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DEPARTMENT OF THE NAVY

USS MAHAN (DDG 72)
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From: Commanding Officer, USS MAHAN (DDG 72)
To: Director, Naval Historical Center, Washington Navy Yard

Subj: COMMAND HISTORY FOR 1999

Ref: (a) OPNAVINST 5750.12G of 29MAR98

Encl: (1) Command Composition and Organization
(2) Chronology
(3) Narrative
(4) Supporting documents

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

J. R. YOHE

COMMAND HISTORY

USS MAHAN (DDG 72)

1999

PART 1

Command Composition and Organization

UIC: 21946

Mission: MAHAN's mission is to successfully execute sustained combat operations at sea in support of our national military strategy. Whether we are conducting a merchant boarding to support United Nations resolutions, launching Tomahawk Missiles, or engaging our enemy at sea, we exist to fight and defend our nation's interests.

ISIC: Commander, Destroyer Squadron Twenty-Six, CAPT Robert J. Cox, USN

Commanding Officers: CDR Michael L. James (010198-020499), CDR James R. Yohe (020499-123199)

Homeport: Norfolk, Virginia

COMMAND HISTORY

USS MAHAN (DDG 72)

1999

PART 2

Chronology

JANUARY

1-31	INPORT Norfolk, VA
4-15	Advanced Tomahawk Weapons Control System Material Certification
4-22	Technical Availability and Post-PSA Package Work
8-18	SPY/FCS Transmitter System Flex-Hose Maintenance Period
11-15	SLQ-32 DDI Console and R17 Software Groom
11-15	Logistics Management Assessment (LMA) Assist Visit
11	Test Equipment Certification
15	Awards Ceremony
16-22	Aegis Display System Field Change 07 Install
19	Tour for Captain Barber, CO Naval Station Norfolk
19	Force Master Chief Visit
19-22	EW Software Training (Dahlgren, VA)
21	SLAMEX 13/99
25-29	Tailored Ship's Training Availability (TSTA) II Combat Systems Training Group (CSTG) Strike (INPORT)
25-29	Underwater Hull Cleaning

FEBRUARY

1-8	INPORT Norfolk, VA
1	Ensign (Select) Wilburn's Commissioning Ceremony
1-5	TSTA II CSTG Strike (INPORT)
4	SLAMEX 15-99
8-12	Underway transit to Tampa, FL
12-16	INPORT Tampa, FL
12	USS MAHAN officially adopted by the Tampa, FL Navy League
16-19	Underway Gulf of Mexico, GIANT IRCM and RCS Testing
19-21	Underway Transit to JAXOA
22-24	Underway SLQ-32 R17 Testing (JAXOA)
24-25	Underway Transit to Miami, FL

25-28	INPORT Miami, FL

MARCH

1	INPORT Miami, FL
1-3	Underway Transit to Norfolk, VA
3-11	INPORT Norfolk, VA
4	Inport Refueling
11-12	Underway VACAPES OPAREA
	CDS 26 (Commodore Robert J. Cox) onboard
11	Final Evaluation Period (FEP) Scenario Completed
12	Cruise Missile Tactical Qualification (CMTQ) Final Evaluation
12	FEP Outbrief
12	INPORT Norfolk, VA
13	CDS 26 Embarked (0800)
15	Ammunition Onload
25	SLAMEX 22-99
26	Change of Command Rehearsal
30	Underway, VACAPES
	Family Day Sail
30-31	INPORT Norfolk, VA

APRIL

01-06	INPORT Norfolk, VA
02	Change of Command
06	Underway, Enroute Puerto Rican Oparea (PROA)
07	Enter Cherry Point Oparea (CPOA)
07	Cruise Missile Tactical Qualification (CMTQ)
09	Depart CPOA for PROA
12	INPORT Naval Station Roosevelt Roads, PR
	Load EXTORP
13	Underway, PROA
	TORPEX, Atlantic Fleet Weapons Testing Range, PR
15-19	INPORT San Juan, PR
19-23	Underway, Enroute Norfolk, VA
19-22	Propulsion Examination Board (PEB) Engineering Quicklook
22	SLAMEX 26-99
23-30	INPORT Norfolk, VA

MAY

01-31	INPORT Norfolk, VA
14	VAW-121 Officer's Informal Social
19	Under Secretary of Defense for Logistics, Hon Mr. Kallock visits
24	Chief Joint Staff Saudi Arabia, General Saleh Ali-Muhay visit/lunch
	CNSL VADM Giffin accompanies
26-27	Navy Manpower Analysis Center (NAVMAC) Visit

JUNE

01-07	INPORT Norfolk, VA
07-02 July	CORTRAMID
07	Midshipmen Arrive
07	Ammunition Onload
08-10	Underway, VACAPES, CDS 26 Group Sail
10-15	INPORT Norfolk, VA
11	Midshipmen depart
14	Midshipmen arrive
15-17	Underway, VACAPES, CDS 26 Group Sail
18	Midshipmen depart
21	Midshipmen arrive
22-24	Underway, VACAPES, CDS 26 Group Sail
25	Midshipmen depart
28	Midshipmen arrive
29-01July	Underway, VACAPES, CDS 26 Group Sail

JULY

01	Underway, VACAPES
01-31	INPORT Norfolk, VA
06-16	TV/DTS, UHF Satcom 5KHz, INMARSAT B Installations
19-23	Logistics Management Assessment (LMA)
19	NSFS Training/Quals
20	EMC(SW) Kirk Roach's Retirement ceremony
21	SLAMEX 40-99

AUGUST

01-06	Underway, VACAPES, IKEBATGRU Group Sail

06-13	INPORT Norfolk, VA
13	Underway, VACAPES, Family and Friends Day Cruise
13-31	INPORT Norfolk, VA
17-30	Combat Systems Readiness Review (CSRR)
18	Safety Survey
19	Aviation Assist Visit
25	Berth Shift (Dead Stick)
26	AT&T Sailor Phone Brief
	SLAMEX 45-99
30-03Sep	Naval Surface Fire Support (NSFS) Qualifications (INPORT)
31	Joint Task Force Exercises (JTFEX) Main Planning Conference
31-02Sep	UNREP Trainer

SEPTEMBER

01-03	NSFS Training
01-10	CSRR
01	Ammunition Onload Pre Arrival Brief (NWS Yorktown)
02	SLAMEX 46-99 (Phase II)
08	Ashore/Afloat Commander Meeting
09	IW Syndicate
09	Ship Visit - Spanish Engineers (SUBJ: 5"54cal Gun)
09	Atlantic Fleet Weapons Testing Facility Range Brief
10	SLAMEX 47-99 (Phase II)
13-17	FOTC Team Trainer
13	Underway transit to Yorktown NWS
	INPORT Yorktown, NWS
13-15	Ammo Onload
15-18	Underway, VACAPES, Hurricane Dennis Sortie
18-27	INPORT, Norfolk, VA
20	Aviation Readiness Exam
23	LMS-11 Installation
23	SLAMEX 49-99 (Phase 1 plus)
22	USS Vella Gulf Homecoming (USS MAHAN hosting)
27-26Oct	Underway COMPTUEX
27-04	COMPTUEX Undersea Warfare Proficiency Training
27-04	COMDESRON 26 Embarked
30	SLAMEX 50-99

OCTOBER

01-26	Underway COMPTUEX
11-20	Battle Group Systems Integration Team Y2K Baseline Testing and Evolution
15	Y2K Date Rollover Testing
16	Sea Combat Commander's Exercise (SCCEX) #1
17	ADEX #4
26-19Nov	Fleet Maintenance Availability (FMAV)
26Oct-03Dec	INPORT Norfolk, VA
28	SLAMEX 04-00 (Phase III)

NOVEMBER

04	SLAMEX 05-00 (Phase I)
09	Comprehensive Communications Assessment (CCA)
10	SLAMEX 06-00 (Phase I plus)
16	SLAMEX 07-00 (Phase II)
16-17	Pre-Deployment Assist Visit (S-1)
18	SLAMEX 08-00 (Phase II)
30	Pre-Deployment Lectures

DECEMBER

01	Holiday Dinner Dance
02	SLAMEX 09-00 (Phase I plus)
03-16	Underway Joint Task Force Exercises (JTFEX), VACAPES/Cherry Point OPAREA
09	SLAMEX 10-00 (Phase I plus)
16	Children's Xmas Party
18-05Jan	Holiday Standdown

COMMAND HISTORY
USS MAHAN (DDG 72)
1999

PART 3

Narrative

The year of 1999 began quietly for USS MAHAN, moored in her homeport of Norfolk, VA. The start of the ship's first full year as a commissioned warship went well. Material certification for the Advanced Tomahawk Weapons Control System began on the 4th of January, while some of the crew were still on leave, and lasted through the 15th. Also starting at the same time was a maintenance availability, which lasted through the 22nd. Having been installed late the previous year, the SLQ-32 DDI console and its associated software were groomed from the 11th –15th. At the same time the ship's first Logistics Management Assessment took place. The LMA Assist greatly improved the Supply Department, so much in fact that they scored in the top 95% of all combatants inspected during the formal LMA later in the year. The next big event was a tour for the Commanding Officer of Naval Station Norfolk, Captain Barber. Also the same day the Force Master Chief visited and spoke to the crew. The Tomahawk team put the new advanced system through the paces in SLAMEX 13-99, which took place on the 21st. The next week saw the beginning of the second phase of the Tailored Ship's Training Availability (TSTA II), for the portion under cognizance of the Combat Systems Training Group (CSTG) for Strike Warfare, again testing the Tomahawk Strike Team. This lasted through the 29th. Also during this week the hull was cleaned by divers alongside the pier.

The first of February saw the command gathered together to celebrate the commissioning of one of it's numbers when GSEC (SW) William Wilburn was commissioned as an LDO Ensign in a ceremony onboard. ENS Wilburn served as the ship's Engineering Department LCPO from October 1996 to February 1999. On the 4th the Tomahawk Strike Team was in CIC again continuing the CSTG assessment, during which SLAMEX 15-99 was conducted. This busy week was followed by underway

operations in and out of ports for the rest of the month. USS MAHAN got underway enroute Tampa Florida on the 8th. Pulling into Tampa on the 12th, MAHAN and crew celebrated the first anniversary of commissioning. During this visit, the Tampa Florida Chapter of the Navy League Officially adopted USS MAHAN in a ceremony followed by a reception onboard. The key to the city and a commemorative certificate were presented and were put on display onboard the ship. After an enjoyable visit, the ship and crew were underway on the 16th for the Gulf of Mexico for Electronics Warfare testing which centered around chaff firing and particularly test firing of the new infrared GIANT round. While in the Gulf, testing for Radar Cross Section (RCS) was also accomplished. The crew relaxed after the many drills, testing and training with a steel beach picnic, made possible by the warm weather. Departing the Gulf of Mexico on the 19th, the ship crossed into the Jacksonville Operating Area (JAXOA) to conduct testing of the new SLQ-32 R17 software that had been groomed in January. This complete, the navigation team set course for Miami, Florida for another port visit. The crew relaxed and enjoyed Miami's many attractions through the 1st of March.

In March USS MAHAN bid farewell to her fun-filled port visit in Miami, FL. Underway on the 1st, MAHAN began her transit to homeport, pulling in on the 3rd. The ship remained inport through the 11th, during which time refueling was done alongside the pier as the crew took on stores and prepared to conduct the Final Evaluation Period (FEP) scenario that they had been drilling for weeks for. Underway overnight from the 11th to the 12th, the ship completed numerous drills and evaluations, all of which went smoothly, owing to the preparation and skill of the crew. Commodore Robert J. Cox, Commander Destroyer Squadron Twenty-Six, the Immediate Superior in Charge (ISIC) took the opportunity of the short underway time to ride the ship and personally witness the performance of the newest destroyer on the waterfront and his flagship's crew. During the underway, numerous scenarios were conducted as the crew was exercised in the many aspects of the ships mission. Coordinated, multiple engagements were standard fare as the CIC teams performed in accordance with the Commanding Officer's Battle Orders. Coordinated Air Surveillance and Control were used to execute multiple long-range engagements against hostile surface contacts. The scenario also involved shipboard Harpoon planning and engagement, which marked a successful end to the

Harpoon Team's Cruise Missile Team Training. After mooring in Norfolk on the 12th, a FEP outbrief was conducted. Evaluators gave USS MAHAN an upcheck and were impressed with the Integrated Training Team and its effectiveness, as well as the ability of the watch teams to conduct multiple coordinated engagements. The 25th found the Tomahawk Strike Team conducting SLAMEX 22-99. At the end of the month the crew's attention centered around rehearsals for the upcoming change of command ceremony, the main rehearsal day being the 26th. The last event of the month was a Family Day cruise on the 30th in the VACAPES.

April started off with MAHAN's change of Command Ceremony on the 2nd. CDR James R. Yohe relieved CDR Michael L. James as the Commanding Officer, USS MAHAN in a ceremony held onboard. On the 5th the ship got underway with it's new CO and embarked Squadron Commander for the first of many COMDESRON 26 Group Sails into the VACAPES, ultimately bound for the Caribbean. On the 7th the Tomahawk Strike Team completed their Cruise Missile Tactical Qualification. Also on the 7th, the ship began transiting the Cherry Point OPAREA, which it departed it on the 9th enroute the Puerto Rican OPAREA (PROA). On the 12th the ship moored at Naval Station Roosevelt Roads (NSRR) to onload an exercise torpedo (EXTORP). Leaving the next morning, the ship proceeded to the OPAREA for Torpedo Exercises (TORPEX). The following day, the 13th, was spent doing a Harpoon Missile qualification scenario. The ship then returned to NSRR for a four-day port visit. Underway on the 19th, the ship began its return to Norfolk, VA, conducting burial at sea services and SLAMEX 26-99 prior to pulling in on the 23rd.

In May, the ship settled in to an inport routine after the month underway. On the 10th, the installation of the Navy Standard Integrated Personnel System (NSIPS) terminals began. On the 14th the wardrooms of USS MAHAN and VAW-121, the Bluetails, met for an informal Officer's Social. Tours of the facilities and aircraft as well as capability and coordination briefs were given to the attendees. USS KAUFFMAN moored alongside USS MAHAN on the 16th. Two tours were executed for the Officers of the two ships to visit each other and learn about the differences between platforms, the first on the 18th and the second on the 20th. 19 May, USS MAHAN hosted a visit by Under Secretary of Defense for Logistics, the Honorable Mr. Kallock. Mr. Kallock

enjoyed the visit and commented on the smart appearance of the ship and the obvious high morale and pride of the crew. USS MAHAN also had the privilege on the 24th of hosting a visit by Chief Joint Staff Saudi Arabia, General Saleh Ali-Muhay, accompanied by Commander Naval Surface Force Atlantic, VADM Giffin. The end of the month was highlighted by a visit from Naval Manpower Assessment Clinic, which conducted interviews of a large percentage of the crew.

June was a month of underways as USS MAHAN participated in four COMDESRON Two-Six group sails. The group sails were centered around Midshipman training as CORTRAMID 99 went into full swing. Each Monday for four weeks, Midshipmen third-class arrived and were greeted by the Captain in the wardroom. They were assigned enlisted running mates and berthing and given tours of the ship. The following day the ship got underway for two nights in the VACAPES. USS LABOON, USS KAUFFMAN, USS SAMUEL B. ROBERTS and USS BARRY all participated in these group sails as well. Events were varied but each group of Midshipmen got the opportunity to drive for Man Overboard drills, fire small arms, participate in division tactics and flaghoist drills, as well as receiving briefs from crewmembers on Naval matters. The ships then moored each Thursday, and the Midshipmen departed on Friday. USS MAHAN was noted by name by CNSL VADM Giffin for her outstanding support and training of midshipmen having been lauded by the midshipmen in their feedback forms from CORTRAMID. Each week was slightly different, but always exciting for the Midshipmen. Also very valuable was the opportunity for CDS-26 ships to work together. Many drills and training events for the crew and watchstanders were conducted during the day and throughout each night.

July was spent inport, but no less active. Several installations took place during this month. A TV Direct to Sailor (TV/DTS) System was installed along with the UHF SATCOM 5KHz and INMARSAT B systems. These installations lasted from 6-16 July. Some problems were experienced with the TV/DTS system after initial testing, but the system was repaired and was working well by the end of the summer. The second half of the month was a busy one for the Supply Department as the ship prepared and executed its first Logistics Management Assessment (LMA) from 19 to 23 July. Also beginning on the 19th was two weeks of Naval Surface Fire Support (NSFS) training. NSFS

training went well as instructors from Expeditionary Warfare Training Group Atlantic (EWTGLANT) rapidly shifted from training to evaluation and then to qualification of USS MAHAN's CIC and Bridge teams. A retirement ceremony for EMC (SW) Kirk Roach was held onboard on the 20th with the crew and honored guests in attendance. MAHAN's Strike Team participated in another SLAMEX (40-99) on the 21st. The rest of the month was spent preparing for another group sail, this time with USS DWIGHT D. EISENHOWER Battle Group (IKEBATGRU).

Underway the 1-6 August, each ship in IKEBATGRU participated in exercises centering around communications and continuity. Also during the group sail, USS MAHAN had the solemn duty of Burial at Sea services for the former: LT Howard Novak, SN Thomas Kralich, AOM2 John Casack, LT John Zembuch and GYSGT James Ziegler. All remains were consigned to the deep in the waters off the entrance to the Chesapeake Bay on the 3rd and 5th of August. USS MAHAN returned to Norfolk on the 6th and readied for a Family and Friends Day Cruise on the 13th. Underway early on the 13th, the ship proceeded to the VACAPES for several events. During the day the guests were treated to a 5"gun firing event, small arms firing, a full power demonstration and Man Overboard maneuvering exercises. All enjoyed the events. The next week began with a Combat System Readiness Review (CSRR) Pre-brief on the 17th. The next day a Safety Survey was conducted. During this safety review, tests were given to the crew as well as required annual training. An Aviation Assist visit was completed on the 19th. On the 25th a dead stick berth shift was made to put USS MAHAN's bow out past the end of pier 20, to facilitate active sonar testing as part of CSRR checks. Ship's power was used on these days to ensure stable power was available for the testing and calibration of the SQS-53C Hull Sonar. On the 26th, representatives from AT&T came aboard to brief the crew on the use of the AT&T Sailor Phones that had been installed earlier. The formal CSRR inbrief was held on the 30th, marking the beginning of CSRR, which lasted through the 10th of September. CSRR consisted of myriad Preventative Maintenance System (PMS) checks done to validate and evaluate MAHAN's Combat Systems operability and readiness. The end of the month was capped by key personnel from the ship attending the first Joint Task Force Exercise (JTFEX) Main Planning Conference on the 31st.

As September began CSRR continued. NSFS training was again held from the 1st to the 3rd. Also on the 1st, a conference at Naval Weapon Station Yorktown was held for key personnel at the NWS, and a Y2K Tailored Fast Cruise Configuration Audit was conducted in preparation for the Y2K Tailored Fast Cruise to be held on the 8th. A tour for approximately 20 staff and students of the Armed Forces Staff College was held on the 2nd, while MAHAN's Strike Team participated in SLAMEX 46-99. Another ship visit was conducted on the 8th for Spanish Engineers who came to see and learn about the 5"54 cal Lightweight Gun Weapon System. SLAMEX (47-99) on the 10th kept the Strike Team on their toes. The ship got underway on 13 September for a one day transit to NWS Yorktown for ammunition onload, which began as soon as the ship was moored. On the 15th the ship got underway for what had been scheduled as an overnight trip to Norfolk after being in the VACAPES. However, the weather turned foul as Hurricane Dennis began to ravage Virginia's coastal areas. USS MAHAN joined the rest of the US Atlantic Fleet in a Hurricane Sortie, which lasted through the 18th. During Sortie, the condition of readiness was relaxed to Condition IV, and unnecessary watch stations were stood down. Attention focused on keeping all equipment secure for sea. No damage was sustained, the weather having been no worse than the crew experienced during sea trials after commissioning. Returning to Norfolk on 18 September, the ship immediately focused upon completing preparations for the upcoming Composite Unit Exercise (COMPTUEX/C2X) to be held from the 27th of September to the 26th of October. Before departing for C2X, having been requested by name, USS MAHAN hosted the September 25th homecoming of USS VELLA GULF. As September drew to a close, readiness increased as the ship went underway to begin C2X. Operations commenced in the VACAPES as the Battle Group transited South to the Puerto Rican Operating Area (PROA). The first phase of C2X was Anti Submarine Warfare Proficiency Training (ASWPT) centered around surface ship and helicopter ASW operations with US submarines along a planned route to PROA. 30 September, the Strike Team demonstrated to the rest of the group how precision strikes were executed in SLAMEX 04-00.

In October MAHAN transited to PROA, in company with the ASWPT team. Attention quickly turned to Air and Surface exercises to flex and train each ship,

Squadron, and IKEBATGRU's Warfare Commanders. Operations centered around careful execution of plans, keen attention to the unfolding situation, and proper reaction to threats. The tropical weather presented an interesting availability of rain squalls, which allowed a ship with controlled emissions to get very close to opposition forces, a feat which USS MAHAN both used and found used against ourselves. The ship distinguished itself early by successfully engaging the high-value-unit during the first Surface Combat Exercise while assigned to Opposition Forces. A night transit of the Virgin Passage opened up the Southern PROA for more ASW and ASUW training for the ships participating. USS MAHAN then turned her attention to the Northeast and set course for St. John, USVI. Anchoring in Cruz Bay on the 9th, the Officers and Crew enjoyed a four-day stay in the bay. Swimming, boating, diving and other water activities were greatly enjoyed, as were the recreational facilities and resort areas of the island. Underway 12 October, the ship sailed South to the Ship Self Radiated Noise Measurements (SSRNM) range located near the west coast of St. Croix. MAHAN's bridge watches maneuvered the ship throughout the night executing Williamson turns to pass in the vicinity of the range acoustic sensors. Completing the range late in the night, the ship approached the island coast and transferred the range personnel to their small boat. During the same time period the Battle Group Systems Integration Team began preps for Y2K date rollover testing. Leaving South PROA for North PROA, USS MAHAN again transited the Virgin Passage, this time in daylight, keeping a sharp eye out for opposition forces beyond the entrance to the passage. Once in the NPROA, MAHAN continued Air and Surface operations throughout the day, as time periods after midnight were reserved for Y2K testing evolutions. Poor availability of civilian technicians in support of Y2K evaluation allowed USS MAHAN sailors to rise to the occasion, virtually taking care of the entire operation themselves. This flexibility was greatly enhanced by the versatility realized through the recently completed and on-line SIPR/NIPR and ADNS data systems. The flexibility and communications improvements of these systems enabled USS MAHAN to do her own maintenance and troubleshooting with shoreside email and voice support. The 15th marked the final exam of Y2K testing as all clocks were advance to February 28th 0000. No problems were noted on the ship whatsoever. Another first for the ship during C2X was operating as Red Crown and

controlling the Battle Group Air picture. The ship also participated in a Stream Raid AAW drill in which three SM-2 Blk III missiles were fired and all were evaluated as kills, two of which were skin-to-skin hits. The successful Stream Raid exercise brought USS MAHAN's score to 12 of 13 missiles fired evaluated as kills, and 6 of those skin-to-skin. The ship also received kudos for support rendered in the form of Standard Receive Equipment Display (STRED) data and Combat Direction Finding (CDF) information provided to the Battle Group. Two more Virgin Passage transits were made, one more down and one more up. The second Southbound transit was noteworthy due to the fact that the entire Battle Group made the restricted water transit at 25+ knots led by USS MAHAN, only one ship was lost to OpFor--a significantly smaller number than normal. USS MAHAN departed PROA in the third week of the exercise bound for the VACAPES. In local waters, all ships turned an eye toward shipping traffic near the Eastern Edge of VACAPES as preparations continued for the upcoming Sinking Exercise (SINKEX) of the ex-USS MASOPALEA. USS MAHAN performed its first FLIR-guided engagement on the tug with assistance from a suitably equipped F/A-18. The tug was sunk by 5"and 76mm gunfire from ships on the morning of the 26th, after it had been relatively unscathed by aerial bombing runs. After delivering the Coup de Grace and sinking the tug, USS MAHAN proceeded to Norfolk, mooring late on the 26th. A Maintenance Availability (FMAV) began and work started the next day. Once inport, the crew focused on maximizing their last availability before Deployment. The Strike Team practiced their skills once more in SLAMEX 04-00 on the 28th.

November began quietly as the crew unwound from the month underway. SLAMEX's 05/06/07/08-00 kept the Strike Team busy on the 4th/10th/16th/18th. The Communications Division and Signalmen demonstrated their high level of ability on the 9th, finishing a Comprehensive Communications Assessment with a score of 95%. The Sales Office received a pre-deployment Assist Visit on the 16th to 17th, and the crew had their first of two pre-deployment planning briefs on the 30th. Preparations for deployment continued on all levels as eyes turned Eastward. Planning for the upcoming Joint Task Force Exercises (JTFEX) also kept the shipboard planning cells busy.

The last month of the year found the crew making final preparations to get underway for JTFEX. Before leaving, a Holiday Dinner Dance was held at the Virginia

Beach Grand Affairs on the 1st. A final SLAMEX (09-00) prior to getting underway ensured the Strike team was primed. The Battle Group got underway on the 3rd for JTFEX. Operations were conducted in the VACAPES and Cherry Point OPAREA. USS MAHAN once again set the standard for operational flexibility and mission accomplishment during these Joint exercises. Credited with constructively sinking half of the Opposition Forces during the Joint Exercises, MAHAN demonstrated operational primacy in every warfare area. The final cruise missile exercise of the year, SLAMEX 10-00 was conducted in conjunction with many other JTFEX milestones. The ship returned to Norfolk on the 15th and began Holiday Leave and Standdown. During 1999, USS MAHAN also qualified for all four of its Warfare Mission area awards.

COMMAND HISTORY
USS MAHAN (DDG 72)
1999

PART 4
Supporting Documents

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