



DEPARTMENT OF THE NAVY
USS DUBUQUE (LPD-8) ✓
FPO SAN FRANCISCO 96663-1711

IN REPLY REFER TO:
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From: Commanding Officer, USS DUBUQUE (LPD-8)
To: Director of Naval History (Op-09BH), Washington Navy
Yard, Washington, DC 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command History for 1987
(2) 13 July 1987 Change of Command Pamphlet
(3) Commanding Officer's Biography
(4) Commanding Officer's Photograph

1. In accordance with reference (a), enclosures (1) through (4) are submitted.


D. M. SCHORN
By direction

HISTORICAL NARRATION

The following is an account of the ship's history for USS DUBUQUE (LPD-8) during 1987. USS DUBUQUE is a "forward deployed" unit, operating out of Sasebo, Japan. While overseas, the ship serves as a part of America's front line of defense.

The beginning of 1987 was a relaxing time for DUBUQUE sailors. The holiday leave and upkeep period started after our return to Sasebo in mid-December 1986. Many crewmembers, particularly some of the newer personnel on board DUBUQUE, used their time off to find an apartment in town.

With the ship scheduled to remain in Sasebo until mid March for a Selected Repair Availability (SRA) period, the crew had plenty of time to enjoy life in their overseas homeport.

The holiday routine portion of the holiday leave and upkeep period finished on 4 January, and it was back to business on Monday, 5 January.

Many jobs were scheduled during the SRA. Chippers, grinders and hammers could be heard throughout the ship, taking off old paint. New coats were then added, giving spaces a fresh, new look. Inside the main engineering spaces, long term repair and maintenance work was done. Overhauls, refurbishing, replacing and general improvements were becoming evident everywhere as the SRA progressed.

After working hours, while some headed home, others headed for the gym, located conveniently across from DUBUQUE's "parking space" at berth 7, India Basin.

Basketball is the sport to play during the Winter months. So while the ship's soccer, softball and flag football teams waited for green grass and warmer weather, the ship's basketball team, the DUBUQUE Deacons, kept busy playing local teams, and challenging any ship that visited Sasebo. They also participated in the Western Pacific Regionals, held at U.S. Fleet Activities, Yokosuka, Japan. Although the Deacons put up a good fight, they were knocked out of the tournament by USS BLUE RIDGE (LCC-19). A three point desperation shot, thrown from half court at the buzzer, miraculously sunk. The Deacons lost, 85-82.

Not content to wait for the return of the Deacons, restless basketball players who did not go to Yokosuka formed another DUBUQUE team, the Bombers. Under the coaching and leadership of EN3 Randall Miller, the Bombers charged into the local basketball scene. The newly formed team proved they meant business when they won their first three games by 15 point spreads or more, and even shocked the Deacons by defeating them, 84-71, after their return from Yokosuka.

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Of course, everyone wasn't playing basketball during their off hours. A bowling league, sponsored by funds from DUBUQUE's Welfare and Recreation money, was held at Sasebo Lucky Bowl. Bowlers were given trophies and prizes for the various competitions. For jogging buffs, a "Fun Run" was held on base and all local joggers interested were invited. For skiing fans, a ski trip to a nearby resort was planned and also funded by Welfare and Recreation money. Thirty crewmembers and their guests went on the weekend trip. Although there was no snow for skiing, ice skating, tours, hot baths and other features of the resort made the weekend an adventure nonetheless.

Back on the ship, business continued as always. By the end of February and into early March, preparations for the next underway period were going on in earnest. Because of the many new crewmembers who had reported aboard during the last two months, added training was undertaken by nearly every division. In addition, "Field Day" cleaning evolutions were held throughout the ship. The ship's many troop spaces were given particular attention, to prepare for over 800 Marines expected to embark during the next exercise.

In the main Engineering spaces, preparations were made to light off the ship's propulsion plant. Finishing touches were put on the many long term projects started for the SRA, and new or refurbished machinery was tested and retested. Everywhere the hustle of sailors was seen and the humming of machinery heard. The time to again get underway was near.

On 9 March DUBUQUE left berth 7, underway for the first time in 1987. Before the ship returned just two short days later, DUBUQUE refueled at Akasaki Fuel Depot in Sasebo Harbor and loaded ammo for the ship's two 3", 50 caliber gun mounts. For nearly all of the ship's newer young "salts", it was the first time out to sea.

From 11 to 16 March, all the final preparations were made for the upcoming deployment. Any problems that turned up during the 2 day sea trials were ironed out quickly. By Friday, 13 March, most last minute details were completed and the crew was able to enjoy the final weekend in Sasebo.

At 0900 a.m., Monday, 16 March, the "underway" whistle was blown and DUBUQUE was back in action again. The ship was headed for Buckner Bay, Okinawa.

The ship arrived on 18 March for a short overnight stay. It was long enough however, to onload over 800 Marines and their equipment. DUBUQUE was now loaded and combat ready to play it's part in Exercise Team Spirit 87.

In the days that followed, DUBUQUE sailors did what they do best - Amphibious Operations. Most days were spent at anchor and nights steaming. Several rehearsals were held in preparation for the "D-Day" landing, scheduled for 31 March.

On 24 March, DUBUQUE arrived inport Pohang, Republic of Korea. The two-day stop was needed to plan the final coordination for Exercise Team Spirit 87. The exercise is

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the largest Amphibious Operation held anywhere. It has been held annually since 1976 and involves all branches of the military from both U.S. and Republic of Korea forces.

Following the two day stop in Pohang, the ship got underway. Flight operations became a daily routine. Many long days of training followed. Nearly all of DUBUQUE's capabilities as an Amphibious Assault ship were tested during these evolutions.

At long last, the scheduled "D-Day" arrived, along with high winds, rough seas and rain. Due to the inclement weather, the landing was postponed one day.

The following day, during the early morning hours of 1 April, the training assault began. After a long, hectic day of boating and beach landing operations, most of the Marines and their equipment were ashore. By 2300 that evening, the entire complement had been brought ashore.

Once again DUBUQUE had completed its mission, the transport of Marine units and their equipment to the beach for Amphibious Assault training. The evolutions were completed in a timely manner and, most important, safely. The hard work and long hours put in by the men of DUBUQUE had led to the successful completion of yet another operation.

Following the "D" Day amphibious landing, USS DUBUQUE remained underway to conduct landing team support by helicopter and from assault boats until 8 April. The ship then returned to Pohang, Republic of Korea and remained until 11 April to backload all Team Spirit U.S. Marine units. On 12 April DUBUQUE departed for Buckner Bay, Okinawa to offload the Marine units and equipment which the ship carried for nearly a month during Exercise Team Spirit. After a friendly farewell to our Marine Corps teammates, DUBUQUE returned home to Sasebo for a six day hiatus. The break for the crew was well deserved after the rigors of Team Spirit 87.

Thursday, 23 April again saw DUBUQUE underway. This time bound for Subic Bay, Republic of the Philippines. The ship arrived on 27 April to embark observers for its upcoming Amphibious Refresher Training (PHIBREFTRA). DUBUQUE departed the following morning, underway for the Blue Beach training area in Subic Bay. The amphibious refresher training lasted nine days. Engineering received an "excellent" for their work with controlling DUBUQUE's ballasting and sterngate operations. Deck Department, which was heavily involved with all the training evolutions, received a grade of "outstanding". Signal bridge personnel also received a grade of outstanding for their part in the refresher training.

After the completion of PHIBREFTRA, DUBUQUE returned to Subic Bay Naval Station, this time mooring port side to USS DENVER (LPD-9) at Boton Wharf. Our return on 6 May left us some time to "catch our breath", but not much. Command enclosure (1)

Inspection by the COMNAVSURFGRU WESTPAC staff was scheduled for 12-14 May.

Intense preparation for the Command Inspection paid off. The inspection, which is only judged as satisfactory (SAT) or unsatisfactory (UNSAT), turned up only a small number of discrepancies. DUBUQUE was given a SAT, with special praise for our outstanding appearance and performance.

Following the Command Personnel Inspection on 14 May, the crew was given some well deserved and much needed time to enjoy liberty in Subic Bay. The ship remained inport until 23 May, when it left for Hong Kong, British Crown Colony. The port stop was added to DUBUQUE's schedule as a reward for months of superior performance executing a demanding schedule.

The port call lasted from 25-29 May. Although rainy weather precluded any outdoor activity, it didn't keep anyone from enjoying the liberty in Hong Kong. Many crewmembers used the stop as a chance to purchase gifts, furniture, rugs, appliances and electronic equipment.

On 30 May, DUBUQUE departed Hong Kong bound for another reunion with families and friends in Sasebo. We received our usual warm welcome from our growing community here.

The remainder of June was spent inport, except for one overnight "steaming" to conduct an Internal Engineering Readiness Assessment (IERA) inspection. The Military Training Team which conducted the inspection graded our Engineers with "above average", the highest possible grade awarded.

Ammunition offload was conducted following the IERA in preparation for our next Ship Repair Availability (SRA) period in Sasebo. The offload went without a hitch and was finished in record time.

USS DUBUQUE was now ready to begin its second SRA of calendar year 1987. The SRA period was to begin in July.

July began with USS DUBUQUE amid a ship maintenance period, conducted in Sasebo, Japan. Many changes were in progress for DUBUQUE and it's crew, including a Change of Command.

On the morning of July 13, 1987, a formal Change of Command Ceremony took place onboard DUBUQUE's flight deck. CAPT Alexander G. Balian officially relieved CAPT John F. Neese. Capt Neese assumed duties as Chief of Staff for Commander Task Force SEVEN SIX in Okinawa. CAPT Balian reported to USS DUBUQUE from Headquarters, U.S. European Command in Vahingen, West Germany where he served as Chief of J-6 Programs Division. CAPT Balian is the 13th Captain to command USS DUBUQUE since its commissioning on 1 September, 1967.

Both ship and crew were in full dress for the the event. The ceremonies were carried out flawlessly. A reception in DUBUQUE's helo hanger for official guests and dignitaries followed. Crewmembers and their guests enjoyed a special
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steak and lobster luncheon on the mess decks.

Following the July 13 Change of Command, it was back to business for DUBUQUE. The maintenance period continued as did the rest of our inport Sasebo routines. Equipment maintenance, training, cleaning and space preservation were big parts of the regular inport working day, as is the norm during all our periods in Sasebo.

Off duty, DUBUQUE crewmembers were active as well. DUBUQUE's Blue Thunder varsity softball team had a nine win, one loss record during the summer softball season and won first place in Sasebo's Varsity Softball League. The team then went on the road to take on teams at Marine Corps Air Station in Iwakuni, Japan. The Blue Thunder finished 5th overall, out of 24 teams that competed in the tournament.

The DUBUQUE Bombers basketball team, not wanting to see the softball team take all the glory, stayed active during the inport period. In addition to defeating all the local teams, the Bombers challenged all teams from ships that visited Sasebo. By summer's end, the Bombers had a record of 11 wins and two losses during the inport period. One of the losses occurred late in the summer against a rival ship's team not part of the Bomber squad. The team, appropriately named the DUBUQUE Renegades, defeated the Bombers 86-80. A few days later the Bombers and Renegades held a rematch. The Bombers managed to "quell the Renegade uprising", but just barely. The Bombers slipped past the Renegades 75-74.

As the summer continued, DUBUQUE crewmembers had another weekend event to look forward to. The 1987 American Festival was scheduled for the first weekend in August. The annual event features the best of American and Japanese entertainment and is held in Nimitz Park, the base park for Fleet Activities Sasebo. Despite the rainy weather during the weekend, nearly all DUBUQUE crewmembers found time to check out the festival and enjoy the shows and other attractions. Tickets for the event were provided free courtesy of DUBUQUE's Welfare and Recreation funds.

August proved to be a busy month for DUBUQUE. The new "skipper", CAPT Balian, could be seen all over the ship. Through a series of departmental "zone" inspections, the C.O. familiarized himself with his ship and crew. CAPT Balian also held several flight deck "Captain's Calls", to give the crew a better idea of the expectations and revised policies of the command.

Midway through August DUBUQUE and USS SAN BERNARDINO (LST-1189) got together for a picnic at Nimitz Park. The two crews, along with their guests, challenged each other in softball, volleyball and a tug-of-war. Food and soft drinks were provided for the picnic. The picnic brought an old Navy term, introduced by CAPT Balian, back in general crew use. A "Ropeyarn" is a naval term which means; "a term applied to an otherwise workday that has been granted as a holiday for
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the purpose of taking care of personal business". In this case the business was a half day off to enjoy some friendly, stress relieving competition with another ship.

Following the ropeyarn picnic, the accelerated work pace continued. With less than two weeks to go before the scheduled underway date, most equipment overhaul and repair work were in the final stages. Electronic gear was fine tuned and tested. Jobs taken on by Sasebo's Ship Repair Facility were completed and inspected. Operations and Deck departments, always busy during underway periods, intensified their training schedules. In the main engineering spaces equipment was tested, run and retested. All indications were "go" for the upcoming underway period.

The final inport period prior to our departure date afforded everyone time to take care of personal business in Sasebo. A Labor Day Picnic was held at Numamoto Island in Sasebo Bay, and crewmembers enjoyed some late summer recreation. On September 18 the underway whistle was at long last blown again. DUBUQUE departed it's pierside berth in India Basin, underway for ammunition anchorage number 37 in Sasebo Harbor. The rest of the day and into the evening was spent unloading ammunition. Sea trials were then conducted the following two days in the operating area outside of Sasebo Harbor. All the ship's systems and equipment were checked and tested. Underway drills of every kind were conducted. The two days at sea were both long and rigorous - just what both ship and crew needed after the long stretch inport. DUBUQUE returned on September 21 to its familiar spot in India Basin, ready to meet the challenges that lay ahead.

On September 24 those challenges began. DUBUQUE again departed India Basin, this time underway for Buckner Bay, Okinawa. Upon arrival on 26 September, DUBUQUE embarked nearly 400 Marine troops and unloaded their equipment and supplies for transport to Korea. DUBUQUE arrived in Port of Inchon on 1 October.

Following another successful offload, many crewmembers were afforded the opportunity to visit Seoul, South Korea's largest city and capital. Seoul is located about one hour away from Inchon. Bus transportation to and from the city was provided by the ship. Many crewmembers used the opportunity to catch up on their shopping needs. Crewmembers returned with bags full of leather goods, mink blankets, shoes and other bargains found in South Korea.

DUBUQUE left Inchon on 3 October to return to Sasebo. The routine return home was interrupted by a medical emergency call from USS SAN BERNARDIO. DUBUQUE's Medical Department was called upon to save the life of an injured SAN BERNARDINO crewmember. LT Robert M. Schwartz, the ship's Medical Officer was taken to the SAN BERNARDINO on DUBUQUE's motor whaleboat. The patient was later transferred to our ship for further medical assistance. He was then MEDIVACED

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in stable condition to a Republic of Korea (South Korea) Navy ship, where he was taken to a hospital on Cheju Do Island, south of the Korean Penninsula. The patient, Dr. Schwartz, HM2 (SW) Paul D. Mazurek and FN Sung J. Ko (of DUBUQUE who accompanied as an interpreter), were flown by U.S. Army helo to the Army Hospital at Yongsan Army Base in Seoul. There our SAN BERNARDINO shipmate completed his recovery.

DUBUQUE returned home the following morning on October 5 on schedule. Our underway period had been relatively short, but the greeting by waiting families and friends on the pier was as warm as ever.

Just two days after our return to Sasebo, another "Ropeyarn" picnic was held at Nimitz Park. The USS PEORIA (LST-1183) on deployment from her homeport of San Diego, Ca. attended the picnic along with the DUBUQUE and SAN BERNARDINO. The "Amphib Connection" picnic was a success. The usual softball, volleyball and tug-of-war tournaments were held as well as some traditional Navy contests for the "saltier" sailors such as a heaving line toss and knot tying. As always, the food was great as was the comradery.

The remainder of the ship's inport period passed quickly. During the Columbus day weekend, some crewmembers spent their time with family and friends. A Fleet Invitational Basketball Tournament was held, with four ships and the base team from COMFLEACT Sasebo participating. Both DUBUQUE teams participated in the weekend tournament. The older and more seasoned team, the Bombers, came in second to the USS ST. LOUIS's "A" team. The Renegades finished in fifth place after being eliminated by the Bombers on the second round of games. Following the long Columbus day weekend, work and training continued in preparation for our October 17 departure date. Stores and provisions were brought aboard and the ship topped off on fuel.

Preparations for the upcoming Navy Day Ball in the Harbor View (the base club) also continued. Tickets were a bargain, courtesy of the ship's recreation funds. Crewmembers planning to go to the ball were given a half day off in order to prepare for the occasion. Uniforms were service dress blues, with medals or ribbons for male servicemembers and evening dresses for female guests and servicemembers.

The ball was held on 16 October, the night before our departure from Sasebo. Over 124 DUBUQUE crewmembers and their guests turned out to celebrate the Navy's 212th birthday with class. Highlights of the evening included a saki tub breaking by the honored guests and the traditional cake cutting by the oldest and youngest active Navy sailors in the house. BMC Cecil M. Barlow of DUBUQUE's Landing Craft Unit (LCU) 1665 held the knife in honor of the oldest cakecutter. The menu for the evening included a hefty serving of beef Wellington, a double baked stuffed potato,

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vegetables, rolls and wine. Entertainment was provided by the Navy's "Orient Express" Seventh Fleet Band from U.S. Fleet Activities in Yokosuka, Japan.

The DUBUQUE got underway on schedule the following morning on 17 October. The ship was underway for Buckner Bay, Okinawa. Our arrival on 19 October marked the beginning of yet another operational period for DUBUQUE.

On October 20 USS DUBUQUE was moored to Navy Pier, inport White Beach, Okinawa. The ship was on the first stop of its scheduled underway period. DUBUQUE unloaded over 500 Marines and their equipment in preparation for Exercise Valiant Blitz 88-1. DUBUQUE, along with seven other ships and about 3,000 U.S. Marines, participated in the operation.

The task group departed Okinawa on 21 October. The ships arrived in Pohang, South Korea on Saturday, 24 October. The stop was used to plan the final stages of the exercise. It also afforded DUBUQUE sailors and Marines an opportunity for normal after hours liberty, including a Sunday culture rich tour of the ancient Korean city of Kyung Ju.

The task group left Pohang on 27 October. In the nine days that followed, DUBUQUE trained in all areas of Amphibious Warfare. Crewmembers spent long hours practicing beach landing boat operations, flight quarters with helicopters from USS TRIPOLI (LPH-10), manning battle and repair stations while simulating battle conditions, and other shipboard evolutions.

The "D" Day beach assault was held on October 31. This is the "climax" of the exercise, as it is for all Amphibious Assault exercises. Four days later DUBUQUE returned to Pohang, and backloaded Marine units which participated in the beach assault.

The two day stop in Pohang was brief and businesslike. The ship departed Pohang on 7 November, underway for Pusan, South Korea. The ship was scheduled for a three day port visit in Pusan to take a needed rest from strenuous operations. The Pusan port visit was enjoyed by all hands. Crewmembers and embarked Marines shopped, toured or just plain relaxed for three days, as duty section personnel ran the ship. In addition, a friendship visit was made by volunteer sailors and Marines to the Duk Sung Orphanage in Haeundae Beach, Pusan. The men brought 25 boxes of much needed clothing with them for the orphans. The clothing was donated by parishoners of Sasebo's St. Patrick's Chapel. LT Randall A. Chapman of Blue Field, West Virginia, DUBUQUE's Chaplain, coordinated the effort.

USS DUBUQUE left Pusan on 11 November, underway for White Beach, Okinawa. The date also marked the 212th birthday of the U.S. Marine Corps. A special luncheon was prepared in honor of the event. All hands enjoyed grilled striploin steak and prime rib, followed by a cake cutting ceremony. Following Navy and Marine Corps tradition, the youngest and oldest Marine officers and enlisted men cut the first piece

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of cake at each ceremony. Both sailors and Marines enjoyed the birthday celebration meal, as DUBUQUE crewmembers showed the Marines that having a birthday at sea wasn't so bad after all.

USS DUBUQUE arrived in Okinawa on 13 November, and bid farewell to our embarked Marine teammates. The ship remained inport until 15 November. While inport in Okinawa, an inspection team was embarked to conduct an ISIC's Engineering Readiness Assessment, (IERA). The inspectors were conducting the inspection while DUBUQUE was enroute Hong Kong, British Crown Colony. Following the successful completion of the IERA, the ship arrived in Hong Kong harbor on the morning of 18 November. Once again, duty section personnel ran the ship, and the crew enjoyed maximum liberty. Interested sailors signed up for a variety of tours, including a tour the historic border city of Macau, and a day long tour of China. For some "old timers" on DUBUQUE, it was the third, or fourth visit to the world famous city. For many newer crewmembers, it was the first. All hands enjoyed the port visit.

DUBUQUE left the "City of Lights" on the morning of 23 November, well rested and ready to get back into the business of being the "Toughest Gator Going". Thanksgiving dinner was served at sea on 26 November. Crewmembers enjoyed a day off and a turkey & ham meal. Although it wasn't exactly like grandmother used to make it, DUBUQUE's Mess Specialist did the best they could.

The ship arrived in Inchon, South Korea on 28 November. Over 700 Marines and their equipment was unloaded, for transit back to Okinawa. Crewmembers were paid a few days early on 28 November as well, to help Christmas shoppers take advantage of the bargains that South Korea has become famous for throughout the Far East.

DUBUQUE departed Inchon on 30 November. The three day transit to Okinawa was routine. The arrival however, was not. The offload of Marine Units on 3 December was conducted while at anchor. The Marines were brought ashore in the same fashion they were delivered during the "D" Day invasion Valiant Blitz beach assault. By bringing the Marine Units ashore in this way, both Navy and Marine Corps personnel were able to further enhance their skills in beach landing operations. The operation was the first of its kind and was named Amphibious Ready Group Bravo Tactical Landing Exercise 88-1, (LANDEX 88-1).

After a brief stay pierside for refueling on 4 December, DUBUQUE left White Beach to return to Inchon. The routine three day transit was used to sharpen crewmember's skills while in simulated battle conditions, especially in damage control. "General Quarters" (all hands man battle & repair stations) drills were held daily. Crewmembers fought to control fires, floods, missile hits and other simulated threats.

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DUBUQUE arrived in Inchon on 7 December. The stop was a brief one. The ship unloaded, then left the following day. Another three day transit followed, complete with a full schedule of training.

The ship anchored at Ourawan (Oura Bay), Okinawa during the early morning hours of 11 December. LANDEX 88-2 got off to an early start, and was completed by mid-afternoon. The ship left Ourawan and was moored to Navy Pier, White Beach, Okinawa by 4 p.m. Stores were loaded, and a nights liberty was granted to the crew before departure for Inchon the following afternoon. Again, training was paramount during the underway period. The drills were always followed by a debrief. Discrepancies and mistakes were pointed out, and necessary improvements were made. DUBUQUE arrived again in Inchon early on 15 Decemeber. The following two days inport were working days but Welfare & Recreation fund sponsored shuttle bus service to Seoul was provided during the evenings. With the 15 December paycheck money still firmly in hand, late Christmas shopping sailors were able to finish off the Christmas lists.

The ship departed Korea for the last time in 1987 on 17 December. Sailing with DUBUQUE to Okinawa was a newcomer to the Western Pacific, USS ALAMO (LSD-33). DUBUQUE, the only LPD homeported overseas in the Western Pacific is considered a leader in Amphibious Warfare. The two ships steamed in unison to Okinawa, utilizing the opportunity to conduct a wide range of ship to ship at sea training enroute the Island.

DUBUQUE arrived at anchorage in Okinawa during the late evening hours of 19 December. LANDEX 88-4 was to be conducted at night, starting at 2100. The night time offload gave both DUBUQUE crewmembers and embarked Marines a chance to practice their Amphibious beach assault skills at night, a plus for training aspects. The exercise was completed by mid afternoon on 20 December. DUBUQUE left anchorage in Okinawa on 20 December, underway for a long awaited homecoming in Sasebo. The transit to homeport was routine, and the ship arrived on schedule on the morning of 22 December. The ship put on it's best for the waiting crowd of dependents and friends on the pier. Crewmembers in dress blue uniforms manned the rails while the ship's band played on the flight deck. Santa Claus could be seen roaming about the ship and a large batch of balloons was released in unison with a balloon release by waiting dependents and friends on the pier. A mess decks reception was held later following the usual happy reception on the Quarterdeck. The holiday leave and upkeep period began and duty sections "took over" as many personnel checked out on leave or liberty.

The following day DUBUQUE's Children's Christmas party was held on the mess decks. In addition to decorations and food, live entertainment was provided by IC3 Robert Carin of
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Cebu City, Philippines. Santa Claus then made a second appearance at the party. Soon smiling faced children were roaming the mess decks with presents purchased by division Welfare & Recreation Committee representatives and given out by Santa. The party lasted well over two hours, and both parents and children left there filled with holiday cheer.

The cheering didn't stop on 23 December however. The following morning an awards ceremony was held on the flight deck. Eight second class petty officers were frocked to their present rank. This was followed by four Enlisted Surface Warfare Specialist (ESWS) presentations and one Enlisted Air Warfare Presentation (EAWS). Holiday routine leave and upkeep continued through Christmas day, and through the remainder of 1987. The ship sponsored event of the year took place on 28 December in the Harbor View Club. DUBUQUE's Christmas/New Year's Holiday party was held there. Patrons who attended the event were treated to a steak dinner, wine, door prizes and entertainment. Entertainment was provided by an American band which came to Sasebo from Fukuoka, a nearby large Japanese city, where they tour regularly. The ship's band members also provided entertainment later on in the evening.

On 31 December all crewmembers were mustered on board in order to give a final crew briefing for DUBUQUE's upcoming dependent's and guest's cruise. Last minute details were put out, and everyone who planned on bringing a guest on the cruise was able to make final plans.

The dependents cruise, which began on 2 January 1988, will be included in the historical for 1988 Command History. This concludes the narrative portion of this report.

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1. Basic History

a. Command Organization:

USS DUBUQUE served as the flagship for Amphibious Ready Group Bravo or Commander Task Force 76.4 for all of calendar year 1987. The ship was commanded by CAPT John F. Neese, USN, from 1 January 1987 to 13 July 1987, and CAPT Alexander G. Balian, USN, , from 13 July 1987 until present.

b. Designation of units assigned. Elements of the following units were embarked on DUBUQUE:

1. Beach Master Unit One Det WESTPAC
14 Jan 87 - July 7 1987
2. Beach Master Unit One Phantom Det
Jul 18 1987 - Dec 19 1987
3. Battalion Special Support Group
19 Mar 87 - 24 Mar 87
26 Mar 87 - 09 Apr 87
4. 2nd Battalion, 4th Marines
19 Mar 87 - 24 Mar 87
26 Mar 87 - 09 Apr 87
5. Headquarters Company, 4th Marines
19 Mar 87 - 24 Mar 87
26 Mar 87 - 09 Apr 87
11 Apr 87 - 14 Apr 87
6. 1st Track Vehicle Battalion
20 Mar 87 - 24 Mar 87
26 Mar 87 - 09 Apr 87
11 Apr 87 - 14 Apr 87
7. 3rd Combat Engineering Battalion
11 Apr 87 - 14 Apr 87
8. Recon Battalion
11 Apr 87 - 14 Apr 87
9. Truck Company
11 Apr 87 - 14 Apr 87
10. Battalion Special Support Group
11 Apr 87 - 14 Apr 87
11. 1st Battalion, 5th Marines
11 Apr 87 - 14 Apr 87

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12. Marine Aircraft Group - 36
28 Sep 87 - 2 Oct 87
13. CSSD - 33
28 Sep 87 - 2 Oct 87
14. Headquarters, 4th Marines
28 Sep 87 - 2 Oct 87
15. 9th Marines
28 Sep 87 - 2 Oct 87
16. 9th Marine Amphibious Brigade
20 Oct 87 - 13 Nov 87
27 Oct 87 - 13 Nov 87
17. BSSG - 9
20 Oct 87 - 13 Nov 87
27 Oct 87 - 13 Nov 87
18. 3rd Battalion, 12th Marines
20 Oct 87 - 13 Nov 87
07 Nov 87 - 13 Nov 87
19. Headquarters Battery 3/12
20 Oct 87 - 13 Nov 87
27 Oct 87 - 13 Nov 87
20. Headquarters Regimental Landing Team - 9
20 Oct 87 - 13 Nov 87
27 Oct 87 - 13 Nov 87
21. 2nd Battalion, 5th Marines
27 Oct 87 - 13 Nov 87
07 Oct 87 - 13 Nov 87
11 Nov 87 - 13 Nov 87
22. Headquarters Company, 9th Marines
07 Nov 87 - 13 Nov 87
11 Nov 87 - 13 Nov 87
23. 3rd Battalion, 4th Marines
28 Nov 87 - 03 Dec 87
24. Headquarters Battalion 2/12
08 Dec 87 - 12 Dec 87
25. Headquarters, 12th Marines
08 Dec 87 - 12 Dec 87
26. Tracks
08 Dec 87 - 12 Dec 87

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28. 4th Marines
08 Dec 87 - 12 Dec 87

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