

***History of the  
USS Henry W. Tucker - DD 875***

**Section Six**

***1970 ~ 1973***



***PIRAZ Duty***

***The INDO-PAKISTANI War***

***The Vietnam War Ends***

***Decommissioning***

# HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973



The Christmas holiday period in Yokosuka was short, so on 6 January, a ship's party was held at the Hibachi Room of Yokosuka's Club Alliance. The **TUCKER** crew enjoyed good food, lots to drink and a fine floorshow.

After a three-week period in port, on 20 January, **TUCKER** headed again to the South China Sea. After an overnight fuel stop in Okinawa, and a stop in Subic Bay, she began plane guard duties with **USS Coral Sea (CV 43)**.

## PIRAZ

PIRAZ means "positive identification radar advisory zone," PIRAZ was a relatively new system at the time, which digitally signed all radar targets. This new equipment was usually on-board a guided missile cruiser. The duties of tracking friendly (and unidentified) aircraft was expanded to include Air Force planes, controlling barrier combat air patrols, advising support aircraft, and coordinating strike information with the Air Force reporting center (In this case at Da Nang, South Vietnam).

Detached from plane guard after only three days, **TUCKER** headed for the Tonkin Gulf, this time for PIRAZ duty, as escort protection for **USS William H. Standley (CG 32)**. **TUCKER** remained on this duty for 24 days.

**TUCKER** headed back to sea to evade a tropical storm. After two days of typhoon evasion, type training began for two days. **TUCKER** arrived again in Subic Bay on 1 March, for replenishments and refueling.

**TUCKER** then headed for Hong Kong for 5 days of R&R. Leaving Hong Kong on 8 March, **TUCKER** returned to Yokosuka with a refueling stop at Okinawa on 11 March.



Almost to Yokosuka, on 12 March 1970, **TUCKER** crew celebrated her 25th anniversary. A few appropriate words by Captain Story, and some ice cream and cake completed the day. The **USS Henry W. Tucker (DD 875)** was now 25 years old.



For the next eight days, **TUCKER** did underway training and ASW exercises. The ASW training was with the submarine **USS Razorback (SS 394) RAZORBACK**, a veteran of World War II had been used extensively as a training submarine for ASROC operations.

**Practice ASROC torpedoes were recovered by putting men into the chilly March water of the Yokosuka operating area.**

On 26 March After a refueling stop again at Okinawa, while **TUCKER** was returning to Yokosuka, Captain Story made an inspection of all spaces so that **TUCKER** would be made ready for the scheduled administrative inspection by the staff of COMDESDIV 32 in port. **TUCKER** received a "WELL DONE".

Getting underway on 3 April, accompanied by the carrier **USS Ranger (CVA 61)**, on 4 April, **TUCKER** pulled liberty for five days in Sasebo.

This training period would last until 19 April, when **TUCKER** would be deployed, for the last time on this long tour, to the Gulf of Tonkin.

## SECTION 6 - 1

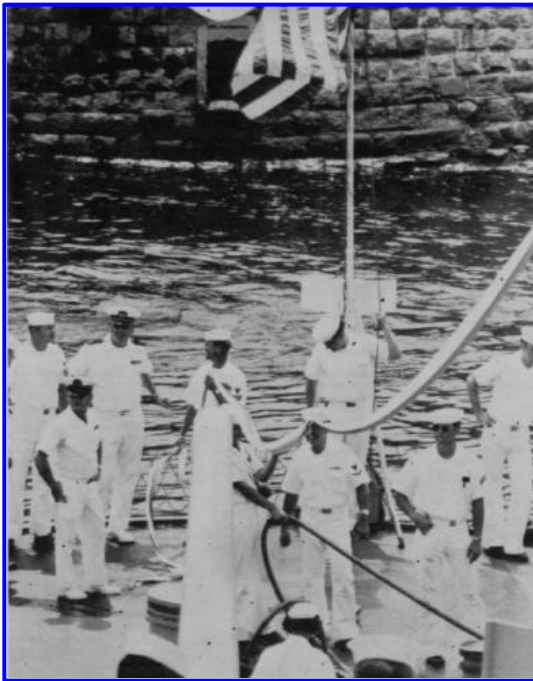
## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

After a fuel stop in Okinawa, **TUCKER** arrived in the Tonkin Gulf for SAR operations, staying on station until 19 May. Leaving the gulf, **TUCKER** arrived in Kaohsiung on 23 May. Three days of liberty were enjoyed, and then **TUCKER** was ordered back to the South China Sea for special ops. For the next three weeks, She stayed at sea until relieved of this duty on 19 June. After a fuel and replenishment stop in Subic Bay, **TUCKER** took a "day at the beach" on Grande Island located just inside the harbor entrance to Subic Bay. Swimming, a cookout, and some softball were enjoyed by many of the crew.

**TUCKER** then headed north, intending to visit the port city of Keelung on the North side of Taiwan. While traversing the straits of Taiwan, She encountered a fishing boat that apparently needed assistance. Pulling alongside the boat, **TUCKER** provided aid.

This article, explaining the strange incident, was published in the **NAVY TIMES** newspaper, dated 1 July 1970. The evening meal that day aboard **TUCKER** included fresh fish.

Arriving at Keelung on 26 June, the crew enjoyed three more days of well-deserved R&R.



**USS Henry W. Tucker (DD 875)** was informed on 29 June that her Far East tour of duty was complete. **TUCKER** was berthed at pier 9 with **USS Orleck (DD 886)**. The fourth of July was celebrated in Yokosuka. On 11 July **TUCKER** shifted berths to receive repairs and all services from the Tender. Repairs were completed on 26 July.

The photo shows the crew readying the homeward bound pennant. Balloons are attached to keep it aloft.

**TUCKER** left Yokosuka on 29 July at 1018, flying the homeward bound pennant as the last of the destroyers of DESRON 3, were pulled back to homeports in the United States. The task group consisted of the flagship **USS Sterrett (DLG 11)**, **USS Orleck (DD 886)**, **USS Rupertus (DD 851)**, **USS George K. Mackenzie (DD 836)**, **USS Leonard F. Mason (DD 852)** and **TUCKER**. They celebrated two Mondays when they crossed the International Date Line on 3 August.

The Task Group did not stop at Midway for refueling. Instead, the oiler **USS Mattaponi (AO 41)** was dispatched to meet the ships enroute near Midway for at sea refueling.

While underway to CONUS on 1 August 1970, COMDESRON 3 was detached from Commander, U.S. Seventh Fleet and assigned to Commander, U.S. First Fleet and was temporarily designated Commander of this new Task Unit 15.9.4.

Enroute the Squadron made a three-day port of call in Pearl Harbor, Hawaii lasting from 6 August 1970 to 9 August 1970. While in Pearl, the duty crew put the final polishing touches to the ship for return to San Diego.

The highlight of the ocean transit was the DESRON 3 arrival in San Diego on 15 August. Serving as Flagship to Commander, Destroyer Squadron 3, **STERETT** led six destroyers into San Diego harbor. Amidst the hundreds of family members and friends on hand waiting at the pier was Senator George Murphy of California, Rear Admiral

### Fish Story

**USS HENRY W. TUCKER** — The sailors aboard this destroyer at first just couldn't understand it. They had taken aboard an oriental sailor suffering from a knife wound, and while he was being treated below decks, his fellow fishermen began heaving large quantities of fish onto the destroyer from their boat.

Soon it was evident that the fishermen were trying to repay the Americans' assistance with the only currency they had, fish. The sailors eventually talked them into taking a part of the gift back simply to clear the deck.

Meanwhile, Navymen and fishermen overcame language barriers to strike up conversations, and the Tucker's doctors treated the wounded man sufficiently to be moved back aboard his fishing boat.

## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

Douglas C. Plate, Commander Cruiser-Destroyer Forces, Pacific, and Rear Admiral Arthur G. Esch, Commander Cruiser-Destroyer Flotilla ELEVEN.

A notable feature of the entry of the ships into San Diego was the display of the "Homeward Bound Pennant" on each of the ships. This port entry marked the "**end of an era**" for which the proud and uniquely Naval symbol of a long and arduous deployment would be flown from so many ships.

**This aerial photo shows RUPERTUS, ORLECK, and STERETT, at the end of the pier, then TUCKER, and MASON in front after arriving in San Diego.**

This was to be the last of the three times **TUCKER** would unfurl the homeward bound pennant. The first was in 1962, after a 31-month tour, then again in 1966, after another 26 months in the Far East, and finally this time after 26 months.



After the leave and upkeep period ended **TUCKER** prepared for a three-month overhaul scheduled to start in November 1970. **TUCKER** was to be the first in an experimental overhaul, which saw the INSURV Board leave **TUCKER** completely apart and tow it up to Long Beach, where the work began immediately. Because of the convenience of having everything ready to be taken out to the shops or *opened-to-be-worked on*, **TUCKER** was able to complete the equivalent of a 5-month overhaul on schedule at the end of January 1971.

# HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973



Even though the overhaul time was short, there was again a large crew turnover. This necessarily meant a whole new training regimen in preparation for 7th Fleet readiness.

Loading out ammunition in Seal Beach, California, on 2 February 1971, **TUCKER** proceeded south to her homeport of San Diego. The entire month of February was spent in preparation for Refresher Training and the Training-Readiness Evaluation (TRE). This was successfully completed during the period 22 through 26 February 1971.

Refresher training was conducted under the auspices of Fleet Training Group, San Diego, and began 1 March 1971. The exercise continued for six weeks. RADM Charles N. Payne, Commander of Training, Pacific Fleet (COMTRAPAC), visited **TUCKER** on 1 March to start the long upward process of attaining overall ship readiness. Successful completion of training was achieved on 8 April 1971, with an overall grade of excellent in the Final Battle Problem and through participation in a Composite Unit Exercise (COMPTUEX) 12 until 16 April 1971.

**TUCKER** shifted squadrons on 1 April 1971 from DESRON 3 to DESRON 17 then under the command of Captain F. W. Corley Jr., USN.

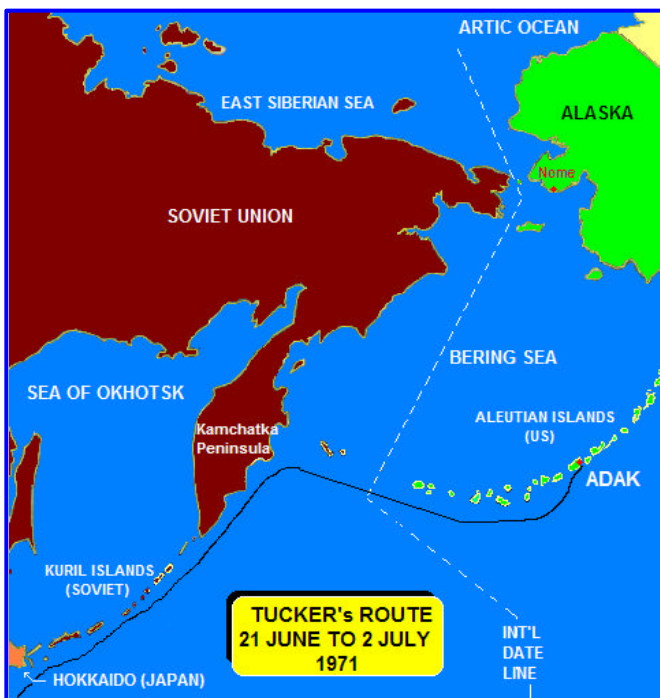
## Shown is the DESRON 17 PATCH

The remainder of April and first half of May saw a flurry of inspections which included successful completion of a Nuclear Weapons Acceptance Inspection, Annual Supply Inspection, Annual Surprise 3-M Inspection, and miscellaneous ordnance, electronic, and engineering readiness inspections.



1 April 1971 -- CDR P. C. NELSON, USN relieved CDR W. L. STORY and became **TUCKER's** seventeenth commanding officer.

Shown in the picture is the "Adak National Forest" with the sign proclaiming "ENTERING and LEAVING".



An old recruiters line for Adak was "There's a native girl behind every tree." There still are no trees in Adak (Almost).

Preparation for overseas movement began on 15 May 1971 and concentrated effort was devoted to final readying for deployment. A brief respite from this activity came in the form of a two-day underway shakedown period 1-2 June followed by a well received Dependants' cruise on 3 June

1971. **TUCKER** deployed for the Western Pacific on 15 June 1971, as a unit of Task Unit 15.8.3 in company with **USS Brooke (DEG 1)**. After a fuel stop at Bremerton in Seattle on 18 June, **TUCKER** and **BROOKE** arrived, in Adak Alaska on 25 June. There was snow and sleet, making this an unusual summertime stop.

## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

Leaving Adak, **TUCKER** and **BROOKE** made an intelligence surveillance run southwesterly along the Aleutian and Kuril Islands. These islands are volcanic and sparsely populated, but **TUCKER's** task was to sweep the skies and the sea to report and document any and all Soviet or other activity. The seas remained rough and the days were cold and blustery.

### TUCKER's SURVEILLANCE MISSION WAS TO:

- > Determine coastal defense posture including capability to detect, track and intercept hostile targets.
- > Identify visually and photograph naval units.
- > Collect signatures of radar, and missile tracking equipment.
- > Collect ECM signatures including attempts at deception and jamming.
- > Determine possible relocation/repositioning of Soviet naval forces.
- > Determine any revision to previously known operational procedures.
- > Determine movements of all ships in the area.
- > Determine the attitude of ships toward US Navy maritime patrols by observing responses to the patrol.

**TUCKER** arrived in Yokosuka, their old homeport, on 2 July 1971, for two days of minor voyage repair. During this time, open house was held for the Fourth of July celebration and more than 1800 Japanese civilian guests visited **TUCKER**.

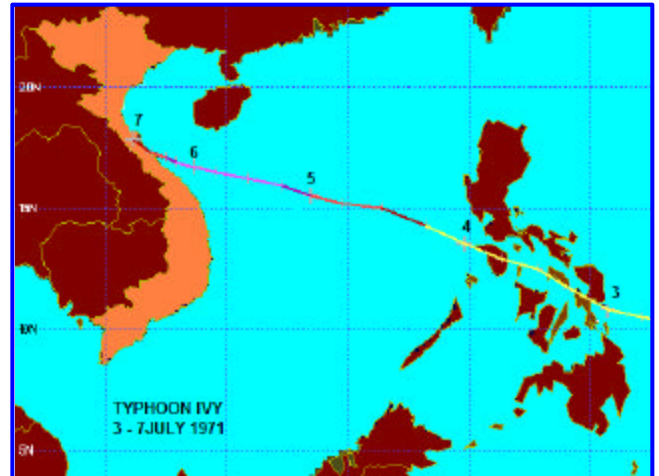
Sailing on the morning of 5 July 1971, for the first test of fleet operations, she refueled at Buckner Bay, Okinawa, then circumnavigated Typhoon IVY, and arrived in the Tonkin Gulf on schedule on 10 July. Duties entailed plane guard for **USS Midway (CVB 41)**, until 19 July when a quick run to Subic Bay, Philippines, was required for repair parts and an ASROC missile load out change.

Also, while in Subic Bay, **TUCKER** participated in MIDTRAPAC, a program to receive aboard three midshipmen from the University of Southern California. This provided the Midshipmen with valuable "School of the Ship" training, which prepared them for later assignments as Commissioned Officers. They remained and trained on-board until Mid-August.

Leaving Subic Bay in July, **TUCKER** arrived off the coast of the Republic of South Vietnam on 23 July 1971, and responded to naval gunfire support missions in I and III Corps areas until 31 July. For this 8-day NGFS mission, the US Marine supporting unit for ARVN forces reported that **TUCKER** gunfire destroyed 4 bunkers and 4 structures. Further, another 16 bunkers and 22 structures were damaged.

Called back to the Tonkin Gulf, **TUCKER** again provided escort and plane guard for **USS Midway (CVB 41)** for a two-week period. During this time, **TUCKER** responded to a downed aircraft debris recovery on 12 August 1971, which entailed interposing herself between the Soviet AGI, PROTRACTOR, and the crash site. Commendatory comments from Commander TASK GROUP 77.4 were received for **TUCKER's** adherence to seamanship, international law, and restraint during the confrontation.

**TUCKER** was detached on 15 August 1971 from YANKEE Station duty in the Tonkin Gulf. **TUCKER** proceeded to Sattahip, Thailand, for a much-needed rest from 16 to 22 August having spent 44 straight days at sea except for a short, hectic one day stay in Subic Bay. Departing Sattahip on 23 August 1971, **TUCKER** arrived at HMS Terror, Naval Station, Singapore for nine days upkeep using the facilities of Sembawang Shipyard. Upon completion of this upkeep period, **TUCKER** was directed to cross the Indian Ocean and make a port of call at Cochin India.



# HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

## THE INDO-PAKISTANI WAR OF 1971

In early 1971, East Pakistan began their quest for independence from West Pakistan. By December it would become the new country of Bangladesh. This conflict caused the major powers of the world to take sides based on their own interests.

President Nixon and his National Security Advisor, Henry Kissinger, began making overtures to West Pakistan to use their ties with China in order to further Nixon's desire to normalize relations with China.

The Soviet Union, not to be outdone, seized this opportunity to sign a pact with India's Indira Gandhi. The signing of the India-Soviet Union Treaty of Peace, Friendship, and Cooperation in August 1971, while not a mutual security treaty, was viewed in Washington as a blank check to India in its confrontation with Pakistan.

In September, **USS Henry W. Tucker (DD 875)** was ordered to Cochin India, for a "goodwill" visit. This trek across the Indian Ocean was necessarily cancelled about the time **TUCKER** entered the Indian Ocean.

Two months later, in December 1971, The **USS Enterprise (CVN 65)** was directed from their station off the coast of Vietnam to the Bay of Bengal to aid West Pakistan in its war against India. An Indian task force led by their only WWII vintage aircraft carrier **INS Vikrant** was stationed to counter the **ENTERPRISE** task force. Soviet Navy submarines also trailed the U.S. task force. A sure to happen confrontation was averted when the U.S. task force reversed course and returned to Vietnam waters, away from the Indian Ocean.



Sailing on the morning of 3 September 1971, **TUCKER** transited the Malacca Straits en route to Cochin, India. Note that **TUCKER** did not cross the equator on this trip south and west. That equator crossing would occur two months later during an R&R visit to Singapore.

Two days later, on 5 September, communication was received that the Indian port visit was necessarily cancelled because of diplomatic strains. **TUCKER** was ordered directly back to Vietnam for coastal surveillance operations near Cam Ranh Bay. 1971.

Heading north on 10 September, **TUCKER** refueled in Da Nang harbor.

**TUCKER** reported for gunfire support duties on 11 September at the Demilitarized Zone (DMZ). During the ensuing two weeks, both direct call fire and Harassment/Interdiction fire was provided on targets at the DMZ and along the southern reaches of I Corps south of Da Nang. On the night of 21 September, hostile small fire was received from shore and through **TUCKER's** assistance, the position was overrun by ARVN personnel resulting in seven Viet Cong KIA.

**TUCKER** was the duty communication ship in Hong Kong for ten days in September.

**TUCKER** then rendezvoused with **USS Oriskany (CVA 34)** on 25 September in the Gulf of Tonkin and the next day departed for Hong Kong, via Subic Bay in company with **ORISKANY** and **USS Rupertus**



## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

(DD 851). Arriving in Hong Kong on 2 October, **TUCKER** relieved **USS Rogers (DD 876)** as SOPA ADMIN/Station Ship Hong Kong on 3 October. Station ship duties terminated on 13 October and **TUCKER** proceeded to Subic Bay for eight days upkeep 17-24 October 1971.

Following two and a half days of type training in Philippine waters, **TUCKER** escorted **USS Oriskany (CVA 34)** back to the Tonkin Gulf on 28 October and again assumed plane guard duties at Yankee Station.

This period also included a rather novel re-enlistment ceremony. Under Admiral Zumwalt's new policies, navy men could elect to "ship over" in most any physical location of their choice. SK1 George K. Marshall had never ridden in a helicopter; and through the kind indulgence of the U.S. Army's 123rd Aviation Battalion, Marshall, Commander Nelson, and the Public Affairs Officer LTJG Allen C. McLean soared above **TUCKER** in a "Huey" helicopter while the ceremony was conducted. Remarkably, few problems were caused by headset communications since they all were well strapped in and wearing aviation helmets at the time.



**TUCKER** was called upon on short notice on 3 November to join **USS Horne (DLG 30)** as "shotgun" escort on PIRAZ duty, remaining on station until 13 November.

During this period, **TUCKER** was visited on 7 November by RADM W. H. Rogers, USN, COMCRUDESGRU 7TH FLT, then embarked from **HORNE**. Back to plane guard duty, **TUCKER** remained at Yankee Station until 20 November where a Task Group composed of **USS Oriskany (CVA 34)**, **USS H. B. Wilson (DDG 7)**, and **USS Rupertus (DD 851)** departed for Singapore.

Arriving in the Lion City on 22 November, the destroyer moored at the Man-of-War Anchorage in Singapore Harbor for five days of rest and relaxation.

The screen was reformed on **USS Oriskany (CVA 34)** again on 27 November, and at 0100 on the morning of 28 November, the Task Group crossed the equator at 105 31' east longitude where 173 lowly pollywogs were duly initiated into the mysteries of the deep. This was the fourth time **TUCKER** crossed the equator. The Task Group then turned northeastward and proceeded to Subic Bay for three days of preparation prior to a mid-Pacific transit home, 30 November through 2 December 1971.

**TUCKER** with escorts **USS H. B. Wilson (DDG 7)** and **USS Rupertus (DD 851)** and in company with **USS Oriskany (CVA 34)** took departure from her last WESTPAC port of Subic Bay on 3 December and proceeded east through the San Bernardino Straits into the open Pacific. Compared to a comparatively smooth crossing westward in June, this transit encountered heavy head seas and winds the entire way to Pearl Harbor, making the three refueling UNREPS extremely hazardous. Pearl Harbor was made on 13 December, however, and after a five hour stay for fuel and U.S. Customs clearance the destroyers departed independently of **ORISKANY** for San Diego. Five hours outbound, **TUCKER** was forced to slow because of heavy weather damage sustained to the forward five-inch gun mount. After sufficient shoring and calking were installed, **TUCKER** resumed speed once again and arrived in her homeport of San Diego on schedule on 18 December 1971.

# HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973



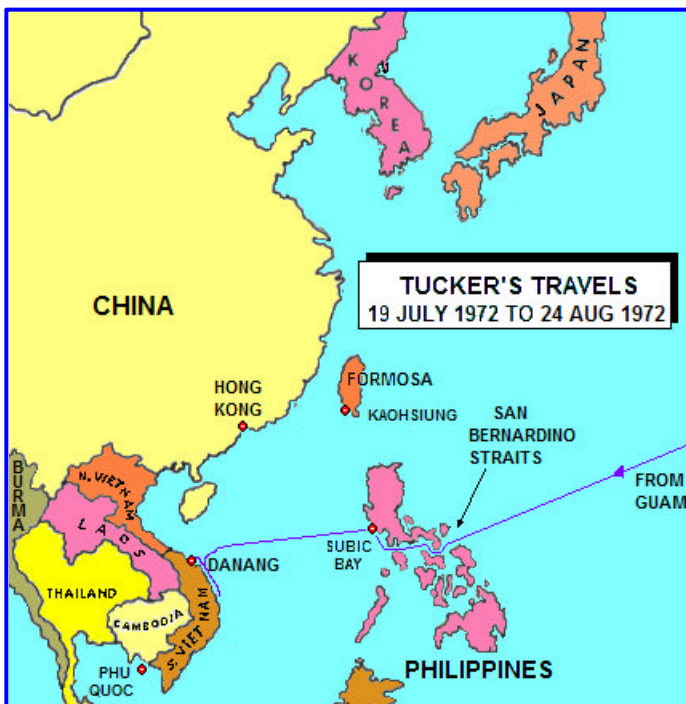
Leave, upkeep, and post deployment stand down continued into the New Year. The first half of calendar year 1972 was spent in a furious battery of inspections with little underway time. There was a personnel inspection by RADM R. C. Robinson, CRUDESFLOT 11 in February. This was followed closely by an administrative inspection by COMDESRON 17 and a CRUDESPAC PMS (Planned Maintenance System) inspection during the last week of March. After this inspection **TUCKER** proceeded into NTPI (Naval Technical Proficiency Inspection). All inspections were completed in an outstanding manner.

## THE PLANNED REDUCTION IN ACTIVE US NAVY SHIP LEVELS

Starting in 1970, the US Navy began a systematic reduction in the number of active US Navy ships of all types. The number of all classes of Destroyers beginning in 1970 numbered more than 200. By the beginning of 1972, that number was already reduced by more than 70. This included 13 Gearing class destroyers of which **TUCKER** was a member. The end of the Vietnam War was in sight (It was to be only 7 months away) and that number would soon be much further reduced.

The final, largest and most important of the inspections started on 16 May and ran for three days. This was the INSURV Inspection given by Vice Admiral Bulkeley's INSURV (Inspection and Survey) team from Washington. The INSURV engineering team inspected all parts of the ship, including storerooms, magazines, operating spaces, voids, chain lockers, and tanks. The ship's crew would open the spaces for inspection according to detailed instructions on the condition sheets. Someone responsible for each space was available to open the space for the inspection party to answer any questions about the space, and to operate any equipment in the space.

Four days after the departure of the INSURV team, **TUCKER** was notified they would deploy for the Western Pacific on 30 June 1972, some five months early. Preparations were completed and **TUCKER** departed San Diego Bay on Schedule. First, **TUCKER** arrived at Pearl Harbor, on 6 July, stopping only for fuel and stores, then departed the next day. Instead of the usual trek to Japan, **TUCKER** headed in a more southwest direction toward Apra Harbor in Guam.



anchored in Da Nang Harbor, finishing on 24 August.

An inflamed appendix can be life threatening, particularly if the patient is out of reach of medical care. But there have been a number of appendectomies at sea that were carried out by unskilled surgeons, communicating with a base hospital by radio. An emergency situation presented itself in July 1972, when, in transit across the Western Pacific Ocean, **TUCKER's** Hospital Corpsmen undertook this emergency appendectomy with guidance via radio. They were Joseph Guthro, HMC. And Ovidio Piega HM2.

**TUCKER** arrived for a fuel stop at Apra Harbor, Guam on 19 July, three quarters of the way from Pearl Harbor to Subic Bay Philippines. Coming from the east, **TUCKER** traversed the San Bernardino Straits between the Islands of the Philippines and on 22 July **TUCKER** arrived at Subic Bay for a three-day stay.

Three days later, **TUCKER** continued to the coast of the Republic of South Vietnam from Subic Bay and commenced Naval Gunfire Support to shore as called for by military spotters. **TUCKER's** first gun line period lasted for a length of 26 days, including a stop for a few hours

8 August 1972 -- CDR J. F. FOX, USN relieved CDR P. C. NELSON and became the **TUCKER's** eighteenth commanding officer.

## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

Heading northward, but avoiding two typhoons in her path, **TUCKER** made her way to Kaohsiung. The two nearby storms bracketed **TUCKER** on the north and south, making the trip very rough. She arrived on 27 August, for eight well-deserved days of upkeep and liberty.

**TUCKER** departed Kaohsiung on 4 September 1972 and returned to the gun line at MR1 near the DMZ. Most of the duration of the second gun line period of forty days were spent there, where heavy fighting was taking place.

Along with the first gun line performance, **TUCKER** continued a reputation for accuracy and readiness. While working with the military spotters, she destroyed or damaged numerous enemy supply lines, and emplacements and dispersed many groups of enemy troops.

**TUCKER** also performed many nighttime firing missions on intelligence targets. Again, leaving the gun line on 16 October, **TUCKER** steamed to Hong Kong, arriving there on 17 October 1972, for five days of rest and recreation, which was followed by a week of upkeep in Subic Bay.



During this time in Subic Bay, **TUCKER** had the Chaparral missile system installed on the helicopter deck.

**TUCKER** again was ordered to return to the gun line. Departing Subic Bay on 30 October, **TUCKER** arrived on 3 November

1972, at Point Virna, off the south coast of South Vietnam.

### THE CHAPARRAL MISSILE SYSTEM

In the early 1970s, the U.S. Navy evaluated a ship installed Chaparral missile for use as an interim air-defense weapon, but did not adopt it for service use. However, Taiwan selected the Sea Chaparral for ship borne air-defense, using MIM-72C (and later MIM-72F/J) missiles. The Sea Chaparral missiles are sometimes referred to as RIM-72C, but this was probably not an official DoD designation. Normally the Chaparral was part of an Army tracked vehicle.

The Chaparral system is manually fired by visually tracking the targets, slewing the missile carrier into the general direction, and waiting for the missile seekers to "lock on" to the target. This limits the Chaparral system to daytime engagements only, and even in that case only ones where the target is visible long enough for the seekers to lock.

Later, the Taiwanese navy would adopt this missile system for their Navy ships. Some of these ships were to be Gearing Class Destroyers purchased from the Navy in the seventies. A total of 11 Gearing class Destroyers (Not **TUCKER**) made their way from US Navy service into the Taiwanese Navy.



## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

While underway on 14 November, BT striker Douglas T. Manka FA was found accidentally electrocuted behind boiler # 3. **TUCKER** pulled into An Thoi South Vietnam to honor his remains, and arranged to send them back to the US.

**TUCKER** steamed to An Thoi, a Vietnamese fishing village on the southern tip of the Island of Phu Quoc. This village was being used as a supply and repair facility for the "Brown Navy", the river craft that patrolled the Mekong area. Douglas Manka's remains were then honored, and piped ashore by small boat, while the crew in dress whites stood at attention.

After some supplies were gathered, the whaleboat and a few sailors made the trip to the island to deliver the items to an orphanage ashore. There was also a POW camp a few miles inland. The shore party was able to visit the small EM club for a beer. Upon completion of delivering the remaining supplies, all hands returned to **TUCKER**. Getting underway again, she headed back to the gun line.



On 20 November, a helicopter from Da Nang brought LCDR Eugene Hall, USN to where **TUCKER** was operating off coastal waters near DIXIE Station to relieve LCDR James W. Simon as Executive Officer.

**TUCKER's** spent shells on deck after another gun line assignment.

Again providing NGFS, but only during daylight hours, **TUCKER** passed a milestone on 24 November 1972, as she fired the ten-thousandth round of the deployment, a noteworthy accomplishment for any ship. Winding up the gun line period of twenty-three days, **TUCKER** turned her bow southward. **TUCKER** steamed to Singapore, arriving on 28 November. After six days of upkeep and liberty, **TUCKER** departed Singapore.



**TUCKER** again returned to the coast of South Vietnam. Eight days later **TUCKER** was assigned as mutual support destroyer with **USS Oriskany (CVA 34)** on YANKEE station, but had just begun the journey north when she was called on 16 December and assigned to Point Gwen and MR1 where her guns were needed. Thus began the single most strenuous gun line period of **TUCKER's** history.

**TUCKER's** aft five-inch guns are in action. Photo is from the 1972 cruise book.

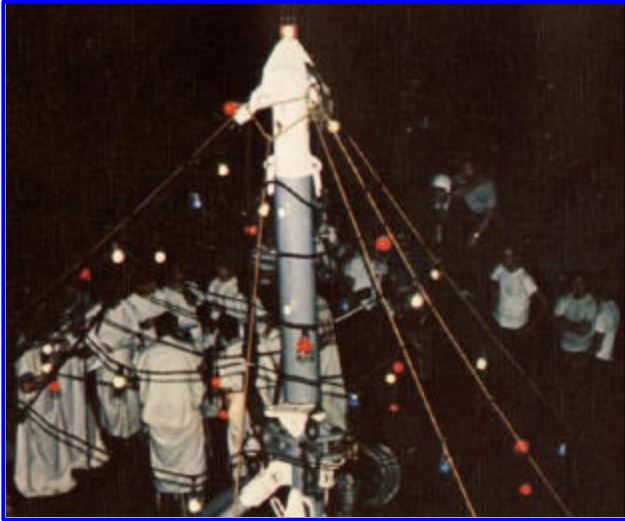
Calls from spotters required constant gunfire support services, and often **TUCKER's** magazines of one thousand four hundred rounds capacity would be emptied and refilled within a day or two. During this fifteen day period at Points Gwen and Alison, The **TUCKER** crew replenished

or rearmed sixteen times.

Christmas Eve came and **TUCKER and USS Henderson (DD 785)** were at adjacent gunline positions. **HENDERSON** became embroiled in a gun battle with shore batteries. While **HENDERSON** was evading the shore fire, **TUCKER** broke off from her own location and assisted **HENDERSON**. **TUCKER** effectively silenced the shore battery with her own fire. This exchange subsequently earned both ships the Combat action ribbon.

## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973

On 30 December 1972, *TUCKER* fired the five thousandth round of this fourth gun line period. The total rounds fired by *TUCKER* during this entire deployment were almost sixteen thousand rounds.



For most of December, W. Hodges ST1 lobbied for "choir" practice in the DASH hanger for a Christmas concert. Permission was granted, and the whole plan escalated into a farewell to the war. On the afternoon of 27 December, the crew put up the kingpost and rigged "Med-lights" to the deck to create a Christmas tree. After pulling into Da Nang harbor to collect *TUCKER's* NGFS observer, LTJG "Boomer" Tilden, *TUCKER* took her station on the line, darkened ship and fired until midnight. There were 6 destroyers assigned 2000 yards apart and at the stroke of midnight, CEASE FIRE was called.

The choir was mustered on the helo deck in helmets and gowns made of new mattress covers that James Dinwiddie BTC, the CMAA found for use. *TUCKER* spent the next hour patrolling the gun line with her "Christmas tree" lighted and her choir accompanied by LT "Mouse" Strauss on his accordion patched into topside speakers singing Christmas carols.

### THE VIETNAM WAR ENDS

President Nixon declared the Vietnam war was over at Midnight 31 December 1972.

The next morning there was another Christmas Carol performance atop the pilothouse for the oiler as *TUCKER* topped off fuel and ammo to start for home.

## HISTORY OF THE USS HENRY W. TUCKER - 1970 – 1973



**TUCKER** departed the gun line and Vietnam at one minute after midnight on 1 January 1973. As **TUCKER** left the area she received several messages of commendation, including personal congratulations from the Chief of Naval Operations, Admiral Elmo Zumwalt. **TUCKER** was cited for exemplary readiness and personal dedication.

After leaving Vietnam, **TUCKER** returned to Subic Bay a third time for upkeep, and preparations were made for the long journey home. On 9 January 1973, **TUCKER** headed south to take the long way home. She took an independent cruise of 39 days and twelve thousand miles.



This included the 5th and final time that **TUCKER**, in service with the US Navy, "crossed the line", initiating more pollywogs into the Domain of Neptune Rex to become full-fledged shellbacks.

**The Shellbacks are eagerly awaiting the pollywogs.**

**TUCKER**, after crossing the equator on 15 January, stopped at Lorengau Naval station, Manus Island for two days. Ashore at the Naval Station, the crewmen were allowed only two beers each.

Then it was on to Sydney Australia, where there was three more days of R&R. Leaving Sydney on 23 January, **TUCKER** steamed her way to Auckland New Zealand, arriving on 27 January.

**TUCKER** is arriving in Sidney Harbor. Note the newly built Sidney Opera House in the background.



There, the crew attended a party, given by the wives of the officers and men of the New Zealand Navy.

**TUCKER** again got underway on 31 January for Papeete Tahiti, arriving on 5 February. Underway again, **TUCKER** crossed the equator going north, and arrived in Pearl Harbor on 11 February 1973. **TUCKER's** long journey ended when she arrived home in San Diego on 17 February.

**TUCKER** spent the next several months in port accomplishing upkeep and training for the crew. Also during this period **TUCKER** was notified that in view of the requirements for a smaller, more modern fleet, **TUCKER** would be decommissioned the following winter for either mothballing or Foreign Assistance Transfer.

During the summer of 1973, **TUCKER** made several underway tours including a 5-day visit to Everett, Washington, for their Fourth of July celebration. **TUCKER** participated in anti-submarine warfare aircraft controller qualifications, and a two-week tour as plane guard and escort to **USS Ranger (CVA 61)** and **USS Midway (CVB 41)**. There was also a weekend liberty call in San Francisco.

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In mid-August 1973, **TUCKER** returned to San Diego to complete preparations for a Survey inspection. Due to the efforts of the crew, **TUCKER** made a favorable showing drawing the comment from the Senior Member of the Sub-Board of Inspection and Survey that **TUCKER** was in much better condition for her age than most others he had seen.

In late August, while **TUCKER** was tied to a seawall in San Diego, a major SNAFU occurred. Tugboats were towing the guided missile cruiser **USS Providence (CLG 6)** to the pier.



**PROVIDENCE** was to be placed out of service and decommissioned. Something went wrong, and the cruiser “got away” from control, and sliced right into the aft port side of **TUCKER**. Only luck in the form of a steel girder, one of the ship’s ribs in the right place, kept **TUCKER** from sinking while she was tied to the pier. **TUCKER** stayed afloat, and fortunately no one was hurt. In September, after repairs in dry dock, **TUCKER** received word that she would be decommissioned.

**28 September 1973 -- LCDR E. M. HALL, USN relieved CDR J. F. FOX, USN and became the TUCKER's nineteenth (and last) commanding officer.**

LCDR Eugene M. Hall was previously the **TUCKER** Executive officer. He was relieved two days earlier as XO by LT Howard Hines Jr.

**TUCKER** received yet further recognition of past achievements with the presentation of a Meritorious Unit Commendation, **TUCKER's** third, for her outstanding performance during the 1972 deployment.

On 1 October 1973, **TUCKER** was officially offered to the Republic of Brazil. An inspection party of Brazilian Naval Officers arrived a week later, spent several days aboard inspecting, and departed for Washington and Rio de Janeiro to make their recommendations. The first elements of the Brazilian crew arrived aboard in late November and **TUCKER** began the turnover and training process. **TUCKER** radioman, Peter Murphy RM3, could speak Spanish. Although the Spanish and Portuguese languages are only somewhat similar, he assisted in translating dialog between **TUCKER** sailors and Brazilian Sailors during this familiarization training.

**Note: Peter Murphy RM3 and his brother Robert “Chris” Murphy EM3 were the last of 41 sets of brothers to serve together aboard TUCKER during her 28 years of service to the US Navy.**

**USS Henry W. Tucker (DD 875)** got underway for her last time on Wednesday, 28 November 1973 flying the US ensign for a day of local operations and underway training, returning that afternoon to Quaywall Eight-North at the US Naval Station, San Diego. Within two weeks, word was received that **TUCKER** was acceptable to Brazil and would become **C. T. Marcilio Dias (D 25)** upon acceptance, the fourth ship of that name in the Brazilian Navy.

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On the afternoon of 3 December 1973, at 1400, LCDR Hall decommissioned **TUCKER** and RADM F. B. Gilkeson, Commandant, Eleventh Naval District, officially signed the transfer documents.

**TUCKER** along with **Brinkley Bass (DD 887)** participated in transfer ceremonies at the San Diego Naval Station. The COMCRUDESPAC band played the Brazilian National Anthem and the United States National Anthem.

**The United States Flag was lowered for the LAST time on Henry W. Tucker (DD 875).**

After opening ceremonies, the US Crews marched off the two destroyers while the Brazilian crews stood at attention. Following this, the Brazilian crews marched onto **TUCKER** and onto **BRINKLEY BASS**.



**This completes the US Naval History of *USS Henry W. Tucker (DDR 875)*, to continue with the History of the ship in Brazil, select the C.T. Marcilio Dias (D 25) History.**