



DEPARTMENT OF THE NAVY

USS McCLUSKY (FFG-41)  
FPO AP 96672-1496

IN REPLY REFER TO:

5757  
Ser NAV/046  
10 Mar 03

From: Commanding Officer, USS MCCLUSKY (FFG 41)  
To: Chief Of Naval Operations

Subj: USS MCCLUSKY COMMAND HISTORY 2002

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Picture of Commanding Officer  
(2) MSG, 162235Z JUN 2002, COGARD LEDET ONE ZERO FOUR  
(3) MSG, 190315Z JUN 2002, COGARD LEDET ONE ZERO FOUR  
(4) MSG, 261641Z JUN 2002, COGARD LEDET ONE ZERO FOUR  
(5) MSG, 221408Z JUL 2002, COGARD LEDET ONE ZERO SEVEN  
(6) MSG, 281500Z JUL 2002, USS MCCLUSKY  
(7) MSG, 311311Z JUL 2002, COGARD LEDET ONE ZERO SEVEN  
(8) MSG, 011830Z AUG 2002, COGARD LEDET ONE ZERO SEVEN  
(9) MSG, 110004Z AUG 2002, COGARD LEDET ONE ZERO SEVEN  
(10) MSG, 200348Z AUG 2002, COGARD LEDET ONE ZERO THREE  
(11) MSG, 200305Z AUG 2002, CCGDELEVEN ALAMEDA CA  
(12) MSG, 202246Z AUG 2002, COMDT COGUARD WASHINGTON DC  
(13) MSG, 210100Z JUL 2002, COGARD LEDET ONE ZERO THREE  
(14) MSG, 061914Z SEP 2002, COGARD LEDET ONE ZERO THREE  
(15) MSG, 062330Z SEP 2002, USCGC TAHOMA  
(16) MSG, 180545Z SEP 2002, CCGDELEVEN ALAMEDA CA  
(17) MSG, 200200Z SEP 2002, COGARD LEDET ONE ZERO THREE  
(18) MSG, 221550Z SEP 2002, COGARD LEDET ONE ZERO THREE  
(19) MSG, 222330Z SEP 2002, COGARD LEDET ONE ZERO THREE  
(20) MSG, 252100Z SEP 2002, COGARD LEDET ONE ZERO THREE  
(21) MSG, 251710Z SEP 2002, COMSECONDFLT  
(22) MSG, 261155Z SEP 2002, CTF40  
(23) MSG, 272006Z SEP 2002, COMDESRON ONE  
(24) MSG, 272037Z SEP 2002, COMTHIRDFLT  
(25) MSG, 272246Z SEP 2002, COMNAVSURFPAC SAN DIEGO CA  
(26) MSG, 270025Z NOV 2002, USS MCCLUSKY

1. Command Composition and Organization:

a. USS MCCLUSKY (FFG 41), UIC 21108, is a Flight Three Oliver Hazard Perry Class Frigate built to fulfill a Protection of Shipping (POS) mission as an Anti-Submarine Warfare (ASW) combatant for amphibious expeditionary forces, underway replenishment groups, and merchant convoys. Perry-class frigates are primarily Undersea Warfare ships intended to provide open-ocean escort of amphibious ships and convoys in low to moderate threat environments. The ships are equipped to escort and protect carrier battle groups, amphibious landing groups, underway replenishment groups and convoys. They also provide defense against anti-ship missiles. They can also conduct independent operations to perform such tasks as counterdrug surveillance, maritime interception operations, and bi and multi-lateral exercises with other nations. The addition of NTDS, LAMPS helicopters, and the Tactical Towed Array System (TACTAS) has given these ships a combat capability far beyond the class program expectations of the mid-1970's, and has

made the ships an integral and valued asset in virtually any war-at-sea scenario. They are particularly well suited for operations in littoral waters. Equipped with the SM-1 (Standard Missile), Perry-class frigates have a fair capability against low altitude Anti-Ship Missiles. Features include improved 2D air search radar and a high SM-1 salvo rate against single targets.

The FFG-7 class is a robust platform, capable of withstanding considerable damage. This "toughness" was demonstrated when USS Samuel B. Roberts struck a mine and USS Stark was hit by two Exocet cruise missiles. In both cases the ships survived, were repaired, and were returned to the fleet.

The Perry-class was designed from the keel up as a total warfare system, capable of operating independently or as an integral part of a carrier or surface action group. Innovations in high-speed digital computer technology enable the on-board weapons system to instantly detect and evaluate contacts at greater ranges with minimum human interface, thus providing increased reaction times. To enhance on-board anti-surface/anti-submarine capabilities, the LAMPS Mark III Helicopter System adds significantly to the ship's sensor and weapons delivery range.

**Specifications:**

<b>Power Plant</b>	2 - General Electric LM2500 gas turbine engines 1 shaft, 41,000 shaft horsepower total.
<b>Length</b>	453 feet (135.9 meters)
<b>Beam</b>	45 feet (13.5 meters)
<b>Displacement</b>	4,100 tons (full load)
<b>Speed</b>	29 plus knots (33.4+ miles per hour)
<b>Aircraft</b>	Two SH-60 (LAMPS III)
<b>Crew</b>	
<b>Armament</b>	Standard Missile (Sm-1) Harpoon (from Standard Missile Launcher) 6 - MK-46 Torpedoes (from two MK-32 SVTT triple mounts) 1 - 76 mm (3-inch)/62 caliber MK 75 rapid fire gun 1 - Phalanx close-in-weapons system
<b>Combat Systems</b>	AN/SPS-49 Air Search Radar AN/SPS-55 Surface Search Radar Mk92 Fire Control System AN/SLQ-32 Electronics Warfare System AN/SQS-56 Sonar Mk36 SRBOC Decoy System AN/SQR-19 Towed Array Sonar System AN/SQQ-89 ASW Integration System

b. USS MCCLUSKY (FFG 41) is named after Rear Admiral Wade MCCLUSKY a hero of the Battle of Midway and is homeported in San Diego, California. MCCLUSKY is assigned to Commander, Destroyer Squadron One as part of the Pacific Fleet.

c. Commander Gary R. Parriott relieved Commander William B. Haflich as commanding Officer, USS MCCLUSKY, on 28 July 2002 in Rodman, Panama. Commander Parriott received his commission in 1984 from the NROTC unit at Iowa State University after graduating with a Bachelor of Science degree in Physics. His first assignment after attending Surface Warfare Officer's School was USS England (CG 22) where he served as Missile Officer and First Lieutenant from March 1985 to May 1987. During this tour he completed one deployment to the Western Pacific.

Following his initial sea tour, Commander Parriott reported to the Naval Attaché, US Embassy, London, England, to participate in the personnel exchange program with the Royal Navy. Commander Parriott returned to sea on board HMS Danae (F 47), where he served as Executive Officer's Assistant and Principal Warfare Officer (Above Water Warfare), from June 1987 to July 1989. Operations included a Standing Naval Force Atlantic deployment and a Falkland Island Security Patrol deployment.

From August 1989 to December 1991, Commander Parriott attended the Naval Postgraduate School in Monterey, California where he completed the Weapon Systems Science curriculum and was awarded a Masters Degree in Physics.

After completing the Department Head School, Commander Parriott returned to sea as Combat Systems Officer onboard USS Rodney M. Davis (FFG 60) homeported in Yokosuka, Japan from September 1992 to May 1995. During this tour, he completed two deployments to the Arabian Gulf, participating in Operations Southern Watch and Vigilant Warrior. Subsequent to this assignment, he reported to the US Army Command and General Staff College, Leavenworth, Kansas, where he earned his Joint Professional Military Education (Phase I).

Commander Parriott was then assigned to the staff of Commander, Regional Support Group, Ingleside, Texas as the Operations Officer from July 1996 to August 1997. In August of 1997, he transferred to the Mine Countermeasures Squadron Three Fleet Introduction Team. Upon reactivation of Mine Countermeasures Squadron Three in October 1997, he served as the Operations Officer (N3), Plans and Policy Officer (N5), and Readiness and Training Officer (N8) until detaching in June 1998.

Commander Parriott assumed command of MCM Rotational Crew Golf on 26 January 1999, and commanded USS Warrior (MCM 10) in Ingleside, Texas. In April 2000, Commander Parriott oversaw the disestablishment of MCM Rotational Crew Golf, and assumed command of USS Dextrous (MCM 13) as the first Commanding Officer homeported in Manama, Bahrain.

After his change of command in September 2000, Commander Parriott reported to OPNAV as the Surface Warfare, Anti-terrorism/Force Protection and Homeland Security analyst for the OPNAV Assessment Division (N81).

Commander Parriott's decorations include the Meritorious Service Medal (2 Awards), the Navy and Marine Corps Commendation Medal (3 awards) and several campaign and unit awards. He is married to the former (b) (6) of (b) (6), and has two children, (b) (6).

## 2. Chronology.

January 1 - 21	Inport San Diego, California
January 1 - 6	Holiday Standdown
January 1 - 11	Gas Turbine Engine Power Turbine Installation
January 9 - 10	Helicopter Anti-Submarine Squadron 49 (HSL-49)
January 11	Detachment Four "Pack-Up Kit" (PUK) Inventory
January 13 - 18	PUK Onload
January 14	Combat systems, command, control, communications, and computer readiness assessment (C5RA)
January 22 - February 8	HSL-49 embarkation brief
January 22 - February 6	At Sea, Southern California Operating Area (SOCAL OPAREA)
January 22 - February 6	HSL-49 DET Four embarked
January 28 - February 2	USS Abraham Lincoln Battle Group Composite Unit Training Exercise (COMPTUEX)
February 8 - 10	Prospective Commanding Officers orientation
February 11 - 12	In MCLUSKY
February 12 - 20	Inport San Francisco, California
February 20 - 22	At Sea
February 22 - March 11	Inport San Diego, California
February 26 - March 8	At Sea, SOCAL OPAREA
March 11	Missile Firing Exercise
March 12 - 14	Inport San Diego, California
March 14	Force Protection Training
March 14	At Sea, Enroute Naval Weapons station Seal Beach
March 14 - April 8	Inport, Naval Weapons Station Seal Beach
March 14 - 7 April	Weapon Onload
April 8 - October 2	At sea, Enroute San Diego, California
April 8 - 13	AN-SPS 49 Radar Emissions Test
April 13	Inport san Diego, California
April 13 - 27	Pre-Deployment Standdown
April 17	Deployed for Joint Inter-Agency Task Force (JIATF)
April 23	Counter Drug Deployment in the Eastern Pacific
April 27 - 30	At Sea, Enroute Puerto Quetzal, Guatemala (GT)
April 30	Inport, Brief Stop for Fuel (BSF) Puerto Quetzal, GT
April 30 - May 14	At Sea, Eastern Pacific
May 14 - 17	Pursuit of suspected drug 'smuggling craft (GO-FAST)
May 17 - 31	Detainment of suspected drug smugglers
May 31 - June 3	Recovery of 75 bales of cocaine
June 3 - 11	Detainees and 1 bale of cocaine transferred to authorities in Panama
	Inport Gofrito, Costa Rica (CR)
	Anchored, Gulfo Dulce (CR)
	At Sea, Eastern Pacific
	Inport Rodman, Panama (PM)
	At Sea, Eastern Pacific
	Inport Manta, Ecuador (EC)
	At Sea, Eastern Pacific

June 5	Boarding of F/V JOHNNY
June 11	Inport BSF Rodman, PM
June 11 - 21	At Sea, Eastern Pacific
June 18	Boarding of F/V TELEMBI
June 21	Inport, BSF Rodman, PM
June 22	Panama Canal Transit
June 23 - 26	Engineering Mid-Cycle Assessment (MCA)
June 23 - 26	At Sea, Atlantic/Caribbean
June 26 - 29	Inport Key West, Florida
June 26	74 bales of cocaine transferred to DEA
June 29 - July 1	At Sea, Enroute Mayport, Florida
July 1 - 12	Inport Mayport, Florida Mid-deployment Intermediate Maintenance Availability
July 13 - 15	At Sea, Enroute Guantanamo Bay, Cuba
July 15	Inport, BSF Guantanamo Bay, Cuba
July 15 - 17	At Sea, Enroute Cristobal, PM
July 17	Panama Canal Transit
July 18	Inport, Rodman, PM
July 18 - 25	At Sea, Eastern Pacific
July 21	Boarding of F/V BAHIA
July 24	Casualty to #2 SSDG
July 25 - 28	Inport Rodman, PM Commanding Officer Turnover
July 28	Change of Command
July 28 - August 10	At Sea, Eastern Pacific
July 30	Pursuit of GO-FAST 540 LBS of Marijuana recovered
July 31	Boarding of F/V ANTIOQUENO
August 9	Boarding of F/V QUEEN SUSANA
August 10 - 13	Inport Rodman, PM
August 13 - 25	At Sea, Eastern Pacific
August 20	Interdiction of F/V DAVID X Escort of F/V DAVID X to RDVZ and turnover With Ecuadorian Navy
August 25 - 28	Inport Callao, Peru
August 28 - September 7	At Sea, Eastern Pacific
September 6	Pursuit of GO-FAST
September 7	Inport, BSF Golfito, CR
September 7 - 9	At Sea, Enroute Manta, EC
September 9 - 12	Inport Manta, EC
September 12 - 22	At Sea, Eastern Pacific
September 17	Rescue At Sea of Mr. Richard Van Pham, lost at sea for 3 ½ months
September 19	Boarding of F/V MARIA SOLEDAD
September 21	Boarding of F/V MORNING STAR Pursuit of GO-FAST Seizure of 15 bales of cocaine 4 suspected drug smugglers detained GO-FAST sunk and Contraband and detainees transferred to USS SIMPSON
September 22	Inport, BSF Puerto Quetzal, GT
September 22 - 27	At Sea, Eastern Pacific
September 27 - 29	Inport Puerto Vallarta, Mexico (MX)
September 29 - October 2	At Sea, Enroute San Diego, California Tiger Cruise
October 2 - November 12	Inport San Diego, California

November 12	At Sea, Enroute Naval Weapons Station Seal Beach
November 12 - 14	Ammunition Offload
November 14 - 15	At Sea, SOCIAL OPAREA
November 15	Underway Replenishment
November 15 - 25	Inport San Diego, California
November 25 - 26	At Sea, SOCIAL OPAREA
	Helicopter Deck Launch Qualifications (DLQ's)
November 26	Burial At Sea
November 26 - December 2	Inport San Diego, California
December 2 - 6	At Sea, SOCIAL OPAREA
December 2	Shipboard Electronic System Evaluation Facility (SESEF)
December 3 - 4	DLQ's
December 3	Anchor Drop-Test
December 4	Lear Jet Tracking exercise
	Range Electronic Warfare Simulator (REWS)
December 6 - 9	Anchored Santa Barbara, California
December 9 - 10	At Sea, Enroute San Diego, California
December 10 - 31	Inport San Diego, California

3. Narrative. MCCLUSKY (MCC) began the year making preparations for the Intermediate and Advanced phases of the IDTC. Although MCCLUSKY was later to deploy independently for counterdrug operations in the waters off South and Central America, the ship was aligned with the USS ABRAHAM LINCOLN Battle Group for training.

The inport period in January was a critical period for upkeep of the ship, training, and installation of equipment. During this time a power turbine was installed on one of the ship's two gas turbine engines. In January, the ship began operating with the SH-60B squadron detachment (HSL-49) that would be embarked for deployment. REDSTINGER 102, the embarked SH-60B, and detachment Four from HLS-49 moved onboard MCC.

From late January 22 through 6 February, MCCLUSKY participated as opposing forces in the USS ABRAHAM LINCOLN Battle Group Composite Unit Training Exercise (COMPTUEX). This period was also used for extensive training with the attached helicopter detachment, which was critical for familiarization of flight operations between our two units as well as qualifications for the aviators and aircraft. MCCLUSKY also had four prospective Commanding Officers ride from 28 January to 2 February as part of their training pipeline. Following COMPTUEX, the crew enjoyed liberty in San Francisco from 8 February to 10 February, and returned to San Diego on 12 February.

MCCLUSKY continued preparations for deployment while inport San Diego 12 February to 20 February. On the 20<sup>th</sup> of February MCC served as OCE for a missile firing exercise with USS VALLEY FORGE and USS FITZGERALD. Technical difficulties delayed the launching of the drones (used for targeting), and the runway used to launch the drones was obscured by fog. On the 21<sup>st</sup> of February, however, MCCLUSKY successfully fired two standard missiles. The ship returned to port on February 22<sup>nd</sup>.

The ship moored at pier 8, Naval Base San Diego to conduct inport force protection training from 26 February to 8 March. Following the Force Protection Training Team assessment, the ship proceeded underway for Naval Weapons Station Seal Beach, on 11 March. MCCLUSKY spent 11-14 March on loading ammunition in Seal Beach. On 14 March, the ship

conducted an AN/SPS-49 air search radar emission test off the coast of San Diego.

MCCLUSKY remained inport from 14 March to 8 April conducting final preparations for a Joint Inter-agency Task Force Counter Drug Deployment. During this inport period, SPAWAR San Diego installed the Navigation Sensor System Interface-Lite (NAVSSI-LITE). The initial installation met with difficulty as the first test of the equipment resulted in a casualty to the ship's combat system switchboard. The casualty was quickly corrected, however, and the installation successfully completed.

MCCLUSKY departed San Diego on 8 April for a six-month JIATF East Counter Drug deployment. MCC arrived at Puerto Quetzal, Guatemala on 13 April for a brief stop for fuel, and got underway the same day to patrol the Eastern Pacific. On April 17<sup>th</sup> MCCLUSKY got her first score of the deployment when it detected, pursued, and detained a drug smuggling boat (or "GO-FAST"). The GO-FAST had suffered an engine casualty and MCCLUSKY came upon her in the dark of the night. REDSTINGER 102 was used in the pursuit and marked the position of the boat with smoke floats. The vessel was boarded and eight personnel were detained as suspected drug traffickers. They were housed under a canopy on the ship's 02-level. The following day, using tide and current prediction models, MCCLUSKY located the contraband that was jettisoned by the GO-FAST crew. A total of 75 bales of cocaine, weighing approximately 3,992 LBS, were recovered. After using the seized vessel to recover the jettisoned cocaine, the vessel was sunk using small arms, so that the GO-FAST would not become a hazard to navigation. On 23 April the detainees and 1 bale of cocaine were transferred to authorities via small boat approximately 1 mile off the coast of Vasco Nunez de Balboa, Panama.

From 27-30 April MCC enjoyed a port visit to Golfito, Costa Rica. Prior to getting underway on the 30<sup>th</sup>, a crewmember was taken by chartered aircraft to the hospital in San Jose', Costa Rica after suffering stroke-like symptoms. Later on the 30<sup>th</sup> MCCLUSKY went got underway and anchored in nearby Golfo Dulce. Our Hospitalman and an important helicopter part were transferred from Golfito to the ship using our small boat, then MCCLUSKY weighed anchor and continued to patrol the Eastern Pacific.

MCCLUSKY next visited Rodman, Panama from 14 to 17 May. After getting underway from Panama, MCC continued to patrol until May 31<sup>st</sup>. The ship visited Manta, Ecuador from 31 May to 3 June. Counter-drug patrols continued from 3 to 11 June. During this period MCCLUSKY boarded the fishing vessel JOHNNY, which was suspected of providing logistical support to drug smuggling GO-FAST craft. No contraband was found onboard the vessel.

MCCLUSKY stopped again at Rodman, Panama for a one-day brief stop for fuel (BSF) on 11 June, and returned to sea. On 18 June MCCLUSKY boarded the fishing vessel TELEMBI. Again, no contraband was found, but the vessel was carrying excessive gasoline and not flying her national flag (Columbian), and was therefore ordered to return to port. On 21 June, MCC conducted another BSF in Panama, prior to transiting the Panama Canal on 22 June. Following the Panama Canal transit, the ship proceeded en route to Key West Florida. During the transit to Key West, staff from Commander Destroyer Squadron One conducted a successful engineering Mid-Cycle Assessment (MCA). Following a successful MCA, MCCLUSKY moored in Key West on 26<sup>th</sup> June. Upon arrival, the ship transferred 74 bales of cocaine to DEA authorities. MCCLUSKY remained in Key West for 3 days and departed on 29 June.

MCCLUSKY patrolled along the coast of Florida while en route to Mayport, Florida. On the 1<sup>st</sup> of July, MCCLUSKY arrived in Mayport and began a 12-day Intermediate Maintenance Availability. The ship received outstanding support from Mayport Regional Maintenance Center and got underway on 13 July with no active casualty reports.

The ship received tasking to conduct a BSF in Guantanamo Bay, CUBA while en route to Cristobal, Panama, to transit the Panama Canal again. The BSF went as planned and on 17 July MCCLUSKY arrived at Cristobal and began transiting the canal.

From 18 to 25 July MCCLUSKY patrolled the Eastern Pacific. On 21 July MCCLUSKY boarded the fishing vessel BAHIA. No contraband was found but the vessel was issued a return to port (Columbia) order. Number 2 Ship's Service Diesel Generator suffered a casualty on 24 July, and was out of commission the remainder of deployment. MCCLUSKY returned to Rodman, Panama on 25 July. July 25 - 28 was used for turnover of the Commanding Officer. On the morning of the 28<sup>th</sup>, Commander Gary R. Parriott relieved Commander William B. Haflich as Commanding Officer of USS MCCLUSKY. The ship got underway shortly after the change of command and patrolled from 28 July to 10 August.

On 30 July, REDSTINGER 102 detected a GO-FAST in the waters off Columbia. MCCLUSKY pursued the GO-FAST toward Columbian territorial waters. The GO-FAST jettisoned contraband over the side and was able to reach Columbian territorial waters. The event was evaluated as a mission kill, however, as MCCLUSKY recovered approximately 540 LBS of marijuana.

MCCLUSKY boarded the fishing vessel ANTIOQUEÑO on 31 July and issued a return to port (Columbia) order for possessing excessive gasoline. On 9 August the ship detected the fishing vessel QUEEN SUSANA near Isla Malpelo. When MCCLUSKY received permission to board QUEEN SUSANA, the vessel was making its way into Columbian territorial waters. MCCLUSKY were able to intercept and Board QUEEN SUSANA 14 nautical miles from Isla Malpelo. A search for contraband yielded negative results. Following the boarding, MCCLUSKY patrolled en route to Rodman, Panama, where MCCLUSKY remained from 10-13 August.

MCCLUSKY departed Panama on 13 August and patrolled until 25 August. On 19 August, MCCLUSKY detected the fishing vessel DAVID X with 185 to 200 illegal immigarants on board. MCCLUSKY escorted DAVID X toward Malpelo Island and into the custody of the Ecuadorian Navy. MCCLUSKY arrived in Callao, Peru, on 25 August and remained there until the 28<sup>th</sup>.

Once again on patrol in the Eastern Pacific MCCLUSKY was assigned to pursue a GO-FAST spotted by a customs aircraft on September 5<sup>th</sup>. The pursuit continued for 19 hours, as the GO-FAST was able to open MCCLUSKY by only 1 Knot. Through the night, the GO-FAST would open to approximately 5 nautical miles from MCCLUSKY, lose sight of our ship, and slow. When MCCLUSKY would close to within one nautical mile, the GO-FAST would see the ship and flee again. MCCLUSKY was authorized to fire warning shots, and did so with .50 caliber guns in an attempt to get the GO-FAST to heave to. The warning shots, however, failed to convince the drug smugglers to abandon the chase. During the chase customs aircraft witnessed the suspected smugglers jettisoning items over the side. However, no contraband was recovered as a result of this operation.

With fuel running low following the lengthy high-speed pursuit, MCCLUSKY was forced to pull into Golfito, Costa Rica on 7 September for fuel. MCCLUSKY conducted a BSF in Golfito and left the same day. MCCLUSKY arrived in Manta, Ecuador on 9 September and remained until

the 12<sup>th</sup>. The first anniversary of the 11 September terrorist attacks was commemorated with a memorial service held onboard MCCLUSKY and featured the flying of the "First Jack."

Following the Manta port visit, MCCLUSKY's patrols began to move northward in preparation for the transit homeward. While covertly monitoring a suspected logistics support vessel (LSV) on 17 September, MCCLUSKY received a call from a customs P-3 that they had spotted a distressed sailboat. With both engines online, the ship made best speed toward the vessel. MCCLUSKY came upon the sailboat SEA BREEZE with a broken mast, and discovered a 62-year-old man that had been lost at sea for approximately 3 and ½ months. The man's rescue generated an extraordinarily large amount of publicity for MCCLUSKY. Numerous television and newspaper interviews were conducted via telephone with the Commanding Officer and the crew of MCCLUSKY's small boat. With the permission of the rescued man, MCCLUSKY sank SEA BREEZE because it was damaged beyond repair and would only be a hazard to navigation if left afloat.

Two days later, 19 September, MCCLUSKY boarded the fishing vessel MARIA SOLEDAD. Nothing unusual was found on the vessel, except that the engine head was cracked. The captain reported that assistance was on its way, and that he did not require anything from MCCLUSKY. MCCLUSKY was detached from boarding MARIA SOLEDAD once full space accountability was reached.

Shortly after the boarding of MARIA SOLEDAD, MCCLUSKY boarded the fishing vessel MORNING STAR on 21 September. Just as the inspection of the vessel was being concluded, MCCLUSKY was tasked to pursue a GO-FAST in the area. Prior to seizing the GO-FAST, MCCLUSKY recovered 15 bales of suspected cocaine that the crew had jettisoned. MCCLUSKY detained four suspected drug smugglers, inspected, and then sank the GO-FAST. The detainees and contraband were transferred via small boat to the custody of USS SIMPSON late on the evening of September 21<sup>st</sup>.

On September 22<sup>nd</sup> the ship moored in Puerto Quetzal, Guatemala, for a BSF. Following the BSF, MCCLUSKY was bound for a port visit in Puerto Vallarta, Mexico, scheduled for 26-29 September. The ship's arrival, however, was delayed when Tropical Storm JULIO formed along MCCLUSKY's intended track, and the Optimum Track Ship's Routing (OTSR) Duty Officer recommended that MCCLUSKY divert south and west until JULIO was clear of Puerto Vallarta. MCCLUSKY followed this recommendation, and as JULIO dissipated MCCLUSKY moored at Puerto Vallarta on 27 September.

When MCCLUSKY got underway from Mexico, MCCLUSKY had several friends and family of the ship's crew onboard. The transit to San Diego was used as an opportunity to educate our guests on Navy life at sea. On 2 October MCC returned to San Diego. Its arrival featured heavy media coverage stemming from the rescue at sea conducted weeks earlier.

From 2 October to 4 November the ship stood down, providing the crew a well-deserved rest. MCCLUSKY transited to Naval Weapons Station Seal Beach, CA and conducted an ammo offload from 12 to 14 November. MCCLUSKY returned to San Diego on 15 November. MCCLUSKY went to sea again on 25 November to conduct various training exercises and two burials at sea prior to returning to San Diego on the 26<sup>th</sup>.

Following a short break for Thanksgiving, MCCLUSKY went to sea again on the 2 December. Again, the crew conducted a variety of evolutions for training and equipment validation. The highlight of this underway period was a trip to Santa Barbara, CA. The local yacht club and Navy League extended remarkable hospitality towards the crew.

Santa Barbara became one of MCCLUSKY's favorite places to visit. To show our appreciation, the Officers and Chief Petty Officers hosted a reception onboard MCCLUSKY on 8 December. On 9 December MCCLUSKY departed Santa Barbara and returned to San Diego on the 10<sup>th</sup>. For the remainder of the month, MCCLUSKY was inport San Diego for holiday standdown and repairs to number 2 SSDG.



G. R. PARRIOTT