of Madagascar. We arrived at Port Louis, the capital, on 28 July 1979.

Mauritius is a gorgeous, paradise-like island. British and French influences are predominant. The people were generally quite friendly. Mike Turnaukas, our CETA, was treated to an airplane ride over the island by a local British family. A Mauritian policeman gave a broke and lost sailor taxi fare back to the ship. That friendship was reciprocated in a variety of ways. In one instance, our Mess Specialists treated 36 boys from the Mauritian Muslim Orphanage to a party on the Mess Decks.

We left Port Louis on 30 July 1979, steaming south, then west around the tip of Madagascar, and north through the Mozambique Channel. On 5 August 1979, we entered Mombasa, Kenya. During our four day visit, we pursued sightseeing, shopping, swimming, and safaris. Crew members donated blood to the Catherine Bibby Memorial Hospital. 19 men from JOUETT and RATHBURNE painted the NGUMBA YA WAZEE Nursing Home.

Departing from Mombasa on 10 August 1979, we proceeded to the Gulf of Oman. Operations there included exercises with the Omani Navy. And the Russians came out to look us over. The weather in the Gulf of Oman and the Arabian Sea was incredibly hot. We survived, however, and eventually headed back towards Singapore.

Three and one-half weeks elapsed enroute from Mombasa to Singapore. During that time, we emphasized recreation as well as our normal military exercises. These activities included Bingo, Smokers, Fantail Cookouts, a Fishing Derby, and a "No Talent" Talent Show.

On 3 September 1979, we berthed in Sembawang Port, Singapore. Although the ship was several miles from the downtown area, we managed to explore the fascinating culture and sights. "The Lion City" reflects a mixture of Chinese, Indonesian, Indian, and Malay heritages with strong British influences. Many crew members expressed the desire to return for a lengthy vacation.

On the morning of 10 September 1979, a series of events began which immediately brought international attention to the USS JOUETT. Enroute from Singapore to Subic Bay, JOUETT was contacted by a U. S. P-3 aircraft. The pilot had spotted a possible Vietnamese refugee boat some 360 miles east of Saigon in the South China Sea.

Arriving at the scene a few hours later, we found a small wooden vessel flying a tattered S.O.S. flag. A special team boarded JOUETT's Motor Whale Boat and went to inspect the condition of the vessel. Based on the team's report, Captain MARTIN declared the vessel to be unseaworthy. He then ordered that the refugees be taken aboard JOUETT. Later, their boat was sunk to avoid leaving a navigational hazard.

17 men, 19 women, and 11 children came aboard. They were organized by families and given emergency medical treatment, showers, and clean clothing donated by members of the crew. Then they were taken to the Helo Hangar. This area had been rigged with mattresses, pillows, and fresh linen. After a hot meal, 47 exhausted people settled down for their first comfortable night in days.

The next morning, we were investigating a small radar contact. This proved to be another refugee boat with 22 men, 10 women, and 10 children aboard. Our Refugee Assistance Detail went into action again.

Within hours, JOUETT received another P-3 report. A refugee boat had been encountered by Soviet warships. The Russians, however, left the people behind. JOUETT arrived after dark. With the aid of flares dropped by the P-3, we found 16 men, 5 women, and 16 children. They were in much worse condition than the other refugees. At sea for 21 days without adequate provisions, they had resorted to eating dried jellyfish and drinking seawater or urine. As a result, many were severely dehydrated. Some in the boat had already died.

We continued to investigate further possible contacts for about 12 hours. No other crafts were located. A pregnant woman and a 16 year old boy needed immediate hospital care. Ending the search, we proceeded at full speed toward Subic Bay. Upon nearing the coast of Luzon, Navy helicopters were dispatched from Cubi Point to MEDEVAC the woman and boy.

JOUETT's distinct effectiveness in handling the rescue was immediately noted by COMMANDER SEVENTH FLEET. All ships in the South China Sea area received a message with guidelines developed by the JOUETT. These guidelines were recommended for use in all subsequent refugee operations.

For their outstanding contributions to the rescue, three JOUETT men received high honors presented by Captain MARTIN on 28 December 1979. On behalf of the SECRETARY OF THE NAVY, COMMANDER SEVENTH FLEET awarded the Navy Commendation Medal to HMC Robert Livengood and the Navy Achievement Medal to ENS Richard Faust and PNC Larry Gibson.

JOUETT was once again "underway from Subic Bay" on 3 October 1979. During the inport period immediately prior, JOUETT spent eight days in drydock. This was a traumatic experience in the life of our ship. But it was worth all of the dust, water, mud, noise, fumes, and clutter. With a clean, freshly painted hull and a new starboard propellor, JOUETT slipped through the water with new grace and speed.

Our mission for the next six weeks primarily centered around the USS KITTY HAWK (CV-63). We became part of the CARRIER BATTLE GROUP in NORTHERN PACIFIC OPERATIONS. Acting as plane guard and anti-air warfare picket, JOUETT provided an umbrella of protection for the carrier.

On 9 October 1979, we engaged in a BUZZARDEX. In traditional form, "JOLLY J" smashed the BUZZARD with her biggest hammer. On 25 October 1979, JOUETT participated in MISSILEX 2-80. As usual, JOUETT was successful.

ENCLOSURE (2)

JOUETT entered Yokosuka, Japan on 12 October 1979 with other members of the CARRIER BATTLE GROUP. We spent ten days in Japan for upkeep and liberty. Although liberty in Japan can be quite expensive, resourceful JOUETT men managed to sightsee for a nominal expense. Many pursued self-guided tours, aided by the efficient and economical Japanese railway system.

On 22 October 1979, the BATTLE GROUP left Yokosuka and headed towards Pusan, Korea. A sudden political change in Korea brought the BATTLE GROUP to full alert status. We proceeded to an area west of Korea and remained on station until the situation stabilized.

Entering Pusan on 5 November 1979, most of the crew spent the next four days shopping for Christmas. There was also time for painting two barracks buildings at the PUSAN SIN AE WON Orphanage.

Loaded with presents, JOUETT left Pusan on 10 November 1979. The transit south took five days. We entered Subic Bay on the afternoon of 15 November 1979, expecting to stay for twelve days and then proceed homeward. These plans, however, were dramatically changed.

On the morning of 23 November 1979, JOUETT received twelve hours steaming notice. Our destination was the Indian Ocean. A major crisis had been precipitated by the Iranian take-over of the American Embassy in Tehran and kidnapping of American citizens. This ultimately added another sixty days to our WESTPAC. JOUETT did not arrive in San Diego until 25 February 1980.

JOUETT took station in the North Arabian Sea on 3 December 1979. Our basic assignment was to monitor and evaluate all air contacts coming towards the TASK FORCE. JOUETT closed out the year engaged in this task, celebrating Christmas and New Year's on PIRAZ duty.