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MSC206:FWR:grl  
5720  
Ser: TD-67  
8 May 1967

From: Commanding Officer, USS WARBLER (MSC206)  
To: Chief of Naval Operations (OP-09B9)  
Subj: Command History for 1966  
Ref: (a) OPNAVINST 5750.12  
Encl: (1) WARBLER Family Gram dated August 1966  
(2) WARBLER Family Gram dated November 1966  
(3) Roster of personnel aboard as of 31 December 1966  
(4) Photograph of Commanding Officer

1. In accordance with reference (a) the following command history is submitted:

a. Chronology of Events

- 3 January - 11 January enroute Vietnam
- 12 January - 22 February Market Time Patrol, Vietnam
- 23 February - 4 March enroute Sasebo
- 22 April - 27 April US/ROK MINEX 4-66, Chinhae, Korea
- 29 April - 3 May Port visit Kure, Japan
- 19 May - 25 May enroute Vietnam
- 29 May - 9 July Market Time Patrol, Vietnam
- 12 July - 16 July Port visit Singapore
- 22 July - 25 July Port visit Hong Kong
- 14 August - 19 August US/JMSDF MINEX 1-67, Karatsu, Japan
- 18 September - 25 September enroute Vietnam
- 28 September - 24 October Market Time Patrol, Vietnam
- 21 October LT Stephen K. CHADWICK, 653903/1100 relieved LT John W. DIRKSEN as Commanding Officer
- 7 November - 12 November US/ROK MINEX 2-67, Toksukri, Korea

b. Basic Narrative: 1966 was born in the midst of crises. The Navy, in fact the entire U.S. military establishment, was experiencing growing pains and the pinch of increased commitments in Southwest Asia. The pinch was especially felt among the nine coastal minesweepers of Mine Flotilla ONE homeported in Sasebo, Japan - among them, the USS WARBLER.

The WARBLER is a small wooden craft designed for coastal minesweeping operations and deployments lasting a few days to a maximum of a few weeks, but there was a job that needed to be done in Vietnamese coastal waters - Market Time Patrol. Market Time Patrol is the U.S. Navy's effort to stop infiltration of men and supplies into South Vietnam for the aid of the Viet Cong. Patrol craft were being designed and built, but in the mean time the gap had to be filled. WARBLER and her sister ships filled that gap even though it meant long exhausting transits, months of isolation for the crew on a ship too small for even a ship's store, and demands upon the machinery and ship itself that far surpassed anything previously demanded in the ship's eleven year history.

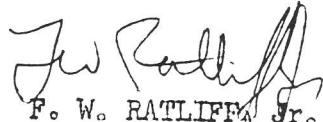
WARBLER's Market Time deployment were from 3 January - 4 March, 19 May - 16 July, 18 September - 7 November - in other words, the bulk of the year. During these deployments numerous junks were boarded, steel hull contacts investigated, and fearfully strong weather that seemed bent on total destruction were endured. WARBLER survived - met the challenge - and excelled through teamwork that will long be remembered by her crew and those observing her efforts.

WARBLER's requirements did not end with Market Time, however, she had to remember her primary mission - minesweeping. To maintain her basic trade, WARBLER participated in three extensive minesweeping exercises-in April at Chinhae, Korea; in August at Karatsu, Japan; and in November at Toksukri, Korea.

Of course, with work also comes play and the WARBLER had some fine recreation indeed. WARBLER spent the 12th - 16th of July in Singapore as the recipient of

outstanding British hospitality from her minesweeping counterparts in the British Navy. The 29th of April - 3rd of May WARBLER made a successful goodwill trip to Kure, Japan and was visited by numerous local civilians. 22 July - 25 July were spent in Hong Kong - one of the worlds truly great cities.

The small remainder of days in the year the WARBLER spent in her homeport of Sasebo feverously conducting upkeep and preparations to continue meeting all commitments necessary - "in the midst of crisis".

  
F. W. RATLIFF, Jr.  
By direction

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