



DEPARTMENT OF THE NAVY

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From: Commanding Officer, USS MONTICELLO (LSD-35)

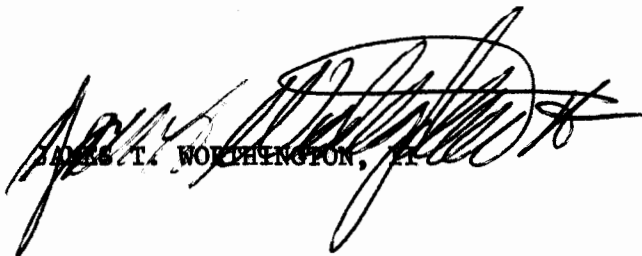
To: Director of Naval History (OP-09BH)

Subj: Annual Command History OPNAV Symbol 5750-1

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Annual Command History for 1980

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


JAMES T. WORTHINGTON, JR.

COMMAND HISTORY
1980

NARRATIVE

USS MONTICELLO (LSD-35) ushered in the year 1980 in Portland, Oregon undergoing the remaining eight and one-half months of a thirteen month overhaul. On 1 April 1980, the ship was transferred from COMPHIBRON ONE to COMPHIBRON FIVE in order to align for deployment in 1981. On 18 May 1980 the MONTICELLO was witness to the most spectacular event of 1980, the eruption of Mount St. Helens. This eruption, as well as subsequent eruptions, caused considerable problems with ash fallout throughout the remainder of the ship's stay in Portland. MONTICELLO's homeport was changed to San Diego, California effective 28 May 1980 (the original overhaul completion date). Due to numerous contractor delays the MONTICELLO did not complete regular overhaul until 17 September 1980. This extension of the overhaul allowed the MONTICELLO to enjoy the festivities of the Portland Rose Festival 9-13 June 1980. The MONTICELLO took 83 guests on the transit of the Columbia River from Portland to Astoria when the ship departed the Pacific Northwest on 17 September. The ship arrived in San Diego on 21 September 1980.

At this point the ship began a series of post-overhaul and pre-deployment tests and inspections. During the period 20-27 October 1980 the MONTICELLO was underway for training off the coast of Southern California and made a port visit to Santa Catalina Island (25-26 October). On 27 October the ship made a brief stop at the Naval Weapons Station, Seal Beach, California to on-load ammunition and ordnance before returning to San Diego later that day.

During the week of 3 November MONTICELLO underwent an INSURV/UMI inspection conducted by the Sub-Board of Inspection and Survey, Pacific. The ship was thereafter required inport for the remainder of 1980 in order to complete repairs to a stern gate casualty which left the ship unable to perform amphibious operations. Second, and more important, the MONTICELLO was required to remain inport to provide the overhaul contractor access to the ship in order to correct numerous discrepancies noted during INSURV and covered by the overhaul warranty contract.

The year ended with the ship awaiting sterngate repairs and completion of warranty work.