

SHIP'S HISTORY  
USS MATTAPONI (AO 41)  
1 JANUARY 1966 - 31 DECEMBER 1966

CHRONOLOGY OF OUTSTANDING EVENTS

1 January 1966 - 27 March 1966—Ship operations in CONUS; reached ports of San Francisco and San Diego

28 March 1966 - 26 July 1966—Ship in drydock (Wisco, Richmond, California)

27 July 1966—Resumed underway operations, underway for sea trials, sea operations and ORI in San Diego

3 September 1966—Underway for WESTPAC

29 September 1966—Commenced sea operations and underway replenishment of the Yankee Team and Market Time ships

DEPARTMENTAL NARRATIVE

In the past year the Deck Department personnel varied from one officer (LTJG N.R. RIGGS) and ninety men to three officers (Mr. RIGGS, ENS D. SWARTZ and ENS J. HENDRIX) and seventy-five men. During the overhaul period fueling rig #8 was converted from a single hose NSFO rig to a double hose rig which could handle both NSFO and JP-5. This modification doubled the ship's ability to deliver JP-5 to ships coming to port.

During the overhaul period the following major items were accomplished in the engineering spaces:

1. Installation of air-conditioning throughout the ship.
2. Balance and repair of main turbine.
3. Installation of 440 VAC to 230 VAC shore power transformers.
4. Installation of an auxiliary gyro.
5. Installation of a Grey Marine Diesel engine in the Captain's gig.

Not true, maybe in the Officer's & Chief's quarters and Sick Bay.

6. Overhaul of all winches.
7. Increased ventilation in engine room and fire room.
8. Additional lighting installed.
9. Rebrick #1 and #2 boilers and repaired casings.
10. Installed two fresh water service, and one fresh water transfer pumps.
11. Installation of an additional low pressure air compressor.

During the year 1966 the medical department administered 3,453 individual treatments in sick-bay, or an average of 288 per month. Included with these treatments, 2,749 prescriptions were dispensed from the pharmacy for an average of 228 per month, and 63 laboratory tests were completed. To meet requirements prior to sailing for WESTPAC, 1,920 individual immunizations were given to the crew. These included smallpox, typhoid, tetanus, diphtheria, cholera, typhus, plague, and yellow fever. There were 36 admissions to other medical facilities for individuals requiring extended hospitalization, and 29 individuals placed on the binnacle list for minor illness or injury. There were 64 major injuries caused by accidents while involved in work. Of these, 16 were hospitalized.

Medical training for the crew included all phases of the requirements as directed by COMTRAPAC and totaled 44 hours of instructions by the Medical Department.

Several improvements and modifications have been accomplished for the Medical Department during the past year. These included the

installation of air conditioning, operating room lights, emergency lighting, shelving expanding medical store room, and additional storage space in the main battle dressing station.

One of the major problems which concerns the Medical Department is sanitation. This is a continued problem which no doubt has been recognized heretofore and the solution cannot be conceived or is not feasible. Primarily this problem encompasses design. The crews berthing compartments are overcrowded. The ratio of head facilities to complement is below required. In the Medical Department spaces it is felt that these areas are adequate, but due to limited space it becomes very difficult to treat more than one or two patients at a time. In a situation of handling mass casualties the facility would be hampered by limited space.

Since the MATTAPONI commenced her overhaul last March, numerous changes have effected the overall communication facilities. Much out-dated and obsolete equipment has been replaced with up to date modern components, always keeping in stride with the ever increasing demands of modern day concepts. With the burdensome requirements being as they are in the Far East, the communications personnel have, with minor difficulties and a "can do" spirit, carried out an admirable task of maintaining around the clock communications with various units of the U. S. Seventh Fleet.

The first two months of the year were spent training with FLITRAGRU ships in San Diego and up-keep in preparation for overhaul in March. Communications drills and exercises were conducted in port and at sea

with satisfactory results. Reception of the fleet broadcast was from good to excellent with all out-going traffic (at sea) being sent via CW.

On 28 March 1966, the MATTAPONI commenced her overhaul period with extensive work done in communications. The completed installation of the Gold and November crypto systems was made possible by extending the after-bulkhead of Radio Central four feet. The compartment was physically divided into three areas--Radio Central, Teletype, and Crypto. The bulkhead and overhead were stripped of all wiring and new wiring was installed. Old equipment such as the TDQ, TCS, and two SRT-15's were removed and up to date equipment installed. New equipment included a URT-7, two WRR-2B's, WRT-1A, three KW-7 transceivers, a USS-1, four KG-14 receivers, a USS-6, four TT-192A reperforators, and four UGC-25 page printers.

On the Signal Bridge two new standard sized flag bags and a new 24 inch searchlight were installed.

Besides the revamping of communications spaces the antenna system was redesigned. Two 35 foot antennas were installed on the stack for the WRT-1A located in Emergency Radio. A 35 foot trussed whip antenna was erected on the foremast for VHF receivers in Radio Central. Three UHF antennas were located on the yardarm of the radar mast to eliminate the previous problem of block out of reception aft due to stack interference. The last innovation was the rigging of a long wire aft from the mainmast for HF receivers in emergency radio and radio central. A complete overhaul was conducted on all existing transmitters, receivers, and tele-type equipment.

When the overhaul was completed on 22 July 1966, problems still existed in communications. The FSK mode in the URC-32 transceivers were not working, and the improper rewiring of radio central caused problems in the patching of equipment. These problems were not corrected until the week before deployment. The electronics division of the San Francisco Naval Shipyard, Hunters Point Division, spent many hours in that final week before correcting the existing problems.

Upon completion of the overhaul period, the ship proceeded on 26 July to Tiburon, California (Mare Island Electronics evaluation facility) to calibrate the radiation pattern of radio and radar antennas.

During the last week in July the ship transmitted to San Diego where all departments participated in a refresher training period conducted by COMTRAPAC from 8 August until 25 August. The Communications team received a high grade for its phase of the training period, with the radiomen receiving an excellent in CW procedure.

On August 26 the MATTAPONI returned to San Francisco, and the following Monday, 29 August, COMSERVRON SEVEN staff came aboard to conduct a pre-deployment inspection.

The MATTAPONI and the USS REGULUS (AF 57) departed together for WESTPAC on 3 September. During the ensuing 10 days of traveling together communications exercises were satisfactorily held, including the successful completion of a Z-20-C (overall communications exercise) by both ships. Coverage of the fleet broadcast was from good to satisfactory. Difficulties occurred during the shift between broadcast areas in receiving a strong enough signal to copy, due to the great distances from the transmitting station. 340 messages were received and 58 were sent.

On 24 September the ship terminated her transit to WESTPAC and made preparation for her first visit on the line in the Viet Nam op-areas. Some difficulty was experienced in receiving the broadcast in market areas S-7 through S-9. Broadcast signals were weak and outages occurred frequently. October was the busiest month for receiving and transmitting messages, as 501 were received and 291 were sent. Though some problems still existed in receiving clear strong broadcast signals, more frequencies were utilized, consequently cutting requests for reruns in half. Also utilized during the month were the facilities offered by the USS ANNAPOLIS (AGMR 1), on station at the time. Messages were successfully relayed through the ANNAPOLIS on the same frequency (3205) designated for underway replenishment, thus allowing for the use of an extra transmitter to cover a more vital circuit.

Communications continued to improve in November. A SFR-19 receiver was obtained, thus allowing for better reception of the broadcast on low frequencies. Though message traffic decreased during the month, the flow was still at a high level—434 received and 251 sent. With the growing experience obtained by the radio gang, the broadcast outages were few in number.

While on the line flashing light, semaphore, and flag hoist were the predominant means of passing message traffic to UNREP ships. Communications were not utilized unless absolutely necessary, except for radio checks. The signalmen did an excellent job of passing tactical signals and message traffic to UNREP ships.

On the 8th of December the MATTAPONI left Subic Bay for Sasebo, Japan. During the transit broadcast reception was excellent. The

rest of December was spent in port in Sasebo with outstanding broadcast reception. Teletype and VHF transmitters were worked on to correct minor problems. CW training was conducted with the utilization of COMSERVGRU THREE's daily 6W drills.

The past year marked the advent of a vastly improved communications capability on the MATTAPONI. The addition of ORESTES, as the predominant means of transmitting message traffic, was a major factor in the ship's increased capability of fulfilling her commitments. However, with the addition of multi-channel operation in teletype came the problem of inadequate receivers to cover four channels at one time. The WRR-2B receivers have been ineffectual in receiving three channels in conjunction with the KWR-37 and KG-14 Crypto receivers. The problem was due to the tendency of the WRR-2B to drift off frequency more than six cycles, which is the maximum amount of drift possible for successful multi-channel operation. With the necessity of covering the normal fleet broadcast on channel 3, the fringe channels 1 and 4 could not be kept on frequency due to receiver drift. The existing problem could be solved with the procurement and installation of a minimum of two R-1051/URR receivers. These receivers were not available during the overhaul period but were to be added to the ship's allowance at a future date, as indicated in BUSHIPS letter AO-41 serial 527-101 of 19 January 1966 and BUSHIPS Drawing No. AO-41 404 2547298. Also included in the BUSHIPS plan and letter were the future installation of three R-390A/URR receivers and one AN/WRT-2 transmitter. This equipment is needed now, if the MATTAPONI is to maintain successful communications. The older SRT-14 transmitter has been a problem since it has been aboard.

Continuous maintenance has been necessary to keep the SRT-14 operating. Difficulties have also arisen with the RBB/RBC receivers aboard. These receivers lack the capability of the frequency range necessary for successful coverage of required frequencies and the ability to pick up a voice or teletype signal from a medium to long range (250-1000 miles).

During the past year the Operations Department has been involved in extensive modification activities. The ET shop was remodeled with accessibility to test gear and adequate work bench area the goal. Many new units of test gear were received, all of which were calibrated and repaired. The two SPA-4's were overhauled and all cable runs were replaced. The SPS-10 antenna was removed and was replaced with SPS-10E antenna. Extensive modification of radio central was accomplished, including installation of new gear and the removal of two transmitters.

CIC was modified to allow room for the installation of an air-conditioner. The DRT was moved and a working desk was fabricated for use by personnel solving maneuvering board problems. Two plastic status boards were relocated to allow easier access. Installation of a secondary gyro aft was accomplished to ensure a high gyro reliability.

The ship's antenna configuration was modified as shown in the enclosed photograph.

Sea trials tested all equipment and the results in general were satisfactory. Extensive refresher training pointed out our weaknesses and helped to overcome them prior to deployment in WESTPAC. Steaming to WESTPAC in company with USS REGULUS provided a further training opportunity especially directed toward maneuvering board solution

and radio procedures. In transit of a tropical storm the radar waveguide filled with water and subsequent arcing forced securing the radar transmitter. Investigation along the waveguide disclosed that rubber gaskets between the guide sections had not been replaced during the yard period. A thick coating of bearing grease around the joint prevented the further entry of water until proper repairs could be affected in Subic Bay.

UNREP operations subsequent to arrival in WESTPAC required ON and OI personnel to accomplish many tasks, phone and distance line handlers, high line crew, alongside helmsmen, radar operators, maneuvering board operators, and radio operators.

During UNREP operations a major problem developed in the SPS-LOE antenna drive motor. During 1966, five of these motors failed. The cause was twofold: (1) faulty rewind job by tender and (2) deteriorating cable run supplying power to the motor.

In one case, when the drive motor failed during a foggy approach to Kaohsiung Harbor, the antenna was rotated through approximately 60 degrees on either side of the ship's head via lines tied to the antenna perimeter and pulled from the O3 level. Other equipment failures were experienced and repaired by the ET's.

The last month of 1966 was spent in Sasebo, Japan. During this month of upkeep all electronic gear was checked and tuned, training was held daily, and massive preservation of weather spaces and pilot house was affected.

During the months of January and February 1966 most of the time

was spent in San Diego working with Fleet Training Group. Nothing of importance happened supply wise. However, when the ship entered Willamette Iron and Steel Works in March for overhaul, the following major items were completed:

1. New grills and ovens in galley
2. New overhead in mess decks and wardroom
3. General refurbishing of wardroom, Captain's Cabin and Executive Officer's stateroom
4. Completed offloading of stores for SOAP

In April SOAP in progress with both ship's force and shipyard work being done on major projects.

In May general mess located on barge (9 May) due to major work being done in galley and mess decks. Laundry shut down for major overhaul. Laundry done on any ship that had sufficient facilities.

In June SOAP material re-stowed aboard ship. LTJG TICKEL relieved LTJG McQUEEN as Supply Officer and ENS FOY relieved LTJG TICKEL as Disbursing Officer.

In July all major work either completed or just plain stopped. Began on loading of items required for deployment.

In August underway training in San Diego. During underway training crypto received an outstanding largely due to the efforts of the Chief Radoman and the Supply Officer. Last minute ordering of stores, vigorous follow-up taken on material not yet received.

In September \$4,000 obligated for hose couplings for double rig. Material received three days after funds obligated due to extra effort

## Underway Replenishment Schedule 1966-1967 Vietnam

of Supply's part. Supply required to work long hours to insure full readiness for deployment. On loaded majority of contingency deck load of class 224 material. Transit from San Francisco to Subic Bay.

In October arrived in operating area. Besides transferring oil, bottle gas and lubricants, some of the odd transfers were: ice cream, bread, fresh vegetables, electronic parts, rags, shipping tags, \$4,000 in cash, cigarettes and miscellaneous forms. Electronic 4110 updated and transferred to PEGI which was in turn forwarded to Electronic Supply Office for processing and compilation of new electronics COSAL.

In November the laundry was out of commission due to a bearing failure in the washing machine. The part was finally procured by an SK2 in a corner bearing shop in Kaohsiung, Taiwan. The 1st quarter of fiscal year 1967 saw the ship's store make the largest profit in its history—\$1,672.11.

### 1967 Command History

Medical Department: "major injuries amounted to 26 and 6 of these were transferred to other medical facilities for extended hospitalization."

Highline rigs became the controlling rigs in regards to time along sides. A long list of items high lined included pallets of 5"/38 projectiles and powder.

Over 400 ships were replenished by Mattaponi in 1967 without missing a commitment.

29 Sept 1966	Commenced sea operations and underway replenishment of Yankee Team and Market Time Ships		<b>Start 2nd Run</b>
13 Oct		0510 MWB alongside with medical doctor from USS Annapolis AGMR 1 which is D.I.W.	
			<b>Start 1st Run</b>
1 Oct	USS Franklin D. Roosevelt CVA 42 * USS Chandler DD 717 USS Dale DLG 10 (unnamed unrep)	14 Oct	USS Tovovana AO 64 USS Caliente AO 53
2 Oct	USS Newel DER 322 USS Advance MSO 510 USS St. Paul CA 73 USS Larson DD 830 USS Walke DD 723 USS Repose AH 16	15 Oct	Maneuvering Drills - Plan 6 (Zig Zag Course)
3 Oct	USS Hanson DD 832 USS Uhlmann DD 687 USS Constant MSO 427 USS Hull DD 945 USS Energy MSO 436	16 Oct	USS Vesuvius AE 15 USS Caliente AO 53
4 Oct	USS Loyalty MSO 457 USS Hissem DER 400 (unnamed unrep) USS Camp DER 251 USS Buckley DD 808 USS Epping Forest LSD 4	17 Oct	USS Tolovana AO 64 Zig Zag course - <u>Plan 6, evasive maneuvers</u> USS Beale DD471 USS Intrepid CVS 11 * USS Holder DD 819 <u>Set Helicopter Detail - two times</u>
5 Oct	USS Whilhoite DER 397 USS Warbler MSC 206 USS Savage DER 386 USS Albatross MSC 289 USS Vega AF 59 <u>Market Time Area 9</u>	18 Oct	USS Repose AH16 USS Lowe DER 325 <u>Emergency breakaway</u> USS Lowe - 2nd time USS Impervious MSO 449 USS Bexar APA 237 USS Prichett DD 561 USS Mullinix DD 944 USS Chevalier DD 805
7 Oct	USS Neches AO 47  Subic Bay, P.I.	19 Oct	USS Pivot 463 USS Fortify MSO 446 USS White River LSMR 536 USS Gurke DD 783 USS Inflict MSO 456
		20 Oct	USS Camp DER 251 <u>USS Finch DER 328 - 2 times</u> USS Pluck MSO 464

Hooking up and disconnecting twice with the same ship is considered 2 ships unrepped.

USS Lowe and USS Finch are 4 unreps.

21 Oct	USS Bradley DE 1041	4 Nov	USS Pivot MSO 463 USS Buck DD 761 USS Dehaven DD 727 USS Chandler DD 717 USS Energy MSO 436	28 Nov	USS Ticonderoga CVA 14 * USS Keppler DD 765 USS Cecil DD 835 USS Braine DD 630 USS King DLG 10 USS Mars AFS 1 USS Reeves DLG 24 USS Blue DD 744 USS Preble DLG 15 USS Parks DD 884	USS Embattle MSO 434 USS Force MSO 445	
22 Oct	USS Pivot MSO 463 USS Gurke DD 783 USS Chevalier DD 805 <u>USS Impervious MSO 449 - 2 times</u>	5 Nov	USS Camp Der 251 USS Hanson DD 832 USS Finch DER 328 USS Pluck MSO 464 USS Peacock MSC 198 USS Vernon County LST 1161 USS Newell DER 322 USS Albatross MSC 289 <u>Market Time Area 9</u>			Subic Bay, P.I.  Sasebo, Japan for much needed yard work, Christmas and New Year	
23 Oct	USS O'Hara DD 809 <u>Casualty reported in Main Control</u> USS Chandler DD 717 USS Walke DD 723 USS Ashtabula AO 51 USS Mullinix DD 944  Subic Bay	6 Nov	USS Woodpecker MSC 209 USS Jamestown AGTR 3 USS Mansfield DD 728 Port side Highline Detail USS Haverfield DER 393	29 Nov	USS Brownson DD 868 USS Fox DD 829 USS Franklin D. Roosevelt CVA 42 * USS Keppler DD 765 USS Arikara ATF 98 USS Warrington DD 843 USS Mullany DD 528 USS Philip DD 498 <u>4 aircraft carriers in 4 days</u>	9 Jan 67	Underway to Vietnam Ops-Area
31 Oct	<b>Start 3rd Run</b> USS Coral Sea CVA 43 * USS Perkins DDR 877 USS Craig DD 885 USS Buchanan DDG 14	7 Nov	General Quarters Drill  Koa Hsiung, Formosa	30 Nov	USS Manley DD 940 USS Lowe DER 325	13 Jan	Entered surface sub surface surveillance area at 18 09', 111 3' E (near Yulin submarine base on Hainan Island, China)
1 Nov	USS Constellation CVA 64 * USS Storms DD 780 USS Uhlmann DD 687 USS Braine DD 630 USS Oklahoma City CLG 5 USS Evans DD 754 <u>Station Helicopter Detail</u> USS Chicago CLG 11 USS Halsey DLG 23 USS Bradley DE 1041	15 Nov	Nan-Yang DD 17  Subic Bay, P.I.	1 Dec	<u>USS Uhlmann DD 687 - 2 times</u> USS White River LSMR 536 Entered Na Trang Harbor, South Vietnam.	14 Jan	<b>Start 5th Run</b> USS Maddox DD 731 USS Benner DD 807
2 Nov	USS Cochrane DDG 21 USS Lipan ATF 85 USS Craig DD 855 USS Coral Sea CVA 43 *	26 Nov	During an unrep drill at Station no. 7 <u>Patrick Evans, SA</u> was washed by a wave into a ladder and was later <u>transferred</u> to the <u>FDR</u> with multiple lacerations and compound fracture of left upper arm.	2 Dec	USS Norris DD 859 USS Finch DER 328 USS Brister DER 327 USS Reaper MSO 467 USS Phoebe MSC 199 USS Falgout DER 324	15 Jan	USS Reeves DLG 24 2 times USS Enterprize CVA(N) 65 * 2 times USS O'Brien DD 725 <u>Stationed Helicopter Detail</u>
3 Nov	USS Buchanan DDG 14 USS Mansfield DD 728 USS Savage DER 386 USS Canberra CAG 2 USS Lenawee APA 195 USS Hull DD 945	26 Nov	<b>Start 4th Run</b> USS Fox DD 829 USS Franklin D. Roosevelt CVA 42 * USS Brownson DD 868	3 Dec	USS Whippoorwill MSC 207 USS Whilhoite DER 397 USS Oxford AGTR 1 USS Vireo MSC 205 USS Perry DD883 USS Krishna ARL 38 <u>Market Time Area 9—inland replenishments</u>	16 Jan	USS Coral Sea CVA 43 * USS Warrington DD 843 USS Graffias AF 29 USS Maddox 731
		27 Nov	USS Craig DD 885 USS Coral Sea CVA CVA 43 * USS Perkins DD 877 <u>Helicopter Detail commenced transfer of personnel to USS Coral Sea</u>	5 Dec	Provide a lee for passing mail to boat from Finch DER 328	17 Jan	Plan 6 ( <u>evasive maneuvers</u> ) over 2 hours USS Bennington CVS 20 * USS Perry DD 883 USS Ponchatoula AO 148 USS Benner DD 807
						18 Jan	USS Manley DD 940 USS Camp DER 251 USS Norris DD 859 USS Pivot MSO 463
						19 Jan	USS Mansfield DD 728 USS Constant MSO 427 USS Canberra CAG 2 USS De Haven DD 727

There are no evasive maneuvers if the submarine is faster than target ship, it just blurs their aim.

20 Jan	<u>USS Lowe DER 235 - Breakaway</u> USS Hollister DD 788 USS Vance DER 387 USS Energy MSO 436 USS Gannet MSC 290 USS Falgout DER 324 USS Vireo MSC 205	USS Reeves DLG 24 USS Norman K. Perry DD 883 USS Duncan DDR 874 USS Ozbourn DD 846 USS Mahan DLG 11 USS Collett DD 730 USS Gridley USS Preble DLG 15 USS Parks DD 884	Emergency Breakaway to avoid fishing craft <u>USS Iwo Jima LPH 2 two times</u> USS Thomaston DER 203	USS Fletcher DD 445 USS Bellatrix AF 62 USS Benner DD 805
21 Jan	USS Brister DER 327 USS Krishna ARL 38	USS Mahan DLG 11 USS Collett DD 730 USS Gridley USS Preble DLG 15 USS Parks DD 884	2022 Steering various courses and speeds to anchorage A-13 in 8 fathoms of water. <b>Engineering plant is CASREPED.</b> Ships in company include various members of Seventh Fleet participating in Deck House Five (should read Deck House Six). 125 naval rockets fired by <i>White River</i> and <i>Clarion River</i> that night.- <i>US Marine Historical Center.</i>	7 Mar USS Windham County LST 1170 USS Carter Hall LSD 3
23 Jan	Manuvering on various courses and speeds to close a life raft, no passengers on board.  Subic Bay, P.I.	Kao Hsiung, Formosa	18 Feb 1050 Commenced inrep with USS Graffias AF 29. Mike Boat alongside from Graffias.  1551 Underway from Anchorage A-13	8 Mar USS Lucid MSO 458 USS Blue DD 714 USS Enhance MSO 437
28 Jan	<b>Start 6th Run</b> USS Ticonderoga CVA 14 * USS Blue DD 744 <u>Stationed Helicopter Detail - 2 times</u> USS Ticonderoga CVA 14 * USS Cogswell DD 651 USS Picking DD 685	10 Feb RCS Wha Shan PF 33  <b>Start 7 th Run</b> 11 Feb USS Washburn AKA 108 Transferred <u>Mason BM3</u> to Washburn	20 Feb USS Henry B. Wilson DDG 7 USS Fox DD 829 USS Lowe DER 325 USS Dehaven USS Reaper USS Brownson DD 868 USS Warbler MSC 206	9 Mar USS Hissem DER 400 USS Leader MSO 490 USS Annapolis AGMR 1 USS Excel MSO 439 USS Warbler MSC 206
29 Jan	<u>Stationed Helicopter Detail - 2 times</u> USS Blue DD 744 USS Kitty Hawk CVA 63 * USS Reeves DLG 24 USS Mahan DLG 11 USS Perry DD 883 USS Gridley USS Preble DLG 15	13 Feb USS Joseph Strauss DDG 16 USS Benner DD 807 <u>USS Cunningham DD 752 2 times</u> <u>USS Duncan DDR 874 2 times</u> 14 Feb <u>Plan 6 - evasive maneuvers, 5 hours</u> USS Kitty Hawk CVA 63 * USS Stoddard DD 566 USS Cecil DD 835 USS Ozbourn DD 846	21 Feb USS Firedrake AE 14 <u>Stationed manila highline - completed transfer of personnel</u> USS Koiner DER 331 USS Norris DD 859 USS Maddox DD 731 USS Force MSO 445 USS Peacock MSC 198 USS Hissem DER 400	10 Mar USS Dehaven DD 727 USS Maddox DD 732 USS Guide MSO 447 USS Phoebe MSC 199 <b>D.E. Covington, FN</b> suffered 1st and 2nd degree burns when a steam hose came apart while subject was cleaning parts in the bilges. USS Kretchmer DER 329 USS Falgout DER 324 USS Krishna ARL 38 <u>Market Time Area 9, inland replenishments</u>
30 Jan	USS Collett DD 730 USS Parks DD 884 USS Okanogan APA 200 USS Sacramento AOE 1	15 Feb USS Bayfield APA 33 16 Feb USS Ticonderoga CVA 14 * USS Eversole DD 789 USS Cogswell DD 651 USS Keppler DD 765 USS Ticonderoga CVA 14 * USS Eversole DD 789 USS Mars AFS 1	22 Feb USS Falgout DER 324 USS Oxford AGTR 1 USS Krishna ARL 38 <u>Market Time Area 9, inland replenishments</u> Subic Bay, P.I.	14 Mar HMS Aisne DD 22 HMAS Vampire DD 11  Subic Bay, P.I.
31 Jan	USS Coral Sea CVA 43 * USS H. J. Thomas USS Mullany DD 528	17 Feb USS Duncan DDR 874 USS Providence CLG 6 USS Diachenko APD 123 USS Vancouver LPD2 USS Iwo Jima LPH 2	6 Mar <b>Start 8th Run</b> Received injury report on <b>Joseph Briglin BM2</b> - to be transferred to Bennington USS Joseph Strauss DDG 16 USS Bennington CVS 20 * USS Bauer DER 1025	18 Mar Underway for Hong Kong, B.C.C. HMAS Vampire DD 11 HMS Aisne
1 Feb	USS Kitty Hawk CVA 63 *  <u>5 aircraft carriers in 5 days</u>			19 Mar USS Turner Joy DD 951 20 Mar Hong Kong  The final scheduled final trip into Vietnamese waters was cancelled. After a short stay in Subic, Mattaponi departed and arrived in San Francisco on 17 April, 1967.