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DEPARTMENT OF THE NAVY
USS JOHN L. HALL (FFG-32)
FLEET POST OFFICE
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From: Commanding Officer, USS JOHN L. HALL (FFG-32)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC 20374

Subj: **COMMAND HISTORY, USS JOHN L. HALL (FFG-32) 1988**

Ref: (a) OPNAVINST 5750.12E
Encl: (1) Mobile Training Team Visit Evaluation
(2) Report of Light-Off Examination
(3) Commanding Officer Photograph

1. **Command Composition -**

USS JOHN L. HALL is the twenty sixth ship of the OLIVER HAZARD PERRY class of guided missile frigates. Her mission is to provide in-depth protection for military and merchant shipping, amphibious task forces and underway replenishment groups.

JOHN L. HALL's immediate senior is Commander Destroyer Squadron EIGHT. She is homeported in Mayport, Florida.

The Commanding Officer of USS JOHN L. HALL in 1988 was CDR T.W. MOORE, USN.

2. **Chronology -**

01JAN88 - EDSRA, Avondale Louisiana
10JAN88 - EDSRA Drydocking Begins
25JAN88 - Drydocking Ends
24MAR88 - EDSRA 50% Conference
23MAY88 - ON-SITE Calibration Begins
10JUN88 - ON-SITE CAL Ends
21JUN88 - Validation Checks for TACTAS, RAST, Fin Stabilizers,
LAMPS MKIII Equipment Begins
29JUN88 - EDSRA 75% Conference
29AUG88 - Magazine Sprinkler Inspection
05SEP88 - Engineering Mobile Training Team Visit
22SEP88 - Light Off Examination (LOE)

03OCT88 - Aviation Certification
10OCT88 - Fast Cruise
13OCT88 - Sea Trials
05NOV88 - IMAV SIMA Begins
28NOV88 - IMAV SIMA Ends
28NOV88 - WEPS Onload Charleston
03NOV88 - AUTEC

2. **Basic Narrative -**

The opening days of 1988 found the USS JOHN L. HALL in Avondale, Louisiana for an EDSRA. From the 10th through the 24th of January, the ship was drydocked. During this period the crew also prepared for the Navy-Wide Physical Readiness Test and indoctrinated the new Third Class Petty Officers. The undocking of JOHN L. HALL and USS BOONE (FFG-28) commenced early in the morning of the 24th as the Avondale workers raced to clear all equipment from the floor of the drydock prior to its descent into the Mississippi River. At approximately 1530 the keel broke free of the blocks and the ship was afloat again. Mooring at wetdock #1 shortly thereafter, a tired yet happy duty section secured from a unique sea and anchor detail.

The month of February saw continued hard work by the crew and the shipyard workers. This month also proved to be a great opportunity for off duty activities. The New Orleans Mardi Gras began on the 16th of February. The event rapidly became a major highlight of the EDSRA.

The first few days of March contained the hopes of many advancement candidates as they diligently prepared for the Navy Wide Advancement Exams. As the prospective ratees studied, the EDSRA pace was picking up. The 50% Conference was rapidly approaching. On the 24th of March, COMDESRON EIGHT visited the JOHN L. HALL to check on the progress and attend the EDSRA 50% Conference. He left pleased with the progress and the exemplary efforts of all hands.

April passed with no major evolutions or excitement and May began the preparations for the Light Off Examination (LOE) and Engineering Mobile Training Team Visit (EMTT). On the 23rd of May, on-site calibration began throughout the ship. This continued through 10 June.

Validation checks for newly installed equipment began 21 June. The JOHN L. HALL was upgraded with TACTAS, RAST, Fin

Stabilizers, and LAMPS MK III equipment. All tests were completed satisfactorily and the Long Beach Shipyard technicians left satisfied. On 29 June the EDSRA 75% Conference was held. It was noted that JOHN L. HALL was still a few weeks ahead of schedule.

July was a month of preparations. Sea Trials were on the mind of the crew not to mention EMTT and LOE. On 29 August a Magazine Sprinkler Inspection was held and completed successfully.

On 5 September the Engineering Mobile Training Team arrived and began a rigorous review of all engineering areas. Once again JOHN L. HALL was commended for exemplary dedication to duty.

The Propulsion Examining Board arrived on 22 September, and the actual Light-Off of JOHN L. HALL's engineering plant for underway operations was at hand. The ship passed with flying colors, and pierside dock trials commenced on the 10th of October immediately following an Aviation Certification held on 3 October.

JOHN L. HALL was underway for four days of sea trials on the 13th of October to ensure readiness to return to the fleet. The trials went well, but problems with the main reduction gear forced postponement of several high speed endurance and maneuvering tests. It was decided that these tests would be performed on the way to Mayport, so JOHN L. HALL was officially returned to the Navy on 2 November. The ship left New Orleans with all hands eager to return to Mayport after a 14 month absence.

Arriving in Mayport on the 5th of November, JOHN L. HALL was welcomed by a brass band and the Commander of DESRON EIGHT. The ship's schedule had already become hectic. Intensive preparations for missile certification, explosive safety review, and ammunition onload were already in progress. A post availability Intermediate Maintenance Availability (IMAV) also started on 5 November to assist the ship's force in completing jobs left over from the shipyard.

JOHN L. HALL completed the IMAV on 28 November and left Mayport enroute to Naval Weapons Station Charleston, SC to refill her ammunition magazines after almost 1 1/2 years of emptiness. Arriving on the evening of the 30th, the onload of missiles, torpedoes, 76MM and CIWS shells, and various other small arms began at the crack of dawn on the 1st of December.

The onload team's efforts resulted in an early completion of the evolution and the ship was underway again for the Atlantic Underwater Tracking Exercise Center (AUTEC) range off

the coast of Puerto Rico on 3 November. The major tasking for JOHN L. HALL was Tail Proficiency Trials (TPT) designed to exercise the newly installed AN/SQQ-89 Tactical Towed Array SONAR (TACTAS) system and its operators in all areas of Anti-submarine warfare. The ship proved more than ready for the task and impressed TPT inspectors were debarked upon return to Mayport on the 10th of December. The rest of 1988 was relatively quiet for the crew as holiday leave commenced and an upkeep period began with galley deck resurfacing.



B. P. MCCLURE