



DEPARTMENT OF THE NAVY
COMMANDING OFFICER
USS PIGEON (ASR-21)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:

ASR21:TWP:jgr
5000
Ser 28
28 January 1980

From: Commanding Officer
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D. C. 20390

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12B of 20 May 71
(b) CINCPACFLTINST 5750.2B of 1 Oct 73

Encl: (1) 1978^A Command History with Chronological Listing
(2) Past and Present Commanding Officers' Biographies

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

A handwritten signature in cursive script, appearing to read "C. J. Dushock, Jr.".

C. J. DUSHOCK, Jr.

Copy to:
CINCPACFLT
COMSUBPAC

USS PIGEON (ASR-21) Command History 1979

On 1 January 1979, PIGEON was in her homeport of San Diego, California, moored at Naval Station 32nd Street. From 1 January to 21 January PIGEON conducted a three week intermediate maintenance activity (IMA) availability. Following the availability, PIGEON got underway for local operations in the SOCAL operating areas to conduct tests on recently repaired systems. PIGEON returned to San Diego for the weekend prior to deployment to Baja, California, Mexico. On 29 January, the ship got underway for port visits at Mazatlan, Puerto Vallarta, and Ensenada. Shortly after departing the San Diego area, PIGEON received orders to proceed to the vicinity of Isla San Martin, Baja, California, Mexico, to provide salvage services for the recovery of the U. S. Coast Guard HH3F CGNR 1483 which had crashed and capsized while performing a search and rescue mission. PIGEON arrived on scene and anchored for the night while awaiting arrival of a Coast Guard Salvage Team and permission to enter Mexican territorial waters. Coast Guard Cutter POINT BROWER maintained visual contact throughout the night. On 30 January permission was obtained to enter Mexican territorial waters and PIGEON closed the POINT BROWER and conducted a small boat transfer of salvage equipment. The Coast Guard Salvage Team arrived via helo and PIGEON proceeded to the wreckage site and anchored within 200 yards of the downed helo. PIGEON's workboat was utilized to convey divers to the worksite for survey then to attach lift straps. The helo was then towed alongside and after two lift was aboard. The first attempt was unsuccessful due to lift strap failure. After re-rigging, the helo was hoisted aboard utilizing the ship's bridge crane main hoist wire. The helo was placed athwartships in the centerwell main deck area. On 30 January PIGEON departed the salvage site enroute to San Diego to offload the damaged helo. PIGEON arrived at Naval Station San Diego on 31 January and the helo and salvage equipment were quickly offloaded. PIGEON then got underway to resume the scheduled Mexican trip. The ship effected an uneventful transit to Mazatlan, Mexico, arriving on the 3rd of February. The ship remained at anchor in the vicinity of Mazatlan for two and one half days in a liberty status for the crew. No open ship visits were conducted for the visits of local officials due to the long boat run to the anchorage. Four Mexican Navy Diving Officers were embarked to observe U. S. Navy diving operations and procedures. On 6 February PIGEON got underway enroute to Isla Isabella, located North of Puerto Vallarta to conduct diving training for the ship's scuba diving personnel. On 9 February PIGEON proceeded to Puerto Vallarta arriving the same day for a three day R and R visit and to disembark the Mexican Officers. During the ship's stay general visiting was conducted and approximately 2000 people, ranging from local towns people to visiting tourists, toured the ship. Various free services and tours were extended to PIGEON's crew members for their enjoyment during the ship's stay. On 12 February, PIGEON departed Puerto Vallarta enroute Ensenada where she anchored on 15 February for overnight liberty. On 16 February the ship got underway enroute to San Diego arriving the same day thus ending a highly successful deployment. The period of 17-25 February found PIGEON moored in her

homeport. On 26 February PIGEON got underway with DSRV-1, Mystic, embarked to conduct Deep Submergence Rescue Vehicle Operations in the SOCAL operating areas. Prior to the scheduled dives, the ship participated in a mark 48 torpedo exercise providing targeting services for USS DRUM (SSN 667). After completion of the TORPEX, PIGEON proceeded to Wilson Cove, San Clemente Island to commence DSRV dives on a simulated distressed submarine. One dive was completed but a casualty to the TV camera system installed on the DSRV cradle dolly precluded further dives. PIGEON proceeded to San Diego arriving the 1st of March and remained inport until the 5th during which time the DSRV was offloaded. On 5 March PIGEON got underway with personnel and equipment from the Civil Engineering Lab from Port Hueneme, California, to conduct deep ocean lift testing and evaluation of equipment. PIGEON returned to San Diego on 9 March and remained inport until the 15th. On the 15th PIGEON was again underway with the Side Looking Sonar (SILO) Detachment of Submarine Development Group ONE enroute to the Columbia River off Astoria, Oregon, to localize a 41 foot U. S. Coast Guard utility boat which was scheduled to be salvaged by PIGEON in May of this year. After successfully locating the wreck PIGEON marked the site with a transponder. PIGEON then proceeded to the Submarine operating areas off the coast of Washington State to provide services to USS ASPRO (SSN-648) during her post overhaul sea trials. After 2 days on station with ASPRO, PIGEON returned to Astoria, Oregon, for one day port visit. On 24 March, PIGEON got underway and proceeded to the vicinity of Cape Mendecino, California, to commence salvage operations on anchor chains which the Coast Guard had lost from a runaway bouy. After arriving on station and evaluating the operation the determination was made that PIGEON could not salvage the anchor chains in the time allotted and the ship returned to San Diego. On 30 April, PIGEON conducted a dependents cruise off the California coast. On 1 May the ship returned to sea to conduct a hydrostatic test of the starboard Personnel Transfer Capsule (PTC) after which PIGEON returned to San Diego to prepare for the upcoming salvage operation off the coast of Oregon. On May 7 PIGEON got underway enroute to Mare Island Naval Shipyard to conduct a work definition conference (WDC) and finalize the Shipyard work package for her upcoming overhaul. On 10 May PIGEON departed Mare Island enroute to the Columbia River to commence the salvage on the Coast Guard utility boat. PIGEON arrived on 13 May and confirmed the position of the wreck using the side scan sonar. This was necessary as commercial fisherman had snagged and possibly dragged either the wreck or the transponder left during the earlier visit. The first-moor axis was chosen and laid uneventfully but the ship was dragged from the moor by current and sea conditions shortly after entering. After recovery and re-rigging of mooring equipment, the axis of the moor was reoriented and laid for a second time.

After entering the moor on 18 May high-winds and seas again dragged 2 legs of the moor. PIGEON then entered Astoria on 19 May to wait for the seas to abate. On 21 May PIGEON returned to the work site and re-laid the moor legs which had dragged and entered the moor the next day. The diving operations began 23 May and the wreck's position was refined using the side scan sonar as a hand held diver sonar and using bearings from a divers magnetic compass. PIGEON's capstans were unable to overcome the seas and move the ship the required 40 meters to starboard necessary to get the centerwell over the wreck. On 25 May USCGC IRIS was used as a tug and successfully moved PIGEON into the desired position. The dive was conducted immediately and within 3 minutes of leaving the PTC the divers were on the deck of the wreck. The lifting bridle was rigged, attached to the 10" lift line and a closed circuit TV scan of the wreck completed, all in just under three hours. The divers were recovered but increasing winds and seas delayed the lift of the wreck. The morning of the 26th found calmer conditions and final lift preparations were begun. However, in less than two hours the winds increased from 12 to 25 knots making recovery hazardous. The lift line was bouyed off, the moor was slipped and PIGEON again entered Astoria to wait weather abatement. Finally on 31 May having cleared one full leg of her moor and the fouled 10 inch lift line PIGEON rigged and lifted Coast Guard boat NR 41332 to the surface. The boat was dewatered and hogged to the ship's side and returned to Astoria, Oregon, where the ship's medical team removed the bodies of the entrapped crew members. The Coast Guard boat 41332 was turned over to the USCGC IRIS for final disposition, freeing PIGEON to recover her three remaining moor legs and finish the SALVOP. On 2 June PIGEON successfully recovered the remaining 3 legs and departed the area enroute San Diego, arriving the 7th of June. The period of 7-24 June PIGEON remained in homeport for inport training and leave. On 25 June PIGEON returned to sea with DSRV-2 AVALON embarked to conduct Deep Submergence Rescue Vehicle operations. After the first launch of the DSRV, the ship experienced difficulties with the main hoist but was able to effect repairs to enable PIGEON to recover the DSRV. In anticipation of similar problems in future dives, the operation was aborted and PIGEON returned to San Diego. From 28 June to 27 July PIGEON remained to San Diego and conducted a final IMA availability prior to commencement of overhaul. On 28 July PIGEON departed for the U. S. Naval Shipyard Mare Island, Vallejo, California, arriving on 29 July. On the 30th of July the ship commenced an extensive overhaul due for completion the following Spring.

1 - 21 JAN	Inport San Diego
22 - 25 JAN	U/W Local OPS-SOCAL
26 - 28 JAN	Inport San Diego
29 JAN	U/W Enroute Mazatlan, Mexico
30 JAN	Salvage CG Helo Baja, CA
30 - 31 JAN	U/W Enroute San Diego (Helo Off-Load)
31 JAN - 3 FEB	U/W Enroute Mazatlan, Mexico
3 - 5 FEB	At Anchor Mazatlan, Mexico
6 - 8 FEB	U/W - Anchor Dive Ops - Mexico
8 - 9 FEB	U/W Enroute Puerto Vallarta
9 - 11 FEB	Inport Puerto Vallarta
12 - 15 FEB	U/W Enroute Ensenada, Mexico
15 FEB	At Anchor Ensenada, Mexico
16 FEB	U/W Enroute/Arrive San Diego
17 - 25 FEB	Inport San Diego
26 - 28 FEB	U/W DSRV OPS/MK 48 TORPEX SOCAL
1 - 4 MAR	Inport San Diego
5 - 9 MAR	U/W Local OPS SOCAL
9 - 14 MAR	Arrive/Inport San Diego
15 - 22 MAR	U/W Sea Trial (ASPRO)/Side Scan Astoria
23 - 24 MAR	Inport Astoria, Oregon
24 - 26 MAR	U/W Enroute Cape Mendecino
26 - 28 MAR	U/W Enroute San Diego
29 - 30 APR	Inport San Diego
30 APR	Dependent's Cruise
1 - 2 MAY	U/W Local OPS SOCAL
2 - 6 MAY	Arrive San Diego/Inport
7 - 9 MAY	U/W Enroute Mare Island, CA
9 - 10 MAY	Arrive/Inport Mare Island, CA
10 - 13 MAY	U/W Enroute Columbia River
13 - 19 MAY	Arrive/Salvage Ops Columbia River
19 - 21 MAY	Arrive/Inport Astoria, Oregon
21 -26 MAY	U/W Cont. Salvage Ops
26 - 29 MAY	Arrive/Inport Astoria, OR
29 - 31 MAY	U/W Cont. Salvage Ops
31 MAY - 2 JUN	Arrive/Inport Astoria, OR
2 - 7 JUN	U/W Recover Moor/Enroute San Diego
7 JUN - 24 JUN	Arrive/Inport San Diego
25 - 27 JUN	U/W SOCAL DSRV (AVALON) CA
28 JUN - 28 JUL	Inport San Diego (IMA)
28 JUN - 29 JUL	U/W Enroute Mare Island Naval Shipyard
29 JUL - 31 DEC 79	ROH

COMMANDER CHARLES J. DUCHOCK, JR., USN

Commander Charles J. DUCHOCK, Jr., is the son of Mary Duchock and the late C. J. Duchock, Sr. of Birmingham, Alabama. CDR DUCHOCK enlisted in the U. S. Navy in 1959 upon graduation from John Carroll High School. After completion of training, he served on board USS INTREPID (CVA-11) until his selection for the NESEP program in 1961. CDR DUCHOCK was graduated from Auburn University in 1964 and after attending OCS at Newport, Rhode Island, and Submarine School at New London, Connecticut, he reported to USS PICKEREL (SS 524) in 1965. During his tour in PICKEREL, he completed his qualification in submarines. He then served in USS GUDGEON (SS 567) from 1967 until 1970 when he reported to the U. S. Naval Postgraduate School at Monterey, California. Upon obtaining his Masters Degree in Oceanography in 1972, he reported to USS SALMON (SS 572) and served in her until 1974. His next tour was again in USS GUDGEON (SS 567) for duty as Executive Officer until 1975. CDR DUCHOCK then served as Chief Instructor Navy (CIN) at the Australian Joint Anti-Submarine School (AJASS) at HMAS ALBATROSS until reporting to the Naval School of Diving and Salvage, Washington, D. C. in 1978. On August 4, 1978, CDR DUCHOCK relieved CDR SMITH as Commanding Officer of PIGEON.

CDR DUCHOCK is married to the former Shirley Templeton of Decatur, Alabama. They have two daughters. Diedra Ann (born October 1965) and Sherill Lynn (born October 1967).

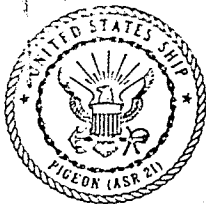
COMMANDER ABLERT J. SMITH, USN

Commander SMITH enlisted in the U. S. Navy in 1950 serving as a Fire Control Technician aboard the USS TRUMPETFISH (SS 425), USS ANGLER (SS 240) and USS HALFBEAK (SS 352). Upon conclusion of the Korean Conflict he attended the University of Massachusetts at Amherst. Following graduation, 1959, and commissioning in the Naval Reserve, Commander SMITH participated in the development and production of the MK 113 submarine fire control system. Subsequent to this period Commander SMITH was the Manufacturing Program Manager for various inertial navigation systems including that used by the Phantom II (F4) series fighter bomber. Recalled to active duty in 1965, Commander SMITH became Head Weapons Evaluation Branch, Naval Weapons Laboratory, Dahlgren, Virginia. From 1966 to 1969 he served aboard the USS GRAMPUS (SS 523). This was followed by assignment at the Navy School of Diving and Salvage and the Navy Experimental Diving Unit in Washington, D. C.

Commander SMITH then served for three years as Commanding Officer of the USS SKYLARK (ASR 20). During this assignment Commander SMITH was awarded a Navy Commendation Medal, and led the SKYLARK to the Navy "E" and a Meritorious Unit Commendation. Commander SMITH was assigned as a student at the Naval War College, Newport, Rhode Island, followed by a two year tour as a member of the Submarine Development Group ONE Staff. While a member of the staff, Commander SMITH served in the billets of Training and Readiness Officer, Diving Division Officer and Officer in Charge, Deep Diving School. During this period Commander SMITH was the United States Representative to the standing NATO working committee on diver training.

In addition to being qualified as both a Submarine and Surface Warfare Officer, Commander SMITH is also a General Diver, Saturation Diver, and Salvage Operations Officer.

Originally from Winthrop, Massachusetts, Commander SMITH is the son of Mrs. Albert Smith of Kensington, New Hampshire. He is married to the former Dorothy Parkinson of Derry, New Hampshire. They reside in Vienna, VA with their two sons, Albert and Robert, and a daughter Martha.



DEPARTMENT OF THE NAVY
COMMANDING OFFICER
USS PIGEON (ASR-21)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:

ASR21:TLT:jgr
5000
Ser 55
26 FEB 1979

From: Commanding Officer
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D. C. 20390

Subj: Command History; submission of.

Ref: (a) OPNAVINST 5750.12B of 20 May 71
(b) CINCPACFLTINST 5750.2B of 1 OCT 73

Encl: (1) 1978 Command History with Chronological Listing
(2) Past and Present Commanding Officers' Biographies

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

A handwritten signature in dark ink, appearing to read "C. J. Duchock, Jr.", is written over the typed name.

C. J. DUCHOCK, Jr.

Copy to:
CINCPACFLT
COMSUBPAC

On 1 January 1978, PIGEON was in her home port of San Diego, California moored at Naval Station 32nd Street. From 1 January to 19 January, PIGEON was training and preparing for the second saturation dive of the MK 2 MOD 1 Deep Dive System (DDS) in pursuit of obtaining system certification. On 20 January, PIGEON was ordered underway with only one hour notice, transited and anchored off San Clemente Island to engage in TR-5 salvage operations for the next three days. On 23 January, PIGEON successfully completed SALVOPS and proceeded back to San Diego. From 23 January to 29 January, PIGEON was in port San Diego putting the final touches on her DDS MK 2 MOD 1. Underway from San Diego on 30 January, PIGEON transited to San Francisco and anchored in San Francisco OPAREA U-5. On 2 February, PIGEON provided escort services to the USS PATRICK HENRY (SSBN 599). After completing her escort services, PIGEON proceeded to Santa Catalina Island, arriving on 4 February, to pursue DDS MOD 1 certification. Heavy weather caused delays in the dives as 16-20 foot seas caused a ten inch double braided nylon mooring hawser to part. Due to the weather, PIGEON entered an anchorage close to Avalon Harbor. After regaining her moor on 16 February, PIGEON pressurized her dive team and performed the 200 feet excursion the next day. On 18 February, PIGEON undertook the 500 feet dive and on 20 February, the 850 feet dive. From this point on, the series for certification of the DDS continued without interruption. On 22 February, PIGEON proceeded to San Diego and was in port until 26 March. During this time divers were decompressing. On 28 February, the efforts of the 180 officers and crew of PIGEON culminated in the "surfacing" of the second 200/500/850 feet open sea saturation dive using the DDS MK 2 MOD 1. An all hands effort, each departments' contribution and every mans' performance was essential to the successful certification dives. For the first time in the history of the United States, a commissioned U. S. Naval Ship was certified for HeO2 saturation diving, a true milestone in the Navy's diving history. From 28 February to 26 March, PIGEON was in port performing routine maintenance. On 27 March PIGEON was underway for the Southern California (SOCAL) OPAREAS, where the ship provided torpedo target and recovery services to USS BLUEBACK (SS-581) and USS BONEFISH (SS-582). On 29 March PIGEON was joined by USS DIXON (AS 37) and USS SOUTHERLAND (DD-743) in order to provide a main body target with screening vessels. On 31 March, PIGEON proceeded back to San Diego and remained there until 4 April performing ship maintenance. On 4 April, PIGEON proceeded to Santa Catalina Island and anchored until 6 April conducting ISE. From 7 April to 9 April, PIGEON was in port in San Diego. On 10 April, PIGEON proceeded to SOCAL OPAREA 2732XX and laid a four point, 1000 foot moor and commenced to conduct refresher training and drills. On 17 April, PIGEON recovered her moor and conducted ISE in the SOCAL OPAREA which included targetting and torpedo recovery for an SSBN until 19 April. From 20 to 23 April, PIGEON was in port in San Diego preparing for DSRV OPS with the AVALON (DSRV-2). From 24 April to 28 April, PIGEON conducted highly successful DSRV OPS with AVALON in the SOCAL OPAREA and executed a simulated submarine rescue mission. On 29 April, PIGEON got underway for Catalina Island with families and dependents of PIGEON and AVALON onboard anchored there until 1 May for a gala celebration sponsored by the citizens of Avalon, California,

Enclosure (1)

then proceeded to San Diego. From 2 May to 14 May, PIGEON was in port in San Diego performing routine ships maintenance. From 15 May to 18 May PIGEON towed the USS DOLPHIN (AGSS-555) from San Diego to San Francisco. Submarine towing was another PIGEON "FIRST" and PIGEON gathered important towing information for the Navy as well as proving her numerous capabilities. From 19 May to 21 May, PIGEON was in port in San Francisco. On 22 May PIGEON got underway and proceeded to Santa Catalina Island, arriving on 23 May. PIGEON anchored at Santa Catalina Island until 24 May conducting ships drills. From 24 May to 25 May, PIGEON was enroute to San Francisco and provided submarine escort services for USS ROBERT E. LEE (SSBN-601) until 27 May. From there PIGEON proceeded back to San Diego arriving on 28 May. From 29 May to 29 June, PIGEON was in port performing ships maintenance and, in late June, preparing to undertake salvage operations on a F-14 "TOMCAT" that had crashed in 730 feet of water off San Clemente Island earlier that month. On 30 June, PIGEON got underway and proceeded to San Clemente Island to salvage an F-14 Fighter. Arriving on 1 July, PIGEON surveyed the bottom, locating the F-14 and then laid down a four point moor on 4 July. From 4 July to 15 July, PIGEON conducted salvage operations using the DDS MK 2 MOD 1 HeO₂ Saturation Diving System. During this time, PIGEON divers were able to recover one engine with afterburner and the pilot's ejection seat. Short diver umbilicals prevented more of the wreckage from being recovered. PIGEON recovered her four point moor on 15 and 16 July and proceeded back to San Diego, arriving on 17 July. Once again, PIGEON has demonstrated her usefulness and versatility. From 18 July to 24 July PIGEON was in port San Diego performing ship's maintenance. From 25 July to 28 July, PIGEON conducted ISE in the SOCAL OPAREA to demonstrate the ship's capabilities and seaworthiness to the PCO, CDR Charles C. Duchock, Jr. From 29 July to 4 August, PIGEON was in port in San Diego preparing for the change of command ceremony. On 4 August at 1100 local time, CDR Charles J. Duchock, Jr., relieved CDR Albert J. Smith as Commanding Officer, USS PIGEON (ASR-21). From 4 August to 4 September, PIGEON was in port in San Diego in an upkeep with local maintenance facilities. Underway on 05 September, PIGEON's crew conducted ISE for two days in the SOCAL OPAREAS. Due to fuel restrictions the majority of PIGEON's September underway operations were cancelled. This in port time, 7 September to 19 September, was used for upkeep and an intense period of shipchecks by Mare Island Naval Shipyard in preparation for the upcoming FY-79 overhaul. On 20 September PIGEON was underway for Monterey, California to await USS HADDOCK (SSN 621) sea trials and perform escort services during HADDOCK's deep dive. PIGEON remained at anchor in Monterey Bay conducting diving operations for one week. After HADDOCK sea trials slipped with no firm date in sight, PIGEON returned to San Diego on 1 October. From 2 October to 16 October PIGEON remained in port performing routine maintenance. Underway on 17 October PIGEON participated in the Outlaw Shark Tactical Training Exercise with USS GURNARD (SSN 662) and USS GUITARRO (SSN 665). PIGEON returned to port on 20 October; and conducted an upkeep at San Diego until 5 November. On 21 October PIGEON was awarded the Battle Efficiency "E" and the Engineering "E" for fiscal year 1978. From 6 November through 8 November PIGEON conducted diving operations in the SOCAL OPAREA. PIGEON proceeded to a berth at Broadway Pier in downtown San Diego for the weekend of 10 November in observance of Veterans Day. Guided tours were conducted and PIGEON was toured by four thousand visitors.

PIGEON was underway from 13 November to 17 November conducting type training evolutions. PIGEON returned to port on 17 November and after eight days of routine maintenance, was underway again on 27 November for VERTREP and MEDEVAC training returning to San Diego on 30 November. PIGEON remained in port at Naval Station, San Diego the month of December for upkeep and holiday leave period.

PIGEON was underway from 13 November to 17 November conducting type training evolutions. PIGEON returned to port on 17 November and after eight days of routine maintenance, was underway again on 27 November for VERTREP and MEDEVAC training returning to San Diego on 30 November. PIGEON remained in port at Naval Station, San Diego the month of December for upkeep and holiday leave period.

CHRONOLOGICAL LIST OF EVENTS FOR 1978

01 JAN - 19 JAN	INPORT SAN DIEGO
20 JAN -	ENR SAN CLEMENTE
20 JAN - 23 JAN	TR-5 SALVAGE OPS
23 JAN -	ENR SAN DIEGO
23 JAN - 29 JAN	INPORT SAN DIEGO
30 JAN - 01 FEB	ENR SAN FRANCISCO
02 FEB -	SUMARINE ESCORT SERVICES
02 FEB - 04 FEB	ENR SANTA CATALINA IS
04 FEB - 22 FEB	MOORED SANTA CATALINA IS 850 FT SAT DIVE
22 FEB -	ENR SAN DIEGO
22 FEB - 26 MAR	INPORT SAN DIEGO
27 MAR - 31 MAR	ISE SOCAL MK-14 OPS
01 APR - 03 APR	INPORT SAN DIEGO
04 APR -	ENR SANTA CATALINA IS.
04 APR - 06 APR	ANCHORED SANTA CATALINA IS.
06 APR -	ENR SAN DIEGO
07 APR - 09 APR	INPORT SAN DIEGO
10 APR - 17 APR	MOORED SOCAL OPAREA 2732XX
17 APR - 19 APR	ISE SOCAL/TARGET SVCS
19 APR -	ENR SAN DIEGO
20 APR - 23 APR	INPORT SAN DIEGO
24 APR - 28 APR	DSRV OPS SOCAL
28 APR -	ENR SAN DIEGO
28 APR -	INPORT SAN DIEGO
29 APR -	ENR SANTA CATALINA IS./DEPENDENTS CRUISE
29 APR - 01 MAY	ANCHORED AVALON BAY
01 MAY -	ENR SAN DIEGO
02 MAY - 14 MAY	INPORT SAN DIEGO
15 MAY - 18 MAY	TOWING OPS USS DOLPHIN (AGSS-555)
19 MAY - 21 MAY	INPORT SAN FRANCISCO, CA
22 MAY -	ENR SANTA CATALINA IS.
23 MAY - 24 MAY	ANCHORED SANTA CATALINA IS.
24 MAY - 25 MAY	ENR SAN FRANCISCO, CA
26 MAY - 27 MAY	SUBMARINE ESCORT SERVICES
27 MAY - 28 MAY	ENR SAN DIEGO
29 MAY - 29 JUN	INPORT SAN DIEGO
30 JUN -	ENR SAN CLEMENTE IS.
01 JUL - 15 JUL	F-14 SALVAGE OPS
15 JUL - 16 JUL	RECOVERING MOOR
16 JUL - 17 JUL	ENR SAN DIEGO
18 JUL - 24 JUL	INPORT SAN DIEGO
25 JUL - 28 JUL	ISE SOCAL
29 JUL - 04 AUG	INPORT SAN DIEGO
04 AUG	CHANGE OF COMMAND
04 AUG - 04 SEP	INPORT SAN DIEGO
05 SEP - 06 SEP	ISE SOCAL
07 SEP - 19 SEP	INPORT SAN DIEGO
20 SEP - 22 SEP	ENR MONTEREY

23 SEP - 30 SEP
30 SEP - 01 OCT
02 OCT - 16 OCT
17 OCT - 20 OCT
21 OCT - 05 NOV
06 NOV - 08 NOV
09 NOV - 12 NOV
13 NOV - 17 NOV
18 NOV - 26 NOV
27 NOV - 30 NOV
30 NOV - 31 DEC

MONTEREY-PORT VISIT
ENR SAN DIEGO
INPT UKP
TYT SHARKEKX/TGT SVCS
INPT UKP
TYT DIVING
INPT VET DAY - VISIT SHIP
TYT
INPT UPK
TYT
INPT SAN DIEGO

COMMANDER CHARLES J. DUCHOCK, JR., USN

Commander Charles J. DUCHOCK, Jr., is the son of Mary Duchock and the late C. J. Duchock, Sr. of Birmingham, Alabama. CDR DUCHOCK enlisted in the U. S. Navy in 1959 upon graduation from John Carroll High School. After completion of training, he served on board USS INTREPID (CVA-11) until his selection for the NESEP program in 1961. CDR DUCHOCK was graduated from Auburn University in 1964 and after attending OCS at Newport, Rhode Island and Submarine School at New London, Connecticut, he reported to USS PICKEREL (SS 524) in 1965. During his tour in PICKEREL, he completed his qualification in submarines. He then served in USS GUDGEON (SS 567) from 1967 until 1970 when he reported to the U. S. Naval Postgraduate School at Monterey, California. Upon obtaining his Masters Degree in Oceanography in 1972, he reported to USS SALMON (SS 572) and served in her until 1974. His next tour was again in USS GUDGEON (SS 567) for duty as Executive Officer until 1975. CDR DUCHOCK then served as Chief Instructor Navy (CIN) at the Australian Joint Anti-Submarine School (AJASS) at HMAS ALBATROSS until reporting to the Naval School of Diving and Salvage, Washington, D. C. in 1978.

CDR DUCHOCK is married to the former Shirley Templeton of Decatur, Alabama. They have two daughters. Diedra Ann (born October 1965) and Sherill Lynn (born October 1967).

COMMANDER ABLERT J. SMITH, USN

Commander SMITH enlisted in the U. S. Navy in 1950 serving as a Fire Control Technician aboard the USS TRUMPETFISH (SS 425), USS ANGLER (SS 240) and USS HALFBEAK (SS 352). Upon conclusion of the Korean Conflict he attended the University of Massachusetts at Amherst. Following graduation 1959 and commissioning in the Naval Reserve, Commander SMITH participated in the development and production of the MK 113 submarine fire control system. Subsequent to this period Commander SMITH was the Manufacturing Program Manager for various inertial navigation systems including that used by the Phantom II (F4) series fighter bomber. Recalled to active duty in 1965. Commander SMITH became Head Weapons Evaluation Branch, Naval Weapons Laboratory, Dahlgren, Virginia. From 1966 to 1969 he served aboard the USS GRAMPUS (SS 523). This was followed by assignment at the Navy School of Diving and Salvage and the Navy Experimental Diving Unit in Washington, D. C.

Commander SMITH then served for three years as Commanding Officer of the USS SKYLARK (ASR 20). During this assignment Commander SMITH was awarded a Navy Commendation Medal, and led the SKYLARK to the Navy "E" and a Meritorious Unit Commendation. Commander SMITH was assigned as a student at the Naval War College, Newport, Rhode Island followed by a two year tour as a member of the Submarine Development Group ONE Staff. While a member of the staff, Commander SMITH served in the billets of Training and Readiness Officer, Diving Division Officer and Officer in Charge, Deep Diving School. During this period Commander SMITH was the United States Representative to the standing NATO working committee on diver training.

In addition to being qualified as both a Submarine and Surface Warfare Officer Commander SMITH is also a General Diver, Saturation Diver and Salvage Operations Officer.

Originally from Winthrop, Massachusetts, Commander SMITH is the son of Mrs. Albert Smith of Kensington, New Hampshire. He is married to the former Dorothy Parkinson of Derry, New Hampshire. They reside in San Diego with their two sons, Albert and Robert, and a daughter Martha.



U.S. NAVAL AIR FORCE
SAN FRANCISCO 94101

ASP21:MS:igr
5000
Ser 337
13 September 1978

From: Commanding Officer
To: Director of Naval History (OP-09B9), Washington Navy Yard,
Washington, D. C. 20390

Subj: Command History; submission of

Ref; (a) OPNAVINST 5750.12B of 20 May 71
(b) CINCPACFLTINST 5750.2B of 1 Oct 73

Encl: (1) 1977 Command History

1. In accordance with references (a) and (b), enclosure (1) is submitted.

A handwritten signature in cursive script, appearing to read "C. J. Duchock, Jr.".
C. J. DUCHOCK, Jr.

Copy to:
CINCPACFLT
COMSUBPAC

1977 (COMMAND HISTORY)

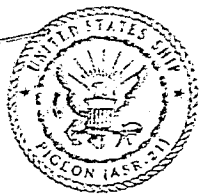
On 1 January 1977, PIGEON was in her homeport of San Diego, California moored at Naval Station 32nd Street. On 18 January, the ship shifted berths to the Naval Fuel Pier in preparation for the upcoming three weeks at sea. Underway on 19 January, PIGEON's crew worked through general and casualty control drills. As the ship made repeated passes over several Deep Ocean Transponders (DOT's), the Deep Submergence Tracking Detail was exercised as part of their refresher training. On 22 January, PIGEON went into a two point moor in approximately 150 feet of water. The moor was located in the southern lee of Santa Catalina Island and was planned to allow the ship to be shifted in the moor to allow surface-supplied air diving at 150 foot depths and surface-supplied HeO2 diving at 200 foot depths. Air dives and HeO2 dives were made using both in-water and surface decompression techniques. Returning to port on 4 February, the crew began to prepare for Phase II of the DSRV operational evaluation (OPEVAL): a local rescue using the ASR-21 class ship to support the DSRV for nine round trips. The DSRV was loaded on 14 February and the following three days of rehearsal provided an excellent workup for this important operation. Upon return to port, the DSRV was off-loaded and began a final upkeep period prior to the operation. The mission, a simulated rescue of a distressed submarine, commenced on 25 February. It required nine round trips from the ASR to the simulated distress submarine (SDS). Although the 3-D sonar tracking system was not designed for use in shallow water, it proved its usefulness as an acoustic command and control system. DSRV tracking was conducted for crew proficiency and provided valuable information to the DSRV throughout the dives. The DSRV handling detail worked many hard hours launching and recovering the vehicle. Inclement weather delayed the operation for two days and the nine round trips were successfully completed on the morning of 4 March, marking a true milestone in the DSRV program. PIGEON returned to port triumphantly on 4 March and kept the DSRV onboard and again returned to sea on 7 March for one last day of filming with Universal Studios for the motion picture "Gray Lady Down". The DSRV was off-loaded on 8 March. PIGEON had now satisfied the DSRV-related portion of her mission and all indications were that the ship's company would finally be able to pursue the certification of the Deep Dive System (DDS) MK 2 MOD 1. A five week intermediate maintenance activity (IMA) availability was commenced on 7 March during which emphasis was directed toward the resolution/correction of material deficiencies in DDS and support systems, including the weight handling system, clean room, and personnel transfer capsule (PTC) trucks. The divers began the involved process of watchstander training and qualification while conducting component/sub-system/system level testing and trials. Operational and emergency procedures were reviewed and validated and dive team selection was initiated. Underway on 19 April for independent ship's exercises (ISE), the crew exercised at general, engineering casualty and damage control stations. The tracking teams employed the 3-D sonar system and conducted a continuing series of acoustic sensor systems trials. The divers continued DDS unmanned/unpressurized system trials. During an inport period from 20 April through 12 May, civilian technical representatives were tasked to trouble-shoot bridge crane electronics, conducted a design-review of the DDS fire protection system and the cleanroom,

Enclosure (1)

and to prepare a new series of test runs. During the week of 6 May - 13 May, sixty-five hours of integrated dive and weight handling systems testing and training was accomplished. PIGEON transitted to the Southern California (SOCAL) OPAREA and completed a 1000 foot, two-point moor on 13 May. The hydrostatic testing of both PTC's to 110% of maximum operating depth was completed by 17 May. The deep moor was recovered on 18 May and the ship returned to port. In preparation for the system certification authority (SCA) on-site survey of DDS MK2 MOD1 material and documentation, an in-depth review of certification documentation revealed problems with material tracibility in a portion of the DDS and required corrective action which included recleaning of the oxygen system. This requirement was of major proportions and would continue for some four months, causing a substantial delay in the certification schedule. In support of the Navy's public affairs program, PIGEON was berthed at San Diego Broadway Pier on the weekend of 3 June to provide a nautical backdrop for a convention of the American Architects Association. In company with a Guided Missile Cruiser and an Amphibious Helicopter Carrier, PIGEON was toured by several hundred visitors. On 22 June, PIGEON was underway doing local operations with the Deep Submergence Vehicle (DSV-4) SEACLIFF, another PIGEON "FIRST". After these operations, PIGEON was in-port performing ship maintenance until 12 September. The period from 12 September - 16 September found PIGEON underway conducting ISE's and type training evolutions (TYT). On 16 September, PIGEON returned to port to prepare for USS PARCHE (SSN 683) sea trials. From 26 September to 29 September PIGEON transitted to Mare Island, California. The radar assisted piloting team performed superbly as PIGEON entered the San Francisco area, enroute to Mare Island. Repairs to the surface supplied diving system (SSDS) were conducted at NAVSHIPYD Mare Island until 6 October. From 6 October to 10 October, PIGEON provided submarine sea trial escort services for a sister-unit of SUBDEVRU ONE: USS PARCHE (SSN-683). This operation not only marked the first sea trial escort services by PIGEON, but also accomplished a U. S. Navy "FIRST": the three dimensional (3-D) sonar tracking of a submarine on sea trials. PIGEON also conducted two personnel transfers by boat in sea state 4 and conducted the first helo personnel transfer from PIGEON with only twenty minutes notice. On 10 October, PIGEON returned to San Diego and conducted centerwell dives while at the pier. PIGEON remained in port until 30 November performing routine maintenance. Underway on 30 November, PIGEON set a two point moor on 3 December and conducted an 850 foot saturation dive in the Southern California operating area (SOCAL). This 200-500-850 foot sliding saturation dive exercised the DDS MK2 MOD 1 to its maximum operating depth and logged the first saturation dive from a commissioned United States Ship. On 9 December, PIGEON recovered her moor and returned to San Diego. The saturation divers were decompressed until 18 December. On 31 December, PIGEON was inport at San Diego.

CHRONOLOGICAL LIST OF EVENTS FOR 1977

01 JAN - 19 JAN	INPORT SAN DIEGO
19 JAN - 04 FEB	ISE/DIVING OPS SOCAL
04 FEB - 14 FEB	INPORT SAN DIEGO
14 FEB - 17 FEB	DSRV OPS SOCAL
17 FEB - 25 FEB	INPORT SAN DIEGO
25 FEB - 04 MAR	DSRV OPS SOCAL
04 MAR - 07 MAR	INPORT SAN DIEGO
07 MAR - 07 MAR	MOVIE OPS SOCAL
07 MAR - 19 APR	INPORT SAN DIEGO
19 APR - 20 APR	TYT SOCAL
20 APR - 12 MAY	INPORT SAN DIEGO
12 MAY - 17 MAY	ISE SOCAL
17 MAY - 22 JUN	INPORT SAN DIEGO
22 JUN - 22 JUN	ISE SOCAL
22 JUN - 12 SEP	INPORT SAN DIEGO
12 SEP - 16 SEP	TYT/ISE SOCAL
16 SEP - 26 SEP	INPORT SAN DIEGO
26 SEP - 29 SEP	ENR MARE IS. CA
29 SEP - 06 OCT	INPORT MARE IS.
06 OCT - 10 OCT	SFRAN OP AREA U - 5/ENR SAN DIEGO
10 OCT - 30 NOV	INPORT SAN DIEGO
30 NOV - 09 DEC	LOCAL OPS/SAT DIVE
09 DEC - 31 DEC	INPORT SAN DIEGO



USS PIGEON (ASR-21)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:
ASR21:JME:ky
5709
Ser 167
21 APR 1977

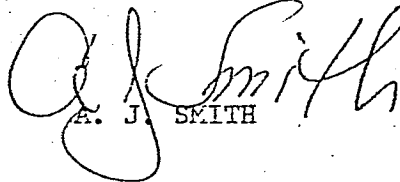
From: Commanding Officer
To: Director of Naval History (OP-09B9)
Washington Navy Yard
Washington, DC 20390

Subj: Command History; submission of

Ref: (a) OPNAVINST 5750.12B of 20 May 71
(b) CINCPACFLTINST 5750.2B of 1 Oct 73

Encl: (1) 1976 Command History

1. In accordance with references (a) and (b), enclosure (1) is submitted.


A. J. SMITH

Copy to:
CINCPACFLT
COMSUBPAC

1976 COMMAND HISTORY

On 1 January 1976, PIGEON was in her home port, San Diego, California, preparing for a Post Shakedown Availability (PSA) scheduled to commence 19 January at the Naval Shipyard Long Beach California. The week of 12 January was dedicated to Individual Ship Exercises (ISE) prior to commencing the extended inport period of the PSA. The 15th day of January was set aside for a Dependent's Cruise. On 17 January, PIGEON put to sea for the short transit to Long Beach, and then on 19 January arrived at the shipyard and began the scheduled three month Post Shakedown Availability. Major accomplishments during this availability included extensive work on the bridge crane, the weight handling system and the deep submergence rescue vehicle cradle dolly. The clean room was further modified to improve the ship's ability to maintain the rigid cleanliness requirements for the MK 2 MOD 1 Deep Diving System (DDS). Many certification discrepancies in the DDS were resolved, the "Four-Point Mooring" pontoon buoy (spuds) stowage racks on the forecastles were modified to provide clearer, more workable deck space on the forecastles. Additionally, the ship's crew made use of the extended inport period to overhaul two of the ship's service diesel generators. Dock trials were held on 29 March, and during the sea trials that followed, excessive wear on one of the port main engines was noted and required returning to the shipyard for an additional two weeks work. On 15 April, with sea trials completed, PIGEON departed for her homeport of San Diego. One week of inport upkeep provided time for the crew to re-unite with their families before the ship returned to sea for the next few weeks conducting ISE and Refresher Training (RFT) in the local operating areas. After this operating period, PIGEON was again inport, this time busily preparing for an inspection by the Sub-Board of Inspection and Survey, Pacific, to be conducted from 24 May to 28 May. The Board conducted a thorough underway inspection in all mission areas followed by a two day inport "open and inspect" phase. After reassembling the equipments that had been opened for inspection, PIGEON stood out to sea on 7 June for three days of Prospective Commanding Officer (PCO) operations. The PCO was CDR A. J. SMITH, USN of Winthrop, Mass, an experienced submariner, diver, and former ASR skipper. This period of general and casualty drills was intended to appraise the Prospective Commanding Officer of the level of training and readiness of the crew and to exercise the ship in as many of mission areas as possible. Also embarked during this period was CDR A. C. ESAU, USN, PCO of PIGEON's sister ship, the USS ORTOLAN (ASR-22). While at sea, the soon-to-be Commanding Officers of these two unique ships exchanged viewpoints and objectives.

On 11 June 1976, PIGEON's Change of Command Ceremony was held onboard while moored at the Ballast Point Submarine Support Facility, San Diego, CA. Following the change of command ceremony the second Commanding Officer of PIGEON, CDR W. J. DOYLE, USN was to execute his orders and report to the Naval Research Laboratory, Port Hueneme, CA.

The ship was immediately assigned a one month availability at her Intermediate Maintenance Activity (IMA) located at the Naval Station in San Diego for extensive work on her ship's service diesel generators. An intensive preparation period for the upcoming scheduled certification of

Encl (1) to PIGEON
ltr Ser 167 of 21 APR 77

the MK 2 MOD 1 Deep Diving System (DDS) began with PIGEON's divers working long hours and weekends to prepare the diving system for final certification. The Bridge Crane, which is an integral part of the diving operation, was groomed for the handling of the Personnel Transfer Capsule (PTC).

On 30 June 1976 USS PIGEON (ASR-21) had been delivered to the Fleet and became an operational unit of the United States Pacific Fleet. With the long series of new construction trials and modifications behind, PIGEON first exercised her new operational status in a independent exercise of the ship in the local operating areas. Proceeding west to an anchorage at Tanner Banks, where PIGEON's divers logged numerous qualification dives during these exercises. Utilizing surface supplied air and MK 1 Band Mask capabilities, this also gave all divers experience in decompression techniques. A port call in the City of Avalon on Santa Catalina Island was a highlight of this trip as PIGEON anchored close to Avalon Harbor. The mayor of Avalon and numerous visitors from the island were toured through the ship.

Exercising another significant capability on 28 July, PIGEON's crew went to flight quarters for the ships first low level vertical replenishments (VERTREPS) and medical evacuations (MEDEVACS) with an SH-3F helicopter based at the Naval Air Station, North Island. PIGEON's crew performed eight VERTREPS and two MEDEVACS from the helo deck. Returning to Ballast Point on 28 July, the crew spent the next three weeks in port for ship maintenance and crew training. All divers continued their efforts in preparation for the upcoming saturation dives which would certify the system and also mark the first manned saturation dives of PIGEON's Deep Diving System.

Periodically emphasis was returned to general drills, casualty control drills, and DSRV support ship capabilities in spite of the continued workup for the DDS certification. On 19 August PIGEON went to sea for 8 days of crew training. A two point mooring exercise off Santa Catalina was conducted and unmanned hydrostatic testing of the port Personnel Transfer Capsule (PTC) was commenced. This test was not completed because of design problems in the PTC Truck which became evident during the test. The following morning HE02 mixed gas diving operations were commenced and another PIGEON "first" was established. The dive teams logged a depth of 270 ft. and operationally certified the Open Diving Bell. PIGEON returned to San Diego on 27 August.

The rescheduling of the Deep Submergence Rescue Vehicle (DSRV) Operational Evaluation (OPEVAL) caused a sudden shift in priorities. Certification of the MK 2 MOD 1 Deep Diving System Certification effort was once again halted.

The first two weeks of September were spent preparing for the embarkation of the DSRV. The Bridge Crane was groomed and tested, the ship's electrical DSRV charging system was exercised, and the Three Dimensional Sonar Tracking System was peaked in anticipation of the OPEVAL. Intensive training of the special details required for DSRV support was given high priority.

In addition to preparing for the DSRV OPEVAL, PIGEON had been nominated to support the motion picture "GREY LADY DOWN" by Universal Studios of Hollywood, California. The movie, starring Charlton Heston, was the fictional tale of the collision between the nuclear attack submarine NEPTUNE and a merchant freighter. Severely damaged by the collision, NEPTUNE sank to a depth exceeding her crush depth. The ill-fated submarine

continued to experience a tragic chain of misfortunes and disasters.

On 14 September, DSRV-1 embarked aboard PIGEON along with personnel and equipments from Universal Studios. The following day, the ship put to sea for three days of filming, anchoring each night. The film crews arrived by small boat each morning for filming. The weekend of 18 September was spent in port. The DSRV Support Van was off-loaded. On 20 September PIGEON put to sea to continue the movie ops. At the completion of filming, DSRV-1 was lowered to 125 feet on the cradle dolly and departed the ship to recover onboard the waiting M/V TRANSQUEST. The Hollywood crew and their equipment were transferred by small boat. PIGEON returned to San Diego Harbor. The ship fueled as the Commanding Officer and several of the ship's officers attended a briefing at the headquarters of Commander Submarine Development Group ONE (COMSUBDEVGRU ONE). The subject was the DSRV Mother Submarine OPEVAL. The location of the simulated rescue was in the Pacific Northwest Search and Rescue (SAR) Sector. PIGEON, and the mother submarine configured USS GURNARD (SSN 662) were to be prepositioned in Seattle, Washington to await the arrival of the DSRV.

PIGEON put to sea for the 1300 mile transit to Seattle. She arrived in Seattle on 30 September, and the crew enjoyed a week of short working hours and excellent liberty. The DSRV-1 arrived at McChord AFB on 6 October, transported to the Port of Tacoma and loaded onboard GURNARD. GURNARD began the long surface transit through Puget Sound to the Submarine Test and Trials Area located forty-five miles southwest of Cape Flattery. Prior to the first dive on 8 October, while preparing the DSRV Handling System, a serious material casualty occurred aboard PIGEON. A device which held the cradle dolly to the lift platform failed under load, seriously damaging the cradle dolly and rendering it useless for the recovery of DSRV. PIGEON, GURNARD and DSRV-1 returned to Puget Sound Naval Shipyard in Bremerton, Washington for emergency repairs. The failure was identified as a design deficiency in the bolting system. Ten days later, the three units returned to sea for continuation of the exercise. During the first dive, DSRV-1 was recovered aboard PIGEON. The three units returned to Puget Sound Naval Shipyard. The ensuing 3 weeks were spent effecting repairs while unfavorable weather, which had developed off the Washington coast, deteriorated to the point that rescue exercises could not continue. The decision was made to shift the OPEVAL to the San Francisco OPAREA. On 10 November, PIGEON with DSRV-1 embarked, got underway for San Francisco. GURNARD sailed the following day to join PIGEON. On 13 November, PIGEON arrived in San Francisco and moored at NAS Alameda. The DSRV was shifted to GURNARD and the three units once again set out to sea. Heavy swells exiting San Francisco Bay caused significant damage to the DSRV which was being carried "piggyback" on the surfaced GURNARD. This damage was sufficient to terminate the operation. With the DSRV once again onboard PIGEON, the two units sailed for their homeport of San Diego on 17 November. GURNARD began the return journey to Bremerton. PIGEON, with DSRV-1 embarked, arrived in San Diego on 19 November, two months after their departure. The DSRV was offloaded at NAS North Island and PIGEON returned to the Mole Pier at the Naval Station San Diego. After the Thanksgiving Holiday, the ship started an IMA upkeep which was to last through the first week of January 1977. The remainder of 1976 was spent at the Naval Station with the crew enjoying well earned Christmas Holidays at home.

CHRONOLOGICAL LIST OF EVENTS FOR 1976

01 JAN - 11 JAN	INPORT SAN DIEGO
12 JAN - 15 JAN	ISE SOCIAL
16 JAN - 16 JAN	INPORT SAN DIEGO
17 JAN - 18 JAN	ENR LONG BEACH
19 JAN - 31 MAR	PSA LONG BEACH
01 APR - 02 APR	SEA TRIAL SOCIAL
03 APR - 14 APR	INPORT LONG BEACH
15 APR - 16 APR	ENR SAN DIEGO
17 APR - 28 APR	INPORT SAN DIEGO
29 APR - 30 APR	ISE/RFT SOCIAL
01 MAY - 03 MAY	INPORT SAN DIEGO
04 MAY - 07 MAY	ISE/RFT SOCIAL
08 MAY - 09 MAY	INPORT SAN DIEGO
10 MAY - 13 MAY	ISE/RFT SOCIAL
14 MAY - 23 MAY	INPORT SAN DIEGO
24 MAY - 26 MAY	UMI SOCIAL
27 MAY - 06 JUN	INPORT SAN DIEGO
07 JUN - 09 JUN	PCO OPS SOCIAL
10 JUN - 18 JUL	INPORT SAN DIEGO
19 JUL - 28 JUL	ISE/RFT
29 JUL - 18 AUG	INPORT SAN DIEGO
19 AUG - 26 AUG	ISE/RFT SOCIAL
27 AUG - 14 SEP	INPORT SAN DIEGO
16 SEP - 17 SEP	DSRV OPS SOCIAL
18 SEP - 19 SEP	INPORT SAN DIEGO
20 SEP - 22 SEP	MOVIE OPS SOCIAL
22 SEP - 28 SEP	ENR SEATTLE
29 SEP - 06 OCT	INPORT SEATTLE
07 OCT - 08 OCT	DSRV OPEVAL STATA
09 OCT - 16 OCT	INPORT BREMERTON, WA
17 OCT - 20 OCT	DSRV OPEVAL STATA
21 OCT - 02 NOV	INPORT BREMERTON, WA
03 NOV - 03 NOV	ENR/AT BANGOR, WA
08 NOV - 08 NOV	OPS HOOD CANAL
09 NOV - 09 NOV	OPS HOOD CANAL
10 NOV - 13 NOV	ENR ALAMEDA, CA
14 NOV - 14 NOV	INPORT ALAMEDA, CA
14 NOV - 16 NOV	AT/ENR SAN FRANCISCO OP AREAS
16 NOV - 16 NOV	INPORT SAN FRANCISCO
17 NOV - 19 NOV	ENR SAN DIEGO
20 NOV - 31 DEC	INPORT SAN DIEGO



USS PIGEON (ASR-21)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:
ASR21:CLA:ky
5700
Ser 88
12 MAR 1976

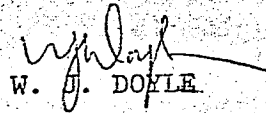
To: Director of Naval History (OP-09B9)

Subj: Report 5750-1; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) 1975 Command History

1. In accordance with reference (a), enclosure (1) is hereby submitted.


W. J. DOYLE

On 1 January 1975 USS PIGEON (ASR-21) was in her home port, San Diego, California. The first three weeks of January were dedicated to independent exercises in local, Southern California areas, with an emphasis on refresher crew training, four point mooring evolutions and DSRV handling exercises. The fourth week of January was spent operating with Deep Submergence Rescue Vehicle-One (DSRV-1) off San Clemente Island. A number of submerged launches and recoveries were made, and tracking exercises were conducted using PIGEON'S 3-D sonar system. By the end of this week the crew had become well experienced in DSRV operations. On 29 January PIGEON operated with USS TROUT (SS-566), providing target services in a local operating area. This marked PIGEON'S first joint operation with a submarine. Upon completion of these exercises, PIGEON proceeded directly to Long Beach Naval Shipyard, Long Beach, California. On 30 January 1975 PIGEON moored at pier one, Long Beach Naval Shipyard to commence an extended restricted availability (RAV). Although scheduled to start on the following day and last for a period of four and one-half months, PIGEON'S departure from the shipyard was to be delayed until 28 August. The portion of this time from 28 February until 29 May was spent resting on keel blocks in drydock No. 1 with USS HOEL (DDG-13). The most extensive work accomplished during the shipyard availability was the "sea-kindliness modification", which required increasing cross-structure height above the water and installation of a wing shaped foil between the hulls. Placed at keel level, the foil was situated well forward, about 60 feet from the bows. It was designed to increase PIGEON'S sea-keeping ability by reducing her pitching action. In the past she had shown a disturbing tendency to slam her forward cross-structure (the area between the two hulls) into oncoming seas. Subsequent operations proved the effectiveness of this modification. Other major jobs included installation of a clean room (hydrocarbon and particle free compartment) for cleaning components of the Deep Dive System for oxygen or breathing gas service, main propulsion and auxiliary machine repairs, and work in the bridge crane and cradle dolly. On 29 June an inclining experiment was performed, and on 25 August PIGEON got underway for three days of sea-trials. Trials included tests of the propulsion system, bridge crane, cradle dolly, 3-D sonar tracking system, and mooring evolutions. On 28 August PIGEON departed Long Beach Naval Shipyard, arriving in San Diego the following day. On 15 September the Board of Inspection and Survey arrived and the President of the Board, Rear Admiral John D. Bulkeley, USN, broke his flag on board. After two days of underway trials and two days of in-port material inspection by the Board of Inspection and Survey, RADM Bulkeley's flag was hauled down on 19 September. The week of 29 September was spent conducting crew training in San Diego operating areas. The following week was spent at Santa Cruz Acoustic Range Facility. Tests investigating PIGEON'S self generated noise signatures were conducted with emphasis on determining the optimum engineering plant combination for use during 3-D sonar system tracking and WQC operations. PIGEON participated in San Diego's celebration of the Navy's 200th anniversary as one of the visit ships at Broadway Pier. DSRV-II was embarked and on display as over 5,000 visitors toured PIGEON during the three day celebration from 11 through 13 October. On the 14th PIGEON proceeded to sea and launched DSRV-II in a local operating area for recovery aboard M/V TRANQUEST. PIGEON immediately departed for the NAS Alameda, California

for a rest and recreation visit. This transit accounted for the greatest number of miles PIGEON travelled in a single voyage during 1975. The crew enjoyed a three day weekend in San Francisco and returned the following week to San Diego. PIGEON conducted conventional diver training at Cortez and Tanner Banks from 17 to 26 November. Over 100 hardhat and SCUBA dives were made at depths up to 140 feet. All of PIGEON'S 30 plus divers made at least 3 dives each. After a brief Thanksgiving holiday, PIGEON operated at San Clemente Island from 3 through 15 December with DSRV-I. A number of mission scenario dives were made between PIGEON and a simulated distressed submarine (SDS) located on the ocean floor. Material casualties to DSRV-I and heavy weather forced interruption of the operation before the nine round trip goal was achieved. At every opportunity during breaks in the DSRV operations PIGEON divers took advantage of the excellent conditions on the nearby shoreline to conduct diver training. PIGEON returned to port on 15 December. The year was concluded with the crew enjoying holiday routine, while making preparations for a Post Shakedown Availability (PSA) scheduled to commence on 19 January 1976 at Long Beach Naval Shipyard.



USS PIGEON (ASR-21)
FPO SAN FRANCISCO 96601

IN REPLY REFER TO:
ASR21:CLA:rgg
5700
Ser: 90
18 February 1975

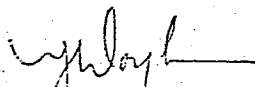
To: Director of Naval History (OP-09B9)

Subj: Report 5750-1; submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) 1974 Command History

1. In accordance with reference (a), enclosure (1) is hereby submitted.


W. J. DOYLE

On 1 January 1974 USS PIGEON (ASR 21) was at Hunter's Point Naval Shipyard, San Francisco, California completing Post Delivery Availability. Pierside, bay, and sea trials were being conducted on ships propulsion systems, mooring systems, and DSRV (Deep Submergence Rescue Vehicle) and DDS (Deep Dive System) handling systems. On 24 January PIGEON departed San Francisco bound for her home port, San Diego, California. After a month of upkeep and additional inport tests of her handling systems, PIGEON conducted ISE off the Southern California coast grooming her 3-D sonar tracking system and conducting 4-point mooring trials. From this point on, all operations with the exception of shipboard drills and crew training were in support of CNO Project P/S 19 (later F/S 19), "Conduct an Operational Appraisal of the Rescue and Diving System aboard USS PIGEON (ASR 21)", and C/S 74, "Conduct a Concurrent Evaluation of the Deep Submergence Rescue Vehicle".

On 24 February the starboard PTC (Personnel Transfer Capsule) made an unmanned hydrostatic (one atmosphere internal pressure) dive to a depth of 935 feet. On the following day the PTC successfully completed its first manned hydrostatic dive to a depth of 850 feet.

On 28 February CDR James J. McDERMOTT, USN was relieved as Commanding Officer by LCDR W. James DOYLE, USN. LCDR DOYLE was subsequently advanced to the rank of Commander on 1 April.

The port complex of the DDS made its first manned saturation dive on 4 March to a depth of 35 feet.

As a support ship for the DSRV the primary method for launch is to lower the DSRV on a cradle dolly between the hulls to a depth of 125 feet. At this depth hydraulically actuated latches are opened and the DSRV leaves the cradle. Submerged recoveries are, in essence, a reverse of this process. The month of April was spent conducting local operations with the DSRV I. Although several attempts were made, no launches were completed. This was due primarily to malfunctions of the cradle dolly latches. For the next three months major efforts were undertaken to resolve this problem, although other tests were conducted concurrently.

On 27 May the port PTC made an unmanned 935 foot hydrostatic dive. The following day it successfully completed its first 850 foot manned hydrostatic dive. On 4 June the starboard DDS complex completed its first manned saturation dive, to a depth of 35 feet.

On 1 August tests were successfully completed using a hydraulic latch actuating system on the cradle dolly. On 7 August off San Clemente Island the DSRV II settled onto the cradle dolly suspended to a depth of 120 feet. Several minutes later the DSRV II was on deck, completing the first ASR/DSRV submerged recovery. The following day the first successful ASR/DSRV submerged launch was completed. A total of ten submerged launches and recoveries and one surface recovery were completed by 13 August.

On 16 September PIGEON left her berth at Point Loma, San Diego, California and proceeded to Naval Air Station, North Island, California to embark DSRV II, her crew, and support van. She then proceeded to San Clemente Island where a full rescue scenario was to be rehearsed. This dress rehearsal involved PIGEON and DSRV II and an SDS (Simulated Distressed Submarine). The DSRV was to operate from PIGEON making nine round trips to the SDS, which was located in 180 feet of water off San Clemente Island. The DSRV would mate with the SDS, simulate loading rescuees, and return to PIGEON. All support of the DSRV, including tracking, communication, replenishment, and repair came from PIGEON. Unfortunately the exercise was cancelled due to equipment failures on the DSRV II, after three round trips from PIGEON to the SDS.

During the month of October PIGEON conducted 4-point mooring trials and conventional diving training in Southern California local operating areas. PIGEON has a requirement to lay multi-point moors in depths to 1000 feet for saturation diving and submarine rescue (McCann Rescue Chamber) operations. She carries four 5000 lb LWT anchors, four 7 ton buoys, four 1200 foot lengths of 10" diameter hawser, and 146 shots of 1 1/2 inch chain for this purpose. Chain slipping on wildcats when under strain and refinement of mooring procedures and arrangement had caused problems in the past. ISE and mooring trials were conducted during October and November in an effort to resolve the mooring system's deficiencies. A four point moor was laid in 441 feet on 4 November and ISE and mooring trials continued through the remainder of the month. December was spent in upkeep and holiday routine in anticipation of entering Long Beach Naval Shipyard for an extended RAV commencing in January 1975.

PIGEON (ASR-21) CALENDAR YEAR 1973

PIGEON (ASR-21) is the first of two new Submarine Rescue Ships. She was constructed at Mobile, Alabama by the Alabama Dry Dock and Shipbuilding Company. Her keel was laid on 17 July 1968; and she was launched 13 August 1969. PIGEON was delivered to Hunters Point Naval Shipyard in January 1972 for installation of the MK2 MOD 1 Deep Dive System, the 3-D Sonar System and correction of INSURV deficiencies. On 28 April 1973 PIGEON was placed in commission. PIGEON has spent the last year at Hunters Point Naval Shipyard for post delivery fitting-out.

In addition to the conventional Submarine Rescue Chamber, PIGEON is designed to support the Deep Submergence Rescue Vehicle (DSRV). PIGEON's extensive communications and submarine three dimensional tracking system enables her to act as the operational control center for rescue and search operations. PIGEON is a catamaran, the first contracted for the Navy since 1814. She is the third ship of the Navy to bear the name PIGEON. The first PIGEON was the much-decorated Submarine Rescue Ship (ASR-6), originally designated a minesweeper, which served the fleet from 1919 to 1942. PIGEON's principle characteristics include an overall length of 251 feet and an overall beam of 92 feet. She will have a full load displacement of 5000 tons at a mean draft of 24 feet, 4 inches. Top sustained speed is 14.5 knots. Propulsion is provided by four 1530 HP Alco diesel engines driving through reduction gears to two Escher Wyess controllable pitch propellers. A helo landing facility capable of supporting helos of 14,000 lbs. gross weight is installed. The ship's complement will be 9 officers and 151 enlisted, exclusive of a DSRV crew. Armament is two 20mm. machine guns and four .50 cal. machine guns.

Enclosure (1)