

## HISTORY - USS NOA (DD 841)

Loveman NOA graduated from the Naval Academy in 1900. In the fall of 1901 the young midshipman from Chattanooga, Tennessee found himself far from home. He was assigned to USS MARIVELES in the Pacific. On October 26 MARIVELES stopped her engines and put off a small boat to watch for smugglers running between the islands of LEYTE and SAMAR. The small boat began its patrol. In it were an armed crew of six men with Loveman NOA as officer in charge. While off SAMAR the wind turned against them and the boat was forced to land in a small cove. While scouting a nearby woods Loveman NOA was stabbed by Filipino insurgents. He died before aid could reach him.

The United States Navy names her destroyers after men like Loveman NOA, and a torpedo boat destroyer, USS NOA (DD 343), soon sailed the seas bearing his name. The first USS NOA carried an aircraft during the period 1941-42, the first and probably only destroyer to do so. She was later converted to APD-24 and was sunk during the Battle of Pelelia, Palau Islands on September 12th 1944.

Less than a year later the keel for a new NOA was laid. The United States Ship NOA (DD 841) was launched on July 30, 1945 and commissioned on November 2nd of the same year. She was a Gearing Class Destroyer propelled by two 30,000 S.H.P., geared steam turbines, and capable of speeds up to 32 knots. She was 391 feet long, had a 41 foot beam and displaced 2,420 tons.

After a shakedown cruise at Guantanamo Bay, Cuba, NOA departed for her first tour of duty with the Mediterranean Fleet. She visited Gibraltar, Nice, Naples, Malta, Venice, Piraeus and Lisbon. After participating in fleet maneuvers in the South Atlantic in early 1947, NOA returned to the States. For the next two years the ship exercised in type training, underwent routine overhaul, and acted as school training ship for the Fleet Sonar School, Key West, Florida.

NOA acted as rescue destroyer for the USS MINDORO during June and July of 1949. Later that summer the ship was awarded its' first Battle Efficiency Pennant.

From September 1949 to January 1951, NOA was engaged in extended anti-submarine training in a permanent Hunter-Killer Group as a unit of Destroyer Squadron EIGHT, and made a second trip to the Mediterranean with calls at many historic ports.

Transferred to Destroyer Squadron SIX in the early part of 1951, NOA participated in CONVEX II (a large scale convey escort exercise), visiting Baltimore, Maryland, for Armed Services Day.

In August 1953 NOA set sail on her longest tour to date. With others of her squadron, NOA steamed 42,000 miles on an around-the-world cruise. Arriving in the Far East on October 3rd, 1953, NOA operated in the Sea of Japan with Task Force 77 for four months, taking part in various readiness operations while maintaining an alert patrol during the truce period of the Korean War.

In early November of that year, NOA joined Task Group 96.7 a Hunter-Killer Training Group operation in Japanese waters, and again gained valuable experience in the many phasis of anti-submarine warfare. In late November and early December, as a member of Task Force 95 (the United Nations Blockade and Escort Force), she patrolled the Korean coast along with USS CONE (DD 866).

From December until her return to the States in April of 1954, NOA engaged in various exercises and training evolutions. After returning home, the ship was reassigned to duty with a hunter-killer group in the Atlantic.

In an overhaul period during the summer of 1955, Noa was outfitted with experimental sonal equipment. The ship tested this ecupiment around Key West, Florida for two months.

In February, 1956, NOA departed for her third cruise with the SIXTH Fleet in the Mediterranean. NOA returned to Norfolk in June of that year, having steamed 25,000 miles and calling on many ports including Cannes, Naples, Malta, Tobruk and Port Said.

NOA was plane guarding off Mayport, Florida during the summer of 1956. In November the ship participated in operations with Task Force 26 in the Eastern Atlantic, stopping at Lisbon, Portugal for Liberty.

In the spring of 1957, NOA sailed for the Caribbean for Operation SPRINGBOARD 1-57 (an intensive inter-ship training exercise) and DESAIR-DEX 1-57 (Destroyer Air Defense Exercise). The ship received its second Battle Efficiency plaque that year.

The NOA completed a three-month overhaul period at Norfolk Naval Shipyard in August 1957 and in the early part of September sailed for a five-week refresher training period at Guantanamo, Cuba. In shore bombardment exercises performed at Culebra, Puerto Rico, NOA merited an over-all score of excellent. This grade was the highest cualifying score received by any destroyer in previous years.

Upon returning from refresher training, NOA was employed with other units in the Division testing experimental radio gear. NOA was awarded the supply department "E" for fiscal year 1957.

During the spring of 1958, NOA was again employed in SPRINGBOARD exercises and visited Cuidad Trujillo (Santo Domingo) in the Dominican Republic; St. Thomas, Virgin Islands; San Juan, Puerto Rico; and Havana, Cuba.

In March of 1958, NOA took part in LANTPHIBEX 1-58, an exercise designed to test the latest concepts of amphibious warfare. Upon completion the ship received commendatory messages from the USS RANGER and Commander Amphibious Forces, Atlantic for outstanding performance.

During the summer of 1958, NOA participated in operations in the Mediterranean with the U.S. SIXTH fleet during the Lebanon crisis. After a short tour in the Persian Gulf, NOA returned to the United States and joined the U.S. SECOND Fleet for operation LANTFLEX 2-58.

In February 1959, NOA again departed for the Mediterranean. She participated in numerous SIXTH Fleet exercises until April 1959, when she departed for the Middle East via the Suez Canal. While in the Middle East area the ship visited Massawa, Eritrea; Bombay, India; Bahrain, Saudi Arabia; Bandar Shapur, Iran; and the Crown Colony of Aden.

NOA rejoined the U.S. SIXTH Fleet at the end of June and immediately set a record by taking aboard 53,000 pounds of food stores. She had gone 83 days without replenishment. NOA completed her tour with the SIXTH Fleet and sailed for Norfolk, Virginia. The ship arrived 1 September 1959 after sailing 36,000 miles in seven months.

After being in Destroyer Squadron SIX for eight years, the NOA was reassigned to Destroyer Squadron FOURTEEN homeported in Mayport, Florida. NOA was a unit of TF 83 in December 1959 and sailed for exercise SPRINGBOARD 60 in January. The ship visited San Juan, Puerto Rico; St. Thomas, Virgin Islands; and Ciudad Trujillo, Dominican Republic.

During the spring of 1960 NOA acted as plane guard for the USS INTREPID (CVA 11) and conducted type training in the Virginia Capes area.

On the 25th of May 1960 NOA entered the U.S. Naval Shipyard, Philadelphia, for an extensive overhaul called FRAM I (Fleet Rehabilitation and Modernization) which is designed to extend the useful life of World War II destroyers. The latest weapons systems were installed on the NOA, including ASROC (Anti-submarine Rocket System).

On 2 May 1961, having completed FRAM I overhaul the NOA rejoined the U.S. Atlantic Fleet. After a four week training period and ASROC qualification trials the ship reported to Guantanamo, Cuba for six weeks of intensive refresher training. This training was interrupted on occasion to perform patrol duties off the Dominican Republic and at Guantanamo.

NOA returned to Mayport on 23 July and commenced a two week tender period alongside USS YELLOWSTONE (AD 27).

During August and September NOA conducted type training and acted as a test vehicle for various developmental projects. The ship spent a week in Miami and Fort Lauderdale for the annual VFW Convention.

On 14 September NOA joined TG 83.3 and commenced hunter killer operations for a two week period. The following two weeks were spent alongside YELLOWSTONE in preparation for deploying to the Eastern Atlantic for two months of hunter-killer operations and exercises with the British Navy.

On 6 November NOA arrived in the United Kingdom, visiting Portsmouth, England and Belfast, Northern Ireland. NOA departed Belfast on 21 November to participate in the ASW exercise Lime Jug II with other American units and ships from the British Home Fleet. This combined exercise was conducted in sea areas north of Ireland and involved both American and British ships, aircraft, helicopters and submarines, utilizing various NATO ASW tactics and procedures.

On 5 December NOA visited Dublin, Ireland. While in the Capital City of Ireland the crew of NOA was entertained ashore by the friendly citizens who in turn were invited aboard NOA. NOA departed Dublin on 9 December to return home, arriving 20 December after a rough crossing. Holiday leave and four weeks of tender availability alongside YELLOWSTONE commenced on arrival.

On 29 January 1962 NOA got underway for the Western Atlantic where she participated in intensive hunter-killer operations with other units of the U.S. Atlantic Fleet.

On 6 February NOA returned to Mayport, Florida for the necessary modifications to her boat davits and presailing briefings in preparation for the recovery of the LT COL John GLENN and his space capsule. When preparations were completed on 13 February NOA got underway for her Project Mercury recovery station in the Southwestern Atlantic. On 14 February 1962 NOA reported on station. After two reschedulings of the space flight NOA was ordered to San Juan, Puerto Rico. The crew enjoyed two days of rest and recreation. On 19 February NOA returned to her recovery station about 200 miles west-northwest of San Juan, Puerto Rico. At 1441 on 20 February the space capsule of Lieutenant Colonel John H. GLENN, Jr., USMC, Mercury Astronaut, was sighted and recovered by the men of NOA. The capsule had completed its historic three orbits of the earth. Upon completion of recovery operations, NOA headed for Mayport and a well deserved rest.

On 24 February 1962 NOA rejoined Task Group AJFA and resumed Anti-Submarine Warfare operations off the Atlantic Coast. NOA departed for Philadelphia Naval Shipyard in March to undergo minor repairs. After returning to Mayport, NOA again put to sea for tactical operations. On 31 May 1962 she completed her final tour of duty with Task Group Alfa and commenced operations with the SECOND Fleet.

On 3 August, NOA left Mayport, Florida for a seven months cruise in the Mediterranean. She participated in a joint British-United States Naval exercise on the way across the Atlantic. NOA arrived in the Mediterranean on 16 August. She engaged in extensive operations in the Mediterranean for the remainder of 1962. The ship stopped at Istanbul, Turkey; Athens, Greece; Malta; Alghero, Sardinia; Palermo, Sicily; Suda Bay, Crete; Naples, Gaeta and La Spezia, Italy; and Golfe Juan and Beaulieu, France. NOA departed the Mediterranean in February 1963 after more SIXTH Fleet operations and visits to Genoa, Italy; Barcelona, Spain; and Ajaccio, Corsica.

NOA spent three weeks in the Norfolk Naval Shipyard for repairs in May and then sailed with the Second Fleet Midshipman training squadron in June and July 1963. This cruise included calls in Mayport, New York, and Montreal, Canada. Aboard were 45 members of the Naval Academy Class of 1966 and 5 members of the Class of 1964.

After a tender and upkeep period in Mayport, Florida, NOA departed for Puerto Rico and gunfire support exercises off the islands of Culebra and Vieques. NOA demonstrated her gunnery proficiency during these exercises by qualifying as a Naval Gunfire Support Ship with a grade of excellent.

NOA's crew then enjoyed a two day rest in San Juan, Puerto Rico before returning to Mayport.

Late in October NOA participated in amphibious exercises off the coast of North Carolina before returning to Mayport for type training followed by a well deserved leave period over the Christmas Holidays.

NOA again deployed to the Mediterranean as part of the SIXTH Fleet on 8 February 1964. The NOA visited Naples and Brindisi, Italy before reporting for two months duty with the Middle East Force. While in the Middle East, NOA sailors participated in Operation Delawar with the Iranian Navy and visited Aden; Bahrain; Abadan, Iran; Cochin and Bombay, India.

NOA returned to the Mediterranean in June patrolling off Cyprus and visiting Athens, Greece; Malta; Port Mahon, Menorca; and Valencia, Spain.

Returning home in late July, NOA sailors enjoyed August in Mayport. The ship went to Charleston Naval Shipyard in September for an overhaul program which was completed in January of 1965. After completing sea trials in early February NOA returned to Mayport for a rest prior to sailing for refresher training at Guantanamo in March. By mid-April the ship had completed training at GTMO and passed the annual Operational Readiness Inspection (ORI).

Back in Mayport, members of the crew had a leave period and worked in preparation for another Mediterranean deployment.

By mid-May NOA was steaming across the Atlantic for duty with the SIXTH Fleet. She participated in Exercise WINDMILL with units of the Dutch Navy, Operation POOPDECK VI with Spanish Forces and conducted ASW, Gunnery and other exercises. Among the ports visited were Cannes and Golfe Juan, France; Naples and Genoa, Italy; and Palma, Mallorca.

NOA returned to Mayport on 1 September of 1965. She got underway for nine days on 3 September as a hurricane evasion measure. NOA spent the rest of September in a leave and upkeep status. In early October the ship sailed on an Astronaut Recovery mission again, this time for the Gemini VI Orbital Space Flight. NOA's station was off the east coast of Africa. The Space flight was canceled after the Agena-B rocket that was designed to launch a docking vehicle failed to achieve an orbital insertion.

Upon returning to Mayport, NOA prepared for future operations, utilized a tender period and granted leave.

On 29 November the ship sailed for three weeks of various exercises. NOA plane guarded for USS SARATOGA (CVA 60), conducted gunnery exercises and participated in PHIBASWEX/MEBLEX-65 (a combined ASW and Amphibious landing exercise which included a Marine assault on the island of Vieques). NOA conducted gunfire support exercises at Culebra and visited San Juan, Puerto Rico before returning home for the holidays on 17 December.

NOA remained in Mayport until 24 January 1966 when she sailed as a unit of an amphibious task force during exercise HIGH TIME. The amphibious force landed at Vieques Island in the Caribbean and NOA participated in OPERATION SPRINGBOARD for two weeks. The ship conducted gunfire support at Culebra and Vieques, as well as ASW and gunnery exercises. NOA received her annual ORI during this period. Upon completion SPRINGBOARD training, NOA rejoined the amphibious force for the trip home, receiving commendatory messages from Commander SECOND Fleet and Commander Cruiser-Destroyer Flotilla SIX for her ASW proficiency.

On 14 March NOA went to sea as a unit of the Gemini 8 recovery forces. The ship returned to Mayport on 17 March and commenced an upkeep and tender availability period. On 29 April to 5 May NOA was Sonar School ship for the U. S. Fleet Sonar School, Key West, Florida. NOA returned to Mayport to prepare for deployment to the Mediterranean.

Mid-June NOA was steaming across the Atlantic for duty with the SIXTH Fleet. NOA was assigned to the MIDEASTFORCE in July. While in the Red Sea and the Indian Ocean she visited Port Sudan, Republic of Sudan; Massawa, Ethiopia; Aden, Aden Protectorate; and Madras and Cochin, India. Returning to the Mediterranean she visited Athens, Greece; Castellon and Palma de Mallorca, Spain; and Tangier, Morocco.

NOA returned to Mayport on 20 October and Commander J. E. EDMUNDSON, USN, relieved Commander W. W. DOECHER, Jr., USN as Commanding Officer on 24 October. 14-22 November NOA participated in rescue operations with USS AMERICA (CVA 66) in Virginia Capes Areas and 28 November-15 December she participated in OPERATION LANTFLEX 66 in the Caribbean. The remainder of the year NOA spent in Mayport as an upkeep and leave period. January 1967 NOA underwent Drone Anti-Submarine Helicopter Ship's Qualification Trials. During early February she was Sonar School Ship at Key West, Florida.

In March NOA participated in Operation SPRINGBOARD and in April she participated in Operation CLOVEHITCH both in the Caribbean.

NOA arrived in Mayport early in May, and remained in the local area through June. These two months were filled with inspections, upkeep and type training. This was also a Preventive Maintenance period for the upcoming deployment.

29 June saw NOA underway for the Sixth Fleet as Flagship of DESRON 14. During transit brief stops were made at Bermuda and Rota, Spain for fuel. NOA entered the Mediterranean on 10 July, and joined the Sixth Fleet relieving ships of DESRON 10 in Golfo de Palma, Sardinia.

While in the Mediterranean, NOA participated in all phases of Sixth Fleet operations. From 24 July to 5 August she took part in MEDTACEX 11, operating with units of the British, Greek and Italian Navies. On 15 August NOA joined the French Destroyer "FORBIN" and the British Destroyer HMS BARROSA in ceremonies at Theoule, France commemorating the landing of Allied Forces in South France in 1944.



The remainder of August was spent on ASW patrol in the Eastern Mediterranean. During this time NOA made contact with the Soviet Submarine W-525 and shadowed her for three days. NOA maintained contact although 525 submerged using evasive tactics for an eight hour period.

NOA continued her Sixth Fleet duties, and participated in Operation Eager Beaver, a joint NATO Naval exercise, late in September.

NOA departed the Mediterranean on 25 November and steamed West for Mayport. Among the ports visited during her Sixth Fleet deployment were Volos, Greece; Soudha Bay, Crete; Athens, Greece; Theoule, France; Valletta, Malta; Civitavecchia, Naples and Taranto, Italy; Palma de Majorca, and Tunis, Tunisia.

NOA arrived in her homeport, Mayport, Florida, in company with DESRON 14 and USS SARATOGA (CVA-60) on 6 December 1967. The only thing eventful during transit was three days of very severe weather. NOA remained in Mayport for the remainder of the year.

On 5 January, 1968, NOA was underway for the solemn service of burial at sea, and carried out the final wish of George H. Flynt, YN1, usn (RET).

NOA left for the U.S. Naval Shipyard, Charleston on 7 January, arriving on the 8th. She remained in Charleston for her regular overhaul period until Mid June. The period 5 Feb. to 15 March was spent in drydock. While in Charleston, NOA's Pistol Team excelled, winning every match entered, also a host of individual trophies.

On 18 June NOA completed her final sea trials. Then on the 24th of June she completed rearming and once again was underway for home arriving in Mayport on the 25th.

The period from 28 June to 3 July was spent operating in the Charleston OP Area with USS THOMAS JEFFERSON (SSBN-618) and USS SIMON BOLIVAR (SSBN-641) returning to Mayport on the third.

8 July saw NOA once again on her way to the Charleston Naval Shipyard. From 10-16 July she was drydocked, and both screws were removed due to excessive vibrations. NOA was refloated on the 17th and conducted successful sea trials. Once again she sailed for home arriving on the 18th.

At sea, just before entering Mayport, CDR. H. D. MANN Jr., USN relieved CDR. J. E. EDMUNDSON as Commanding Officer.

On 19 July, 1968, NOA set sail for Guantanamo Bay, Cuba and six weeks of refresher training. In early September she successfully passed her Operational Readiness Inspection, the final examination.

NOA returned to Mayport in Mid September, and spent the remainder of the year in the Jacksonville area. This period was devoted to upkeep, leave, type training and preparation for the upcoming deployment to WestPac.

On 30 January, 1969, NOA was underway for WestPac as Flagship for COMDESDIV 142, along with three other Destroyers. Transiting the Panama Canal on 4 Feb., NOA sailed on Pacific waters for the second time; destination Viet Nam. NOA arrived in the Tonkin Gulf in Mid March having made a brief stops at Rodman, C.Z.; San Diego, Calif.; Pearl Harbor; Midway; Yokosuka, Japan and Okinawa. While in WestPac NOA acted as rescue destroyer on Yankee Station, ASW Command Ship, Surface, Subsurface Servicing Control Ship, and served two tours on the gun line providing Naval Gunfire Support for troops ashore.

Among the ports visited were Subic Bay, Philippines; Kaohsiung, Taiwan; and the Crown Colony of Hong Kong.