



DEPARTMENT OF THE NAVY

USS McCLUSKY (FFG-41)

FPO AP 96872-1498

IN REPLY REFER TO:
5750
Ser CO/028
20 May 02

From: Commanding Officer, USS McCLUSKY (FFG 41)

To: Chief of Naval Operations (N09BH)

Subj: COMMAND HISTORY FOR CALENDAR YEAR 2001

Ref: (a) OPNAVINST 5750.12G

Encl: (1) USS McCLUSKY (FFG 41) Command History 2001

(2) Computer Diskette copy of enclosure (1)

1. In accordance with reference (a), enclosures (1) and (2) are submitted.


W. B. HANLICH

Copy to: (w/o enclosures)

COMDESRON ONE

SHIP'S HISTORY 2001

1. Command Composition and Organization

a. USS McCLUSKY (FFG 41), UIC 21108, is a third flight Oliver Hazard Perry Class Guided Missile Frigate, named after Rear Admiral Wade McClusky, a hero of the Battle of Midway. Its primary mission is general escort duty of convoys, amphibious task forces, underway replenishment groups and carrier battle groups, and defending high value units against subsurface, surface and low level air threats. With embarked air detachment (one to two SH-60 helicopters), McCLUSKY provides formidable capabilities in over-the-horizon surface detection, surveillance, targeting, and engagement of hostile warships and submarines.

b. McCLUSKY is homeported in San Diego, California, and is assigned to Commander Destroyer Squadron ONE, Captain Bragg, as part of the Pacific Fleet.

c. McCLUSKY's Commanding Officer is Commander William B. Haflich, who relieved Commander John N. Christenson in a change of command ceremony 18 November 2000 in Key West, Florida.

Commander Haflich, a native of (b) (6) enlisted in the Navy in 1975 as a Boiler Technician. His highest enlisted rank was BT1. After graduating from Southern Illinois University (NAS, North Island campus) in 1981 he obtained his commission from Officer Candidate School, Newport, Rhode Island.

Upon commissioning he was assigned to USS JOHN PAUL JONES (DDG 32) as Engineering Maintenance Officer. In 1982, after USS JOHN PAUL JONES was decommissioned, CDR Haflich was assigned to USS FIFE (DD 991) as Missiles Officer and later as First Lieutenant. On completion of this tour, he reported to USS ENGLAND (CG 22) as Navigator. After completing Department Head School he was assigned to USS BRONSTEIN (FF 1037) as Operations Officer, fleeting up to Executive Officer. On completion of this tour he was assigned to COMDESRON 17 as Combat Systems Officer. In March 1993 CDR Haflich reported to USS CALLAGHAN (DDG 994) as Executive Officer. Following USS CALLAGHAN he served as Chief Staff Officer in COMDESRON 23.

Commander Haflich's shore duty assignments have included: CINCPACFLT staff as Indications and Warnings Officer working at Fleet Ocean Surveillance Information

Center, earning a subspecialty in Intelligence, Director of Training at Commander Training Pacific, and most recently as Operations Officer for United States Military Training Mission to Saudi Arabia.

Commander Haflich has completed ten Western Pacific/Indian Ocean/Arabian Gulf/Caribbean Sea deployments that have included Battle Group and Middle East Force assignments, and while a enlisted was a member of the 1977-78 winter over party at McMurdo Station, Antarctica. He has participated in three RIMPAC exercises, numerous Battle Group/MEF work-ups, and fleet exercises as both OPFOR and blue forces.

Commander Haflich is a graduate of the Naval War College in Newport, Rhode Island where he was awarded a Masters Degree in National Security and Strategic Studies. His personal awards include the Defense Meritorious Service Medal, Meritorious Service Medal with one gold star, Navy Commendation Medal with three gold stars, Navy Achievement Medal with one gold star, and Good Conduct Medal.

Commander Haflich is married to the former (b) (6) of (b) (6); they have two children, (b) (6) and (b) (6)

2. Chronology

<u>Date</u>	<u>Event/Evolution</u>
01 Jan - 07 FEB	Deployed to South Pacific for Counter Drug Operations
01 JAN- 02 JAN	Port Visit Paita, Peru
07 JAN	Brief Stop for fuel, Golfito, Costa Rica
16 JAN - 19 JAN	Port Visit Golfito, Costa Rica
29 JAN - 01 FEB	Port Visit Acapulco, Mexico
02 FEB - 07 FEB	TIGER Cruise
07 February	Homecoming
08 FEB - 18 MAR	Post Deployment Standdown
19 MAR - 20 MAR	Underway, Enroute San Francisco, CA
21 MAR - 25 MAR	Port Visit, San Francisco
25 MAR - 26 MAR	Underway, Enroute NWS Seal Beach, CA
26 MAR - 28 MAR	Inport, NWS Seal Beach for Weapons Offload
28 MAR - 06 APR	Underway Southern California (SOCAL) OPAREA for Kernel Blitz

06 APR - 28 JUN	Inport San Diego, CA
17 APR	Safety Standdown
25 APR - 29 JUN	Selective Restricted Availability, Continental Maritime Shipyard
17 MAY	Operational Risk Management Training
21 MAY - 08 JUN	Corrosion Control Availability
21 JUN - 22 JUN	Engineering Light-Off Checks
21 JUN	Combat Systems Light-Off
22 JUN	Refuel
25 JUN - 29 JUN	Sea Trials
25 JUN - 26 JUN	Dock Trials
26 JUN	Safe for Sea Assessment
28 JUN	Underway, Enroute SOCAL OPAREA
29 JUN - 19 JUL	Inport San Diego
29 JUN - 19 JUL	Intermediate Maintenance Availability
02 JUL - 13 JUL	IT-21 Install
19 JUL - 20 JUL	Underway, Enroute Port Hueneme, CA
19 JUL	Deck Launch Qualifications Underway Replenishment
20 JUL - 26 JUL	Inport Port Hueneme for Console Groom
23 JUL - 27 JUL	CART II Preparations
26 JUL - 27 JUL	Underway, Enroute NWS Seal Beach
27 JUL - 01 AUG	Inport NWS Seal Beach for Weapons Onload
01 AUG - 02 AUG	Underway, Enroute San Diego
02 AUG	Underway Replenishment
02 AUG - 06 AUG	Inport San Diego
06 AUG - 10 AUG	Underway, Enroute Hermosa Beach, CA
06 AUG	Deck Launch Qualifications MK 75, 76 MM PACFIRE (SOCAL OPAREA)
09 AUG	CIWS PACFIRE (SOCAL OPAREA) SVTT Exercise
10 AUG - 13 AUG	Anchored, Hermosa Beach, CA
13 AUG	Underway, Enroute San Diego
13 AUG - 11 SEP	Inport San Diego
15 AUG - 17 AUG	Engineering Safety Checks
18 AUG - 19 AUG	LIMPEX

20 AUG - 25 AUG	CART II
27 AUG - 11 DEC	TSTA Basic Phase
27 AUG - 07 SEP	Intermediate Availability
11 SEP - 19 SEP	Underway, Enroute SOCAL OPAREA
11 SEP - 18 SEP	NOBLE EAGLE, Homeland Defense
11 SEP	Navigation Check-Ride
19 SEP - 02 OCT	Inport, San Diego, CA
02 OCT - 05 OCT	Underway, SOCAL OPAREA
05 OCT - 15 OCT	Inport, San Diego, CA
15 OCT - 19 OCT	Underway, SOCAL OPAREA
19 OCT - 05 NOV	Inport, San Diego, CA
05 NOV - 07 NOV	Underway, SOCAL OPAREA
07 NOV - 26 NOV	Inport, San Diego, CA
26 NOV - 30 NOV	Underway, SOCAL OPAREA
30 NOV - 11 DEC	Inport, San Diego
11 DEC - 13 DEC	Underway, SOCAL OPAREA Basic TSTA Phase, Final Evaluation Period
13 DEC - 31 DEC	Inport San Diego Holiday Standdown/Leave Period

3. Narrative

McCLUSKY began the New Year deployed for counter drug operations in the Eastern Pacific, visiting the port of Paita, Peru. As deployment continued, the ship visited Golfito, Costa Rica for fuel, stores, and liberty.

In February McCLUSKY concluded its deployment with a transit home from the port of Acapulco, Mexico. The return trip to San Diego, CA included a tiger cruise for Sailor's friends and relatives. On 07 February, the crew was welcomed home to San Diego, CA and began a post-deployment standdown period.

Following the standdown period, McCLUSKY was once again underway, from 18 March to 20 March, for a port visit in San Francisco. The crew enjoyed liberty in San Francisco from 21 March to 24 March. On the 25th of March the ship got underway, bound for Seal Beach Naval Weapons Station for a weapons offload, 26-28 March. Following the offload, McCLUSKY participated in training exercise KERNEL BLITZ, as opposing forces for the USS PELELIEU Amphibious Readiness Group (ARG). KERNEL BLITZ provided excellent training for the ARG as well as McCLUSKY.

The ship returned to San Diego 06 April. The ship held a safety standdown 17 April, to educate the crew on workspace procedures, recreational safety, and shipyard safety. This safety standdown was especially beneficial as the ship entered its Selective Restricted Availability (SRA) the following week. SRA began 25 April, at Continental Maritime Shipyard, in San Diego.

On May 17, Operational Risk Management training was conducted to teach our leaders the techniques of recognizing potential risks when planning a special evolution. From 21 May through 08 June, the ship entered a corrosion control availability, which was conducted concurrently with SRA. The corrosion Control Availability was an excellent opportunity to take advantage of depot level resources in order to preserve McCLUSKY's equipment.

Toward the end of SRA, 21-22 June, the Engineering Department conducted Light-Off Checks in preparation for Sea Trials and Safe for Sea Assessment. Also, following a IT21, C4I installation, the ship lit off its Combat Systems Suite. The ship refueled on the 22nd of June, and conducted Dock Trials on the 25th and 26th. On 28 June, McCLUSKY was underway from Continental Maritime for Sea Trials, ending the ship's SRA. SRA was completed two weeks ahead of schedule and under the allotted budget.

After successful sea trials, the ship returned to Naval Station San Diego 29 June. Additional maintenance was conducted pierside, in an intermediate maintenance availability (IMAV). In addition, the ship completed its IT-21 install of new information systems.

Underway, enroute Port Hueneme, CA on the 19th of July, McCLUSKY conducted training for Deck Launch Qualifications on the flight deck, with HSL 49 Aircraft providing support as well as an underway replenishment. On 20 July, the ship arrived in Port Hueneme for a combat systems console groom. The 23rd through the 27th of July was spent preparing for the Command Assessment of Readiness and Training (CART) II. The ship was underway again 26 July bound for Seal Beach Naval Weapons Station to on-load munitions. The on-load lasted until 01 August.

After spending the first week of August in San Diego, the ship got underway for Hermosa Beach, CA, in company with USS SIDES (FFG 14). While underway from 06 August to 10 August, more training was conducted with the ship's 76mm gun, Close In Weapon System, and Surface Vessel Torpedo Tubes. The crew enjoyed liberty in Hermosa Beach, while at anchor as part of the cities Aloha Days, from 10-12 August.

On 13 August, McCLUSKY transited to, and moored at, San Diego.

The remainder of August through September 11th was spent inport, preparing for the upcoming Tailored Ship's Training Availability (TSTA). CART II was conducted inport 20-25 August. Once the initial assessment was completed, the remainder of the inport time was spent revising training plans for the sixteen week TSTA training period. Shipboard training teams liased with Afloat Training Group Pacific (ATGPAC) in order to develop a challenging training program that would best prepare the crew for deployment in 2002.

The crew arrived early in the morning to make preparations to get underway for continued training on September 11th. Everything changed that fateful morning, as the shocking attack occurred on American soil. The Commanding Officer addressed the crew regarding the events and uncertain times ahead. With that, the ship's lines were taken in, and McCLUSKY set out to provide air defense coverage for USS JOHN C. STENNIS as part of Operation Noble Eagle. From 11-19 September, the ship rode shotgun for STENNIS, protecting the coast of California from San Diego to Los Angeles.

On 19 September McCLUSKY returned to San Diego, and continued with scheduled training while at the same time making preparations to deploy at a moment's notice. In October, training was conducted at sea, from the 2nd to the 5th, as well as the 15th to the 19th.

November was marked with continued training and underway periods of 5-7 November and 26-30 November. The Engineering Underway Demonstration was successfully passed the first time, assisted by inspectors from ATGPAC. On Thanksgiving, 22 November, our Supply Department hosted a Thanksgiving dinner for the crew and their families. The Commanding Officer, Executive Officer, and Command Master Chief dined onboard with the crew.

In December, the crew's hard work was recognized during the Final Evaluation Period, 11 to 13 December. Four days filled with varying battle scenarios pushed the crew to excel in a demanding environment. By the 13th the ship had proven itself capable of fighting in every required mission area. So ended the basic phase of the TSTA cycle. The remainder of December was spent in a standdown period, allowing the crew to take holiday leave while still maintaining a 96-hour readiness for sea status. As always, McCLUSKY was ready, if needed to deploy in

support of homeland security or the war abroad against terrorism.

4. Supporting Documents

1. Port Visit Report, Piata, Peru
2. Port Visit Report, Golfito, Costa Rica
3. Port Visit Report, Golfito, Costa Rica
4. Port Visit Report, Hermosa Beach, CA