



DEPARTMENT OF THE NAVY

USS BUNKER HILL (CG 52)
FPO AP 96661-1172

DECLASSIFIED

IN REPLY REFER TO:

5750
Ser 10/

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From: Commanding Officer, USS BUNKER HILL (CG-52)
To: Director of Naval History, (N09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: COMMAND HISTORY (OPNAV 5750-1) (U)

Ref: (a) OPNAVINST 5750.12E

- Encl:
- (1) Biography/Photo of Commanding Officer
 - (2) Organizational Chart
 - (3) EDVR for USS BUNKER HILL (CG-52)
 - (4) Welcome Aboard Pamphlet with Russian Translation
 - (5) Ship's Family Gram THE SWORD
 - (6) Photograph of USS BUNKER HILL (CG-52)
 - (7) Crew Welcome Orientation booklet
 - (8) USS BUNKER HILL 260015ZJAN93 (U)
 - (9) USS BUNKER HILL 281200ZJAN93 (C)
 - (10) USS BUNKER HILL 051200ZFEB93 (C)
 - (11) COMAFLOATRAGRUEWESTPAC 110302ZFEB93 (U)
 - (12) COMAFLOATRAGRUEWESTPAC 160301ZFEB93 (U)
 - (13) COMSEVENTHFLT 190530ZFEB93 (U)
 - (14) USS BUNKER HILL 261636ZFEB93 (C)
 - (15) COMDESRON FIFTEEN 010900ZMAR93 (C)
 - (16) USS BUNKER HILL 041445ZMAR93 (C)
 - (17) USS BUNKER HILL 080310ZMAR93 (C)
 - (18) COMDESRON FIFTEEN 081000ZMAR93 (C)
 - (19) USS BUNKER HILL 090724ZMAR93 (U)
 - (20) USS ASPRO 110101ZMAR93 (C)
 - (21) USS ASPRO 131545ZMAR93 (C)
 - (22) USS BUNKER HILL 131550ZMAR93 (C)
 - (23) USS BUNKER HILL 131558ZMAR93 (U)
 - (24) USS BUNKER HILL 161600ZMAR93 (U)
 - (25) CTF SEVEN ZERO 232302ZMAR93 (U)
 - (26) COMSEVENTHFLT 240844ZMAR93 (U)
 - (27) USS BUNKER HILL 241225ZMAR93 (C)
 - (28) CTF SEVEN ZERO 030610ZAPR93 (U)
 - (29) USS BUNKER HILL 051100ZMAY93 (U)

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DECLASSIFIED BY: CNO (N09N2)
OPNAVINST 5513.16 SERIES
DATE: Nov 2005

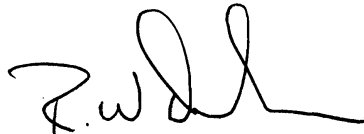
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- (30) USS BUNKER HILL 051205ZAPR93 (C)
- (31) USS BUNKER HILL 060610ZAPR93 (U)
- (32) USS BUNKER HILL 061116ZAPR93 (U)
- (33) USS BUNKER HILL 061305ZAPR93 (C)
- (34) USS BUNKER HILL 090600ZAPR93 (C)
- (35) COMSUBGRU SEVEN 130001ZAPR93 (U)
- (36) USS BUNKER HILL 130830ZAPR93 (U)
- (37) CTF SEVEN ZERO 160220ZAPR93 (U)
- (38) COMFLEACT YOKOSUKA JA 190018ZAPR93 (C)
- (39) USS BUNKER HILL 190810ZAPR93 (U)
- (40) COMLOG WESTPAC DET YOKOSUKA JA (C)
- (41) COMDESRON FIFTEEN 270001ZAPR93 (C)
- (42) USS BUNKER HILL 170001ZAUG93 (U)
- (43) USS BUNKER HILL 260300ZAUG93 (C)
- (44) USS BUNKER HILL VLADIVOSTOK PORT VISIT REPORT
- (45) USS BUNKER HILL 160300ZSEP93 (C)
- (46) USS BUNKER HILL 200300ZSEP93 (C)
- (47) AMEMBASSY MOSCOW 221427ZSEP93 (U)
- (48) USS BUNKER HILL 250317ZSEP 93 (U)
- (49) USDAO MOSCOW 251130ZSEP93 (U)
- (50) USS BUNKER HILL 280630ZSEP93 (U)
- (51) USS BUNKER HILL 280635ZSEP93 (U)
- (52) USS BUNKER HILL 020300ZOCT93 (C)
- (53) USCINCPAC HONOLULU HI 041600ZOCT93 (U)
- (54) CTF EIGHT ZERO ZERO 080605ZOCT93 (C)
- (55) PACFLT PEB SAN DIEGO CA 210415ZOCT93 (U)
- (56) CINCPACFLT ltr 3540 Ser N01P/09496 of 28 OCT 93
- (57) Level of Knowledge results of LMA from ATG WESTPAC
- (58) Results of ATG WESTPAC 3M Inspection
- (59) CSRR Action Summary of 04 November 1993 from NAVSEASYSCOMPAC

1. The calendar year 1993 Command History is forwarded in compliance with reference (a). Enclosures (1) through (14) are included as supporting documentation.

2. Inquiries regarding this history should be addressed to the ship's point of contact, LT(jg) [REDACTED], USN, Public Affairs Officer.



R. W. DURHAM
By direction

Classified by: OPNAVINST S5513.5A
Declassify on: OADR

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Part One

Command Composition and Organization

1. Characteristics:

USS BUNKER HILL is an AEGIS guided missile cruiser of the TICONDEROGA class. However, it is the first ship of the class equipped with the Mk 41 Vertical Launching System (VLS) for missiles (Standard Missile 2 Block II, and Tomahawk cruise missiles blocks 2 and 3) which sets it apart from its predecessors delivered with the Mk 26 Guided Missile Launcher. BUNKER HILL is the first combatant designed from the keel up to carry the Tomahawk cruise missile.

2. Mission:

USS BUNKER HILL's mission areas include:

- Anti-Air Warfare
- Anti-Submarine Warfare
- Anti-Surface Warfare
- Strike Warfare
- Electronic Warfare
- Command, Control and Communications
- Mobility
- Naval Gunfire Support

3. Organization:

USS BUNKER HILL was under the administrative control of Commander, Battle Force Seventh Fleet, Task Force 70 for all of 1993 and under the operational control of Commander Battle Force Seventh Fleet from January to November of 1993. From 22 November to 28 December, 1993 BUNKER HILL fell under the direct operational control of Commander, Seventh Fleet. BUNKER HILL's Commanding Officer for all of 1993 was Captain E. Richard Diamond, Jr., USN.

4. Subordinate Commands:

Helicopter Anti-Submarine Squadron Light 51 Detachment Four was assigned to USS BUNKER HILL. The detachment parent squadron is based at Naval Air Station, Atsugi, Japan. The Officer in Charge from January to June was LCDR Tom Culora and from June through December LCDR Roger Huff led the detachment. One aircraft, Hellfire 04 sailed with BUNKER HILL and is based at Atsugi, Japan.

5. Summary:

BUNKER HILL is the Navy's most capable warship afloat. It plays a defensive role by providing protection for an entire Carrier Battle Group or Surface Action Group against any air, surface or subsurface threat. Its offensive strike capability is impressively demonstrated by its ability to strike targets at sea and ashore with all three variants of the Tomahawk cruise missile. Four LM2500 gas turbine engines propel the ship at speeds in excess of 30 knots. The state of the art AEGIS combat system provides the ultimate in target detection, acquisition, targeting, and engagement. The AN/SPY-1A phased array radar can track over 200 surface and air targets simultaneously at ranges over 200 nautical miles with Fire Control Accuracy. All these contacts are channeled through UYK-7 computers to the AEGIS Display System (ADS), comprised of four large screen automated displays that allow the Commanding Officer and embarked Commander to quickly and easily assess the state of the battle and make timely, accurate command and control decisions. Using "if-then" computer program logic, doctrine statements can be built into the AEGIS system allowing it to operate in full automatic in times of saturation or dense threat environments. Thus, targets can be detected, tracked, identified, evaluated, and engaged automatically without human intervention. The system can also be operated in semi-automatic or normal mode, giving greater operator control in less tactically demanding situations, or a mixture of all three modes can be employed. BUNKER HILL also plays a major role in power projection ashore. The sophisticated Tomahawk cruise missile uses terrain contour matching with onboard computerized maps to guide itself to land targets. BUNKER HILL is also a highly capable anti-submarine warfare platform utilizing the impressive Light Airborne Multi-Purpose System (LAMPS) Mk III SH-60B with its two-way voice and information data link, and the ship's hull mounted SQS-53A sonar.

Part II

Chronology

DATE	EVENT	NARRATIVE
01 JAN-25 JAN	INPORT YOKOSUKA	
11-15 JAN	NGFS TEAM TRAINER	
11-15 JAN	SURF-AEW INTEROPERABILITY	
13 JAN	LINKEX	ONE
15 JAN	SLAMEX	TWO
15-27 JAN	CART PHASE II	THREE
25 JAN - 01 FEB	U/W LOCAL OPERATIONS	FOUR
25 FEB	USAF WASEX	
28 JAN	CV PLANEGUARD	
29 JAN	UNREP WITH WALTER S. DIEHL	
30 JAN	ASWEX - TRACKEX	
31 JAN	ASWEX - MAGOPS	
1-16 FEB	INPORT YOKOSUKA	
01-02 FEB	SESI	
02 FEB	CART IIA OUTBRIEF	
03 FEB	CART IIB INBRIEF	
05 FEB	INVENTORY VALIDATION	
08 FEB	ADMIN/SUPPLY PROGRAMS REVIEW	
08 FEB	CART IIB OUTBRIEF	
09 FEB	PERSONNEL INSPECTION	
11 FEB	IMARSAT INSTALLATION	
16 FEB	U/W ENROUTE LOCAL OPAREA, OKINAWA, SASEBO, TEAM SPIRIT 93	FIVE
17 FEB	ATSG INBRIEF	
	ASWEX WITH SSN	
18 FEB	ATSG TRAINING LECTURES	
	PXO MEETS DEPARTMENT HEADS	
19 FEB	ATSG LECTURES	
	ACTS SCENARIOS	
	SLAMEX	
	5''/54 PACFIRE	
20 FEB	LCDR DURHAM BECOMES XO	
21 FEB	ASWEX	
	RAS	
	AAW TRACKEX	
	OTH-T HARPOONEX	
	LINKEX	
22 FEB	MISSILEX WHITE BEACH OKINAWA	

28 FEB- 01 MAR	INPORT SASEBO	
04 MAR	U/W TEAM SPIRIT 93	SIX
05 MAR	ACTS	
07 MAR	ENTER AMPHIBIOUS AOA	
08 MAR	ACTIVE ASWEX	
	RAS AJH	
15 MAR	CIWS PACFIRE	
	M-60 FAMFIRE	
16 MAR	LIVE ASWEX	
	TORPEX	
	SURFACE GUNNEX	
17 MAR	OTH-T HARPOONEX	
18-22 MAR	INPORT PUSAN, KOREA	SEVEN
19 MAR	POST TEAM SPIRIT '93	
	LINK CONFERENCE	
23 MAR	U/W ENROUTE YOKOSUKA	
	FUEL CRUNCH 93	EIGHT
25 MAR	RETURN YOKOSUKA	
01 APR	BEGINE SRA PREPS	NINE
07 APR	CMTQT TRAINING	TEN
13 APR	TQL TRAINING	ELEVEN
16 APR	AMMO OFFLOAD AT ANCHOR	
17 APR	VLS AND TORPEDO OFFLOAD	
26 APR	SHIFT TO SUMMER UNIFORMS	
	JASDF CIC TOUR	
	BILATERAL LINK COORD CONF	
28 APR	DEFUEL	
	COMSUBGRUSEVEN CHANGE	
	OF COMMAND	
29 APR	BEGIN SAMUEL GOMPERS TAV	
10 MAY	VBSS TRAINING	
13 MAY	CMTQT TRAINING	
18 MAY	FAST CRUISE	
26 MAY	SRA PROGRESS REVIEW MTG	
27 MAY	GOMPERS TAV DEPART CONF	

08 JUN FAST CRUISE
18 JUN AWARDS CEREMONY
21 JUN RADM STARK VISIT
22 JUN CAT SURVEY
22-27 JUN WATERFRONT BFTT
26 JUN COMREL AT KOBO COTTAGE

13 JUL T-HAWK TRAINING
18-19 JUL T-HAWK BLK III MATERIAL CERT
19-23 JUL TQL ASSIST VISIT
20 JUL FAST CRUISE
23-28 JUL T-HAWK BLK III TRAINING
29-31 JUL INTEGRATED CRUISE MISSILE TRAINING

TWELVE

01 AUG TEMPEST INSPECTION
03 AUG FAST CRUISE
05 AUG VLS ONLOAD
09-10 AUG SEA TRIALS
11-13 AUG CRUISE MISSILE CERTIFICATION
13 AUG SRA 4 DEPARTURE CONFERENCE
16 AUG VLS ONLOAD AT ANCHOR
U/W ENROUTE OKINAWA
19 AUG SLAMEX
19 AUG NGFS SURFACE GUNNEX
20 AUG GFS QUAL ON W-183A
(FIRST SHIP TO USE)
23 AUG ECC DRILLS
24 AUG ASW MMT DRILLS
26 AUG UNSCHEDULED PORT VISIT SASEBO
29 AUG RETURN YOKOSUKA,
NAVY FRIENDSHIP DAY
30 AUG GOMPERS TAV INBRIEF
31 AUG RADM BARR VISIT

01 SEP JDS ASAKZE VS BKH SOCCER
15 SEP U/W VLADIVOSTOK
18 SEP ARRIVE VLADIVOSTOK
20 SEP U/W ENROUTE SASEBO
21 SEP TSTA III
INPORT SASEBO

THIRTEEN

FOURTEEN

23 SEP	U/W ENROUTE OKINAWA AMPHIBIOUS RAIDEX	
02 OCT	FINAL EVALUATION PROBLEM	
04 OCT	FINAL BATTLE PROBLEM	
05 OCT	MAREX	FIFTEEN
07 OCT	SLAMEX	
10 OCT	DETACHED FROM MAREX	
11 OCT	RETURN YOKOSUKA, OPPE PREPS	
18 OCT	ASW PHASE I	
19 OCT	OPPE	SIXTEEN
20 OCT	U/W OPPE	
21 OCT	COMPLETE OPPE, RETURN YOKOSUKA	
23 OCT	NAVY BALL	
25 OCT	LMA	SEVENTEEN
	3M	EIGHTEEN
	CSRR	NINETEEN
	VLS ONLOAD	
	PERA MEETING	
10-15 NOV	PRE-DEPLOYMENT STANDDOWN	
17 NOV	DEPLOY WITH INDY BATTLE GROUP	TWENTY
22 NOV	RETURN TO YOKOSUKA	
29 NOV	U/W OPS IN SEA OF JAPAN	TWENTY-ONE
06-09 DEC	JMSDF PASSEX	
10 DEC	INPORT SASEBO	
11-14 DEC	INPORT PUSAN, KOREA	
15-15 DEC	PASSEX WITH USAF	
22 DEC	RETURN TO YOKOSUKA	
28 DEC	U/W ENROUTE ARABIAN GULF	
31 DEC	TRANSIT SAN BERNADINO STRAIT	

Part III

Narrative 1993

1. LINK 11 EXERCISES

Long looks and quick looks are exercises to ensure that Link 11 equipment is operational. They further serve to ensure that we are not equipment limited when we get underway and re-establish the link. Throughout the year BUNKER HILL initiated several Link 11 training and integration opportunities on the Yokosuka waterfront. Following Team Spirit 93 BUNKER HILL invited all of INDY Battlegroup's Link 11 players and representatives from the United States Air Force 620th Air Control Squadron to participate in a Link managers course and several water front conferences to discuss methods of improving both the Navy link and the Joint link.

Relations with both the Japanese Maritime Self Defense Force and the Japanese Air Self Defense Forces were open, cordial and friendly. BUNKER HILL conducted a linkex with the JDS KONGO, the first non-American AEGIS ship, to test that new ship's systems and operations. In a move toward further integrating the Anti-Air Defense of the Japanese Islands, BUNKER HILL conducted several linkexs with JASDF BADGE sites. The mutual cooperation and exchange of ideas and methods was beneficial to both sides.

2. SLAMEX

SLAMEXs are a series of periodic exercises designed to train operators in Tomahawk Weapons system data base management, surface tracking and reporting procedures, surface to surface engagements, and Tomahawk Land Attack Missile strike execution. BUNKER HILL maintained an excellent record throughout the year.

3. CART PHASE II

The Immediate Senior in Command evaluated the administrative programs and each of the ship's force training teams. As 1993 was the first iteration of CART II for ships forward deployed to Yokosuka, the process of establishing a new system held growing pains for all the players.

Formerly known as the "Command Inspection," CART II mainly encompasses an inspection in all the areas of the old "Command Inspection." A supply inventory validity inspection, a sanitation review and a postal validation all received grades of outstanding during CART II, 3-5 February.

NARRATIVE CONTINUED

4. UNDERWAY IN JANUARY

The week of 25 January was spent at sea in heavy, destructive seas as an escort for USS INDEPENDENCE. While at sea, BUNKER HILL requested a replenishment at sea (RAS) with WALTER S. DIEHL on 29 January 1993 to receive F-76 and JP-5. In addition, a token connected replenishment (CONREP) and highline transfer were scheduled to run consecutively upon completion of the RAS for fuel. This was the first underway deck evolution for the new First Lieutenant, [REDACTED]

The RAS (fuel) was successful but the next two evolutions were cancelled and a light line transfer was conducted instead to recover some training value. The causes of the cancellation were inexperienced personnel, and the length of time it took to rig for the training CONREP and highline transfer. Once the primary means of resupply at sea, the CONREP has fallen prey to vertical replenishment (VERTREP). The lightline transfer provided several lessons learned including the recommendation to RAS at only one station and conduct CONREP at a separate station and the need for lots of practice.

5. IBG OPS 16-28 FEB

This period prior to BUNKER HILL's participation in TEAM SPIRIT '93 was used to train new watchstanders. Veterans of the Gulf War and the April - October '92 deployment were making their last underway. Together they formed a Combat Systems Training Team and with little or no outside assistance trained the recently reported personnel by using AEGIS Combat Training Scenarios (ACTS). Their success was measured in the outstanding performance of the ship in TEAM SPIRIT and beyond.

6. TEAM SPIRIT 93

TEAM SPIRIT 93 was primarily an amphibious exercise. The highlights were the opportunities to operate with the Republic of Korea Navy in both Anti-Air and Anti-Submarine Warfare. BUNKER HILL was the Anti-Air Warfare Commander for the battle force. Participation with the US Marine Corps, the US Air Force and the Republic of Korea Air Force showed some difficulties which planted the seeds for the LINK-11 coordination meetings held in Yokosuka in the late spring and summer.

NARRATIVE CONTINUED

7. PORT VISIT PUSAN 18-21 MARCH 93

From 19 to 21 March, 1993, after the successful completion of exercise TEAM SPIRIT '93, BUNKER HILL was host to three "Five Star" receptions for over seventy members of the Korean American Friendship Association, the Navy League, and distinguished visitors from the Republic of Korea military. These included several flag officers from the Republic of Korea Ministry of Defense, Joint Chiefs of Staff, and Navy. BUNKER HILL's supply department lived up to their proud reputation as being the "Best in the West" for high profile receptions.

8. FUEL CRUNCH 93

Budget constraints put a crunch on Seventh Fleet operations for the Spring of 1993. Yokosuka Harbor was filled with ships unable to steam because, for the first time in the Western Pacific, there was simply no fuel. An important combined Australian - American Anti-Submarine Warfare in which BUNKER HILL was to play a major role was cancelled. SRA-4 started early in the process, but the hoped-for port visit to Bali never came.

9. SRA 4

BUNKER HILL's Selected Restricted Availability (SRA) was the major event during the late spring and summer of 1993. The ship returned early from TEAM SPIRIT 93 because of the Seventh Fleet fuel crunch. SRA began immediately. Shipyard workers from the Ship Repair Facility (SRF) Yokosuka streamed aboard to get an early start on lengthy jobs. The ship off loaded all its ammunition and completely defueled safely and efficiently. Over the course of the four months spent a Harbormaster pier, sixty percent of the crew received some sort of formal training. Some personnel returned to the United States for instruction while others attended courses offered at Afloat Training Group, Westpac in Yokosuka. Onboard ship training continued with weekly General Quarters featuring Damage Control or Combat Systems scenario drills.

The Critical Jobs for SRA 4 were power modifications to the Anti-Submarine and Anti-Surface Warfare systems. A conflict arose with cruise missile certification which forced the power modifications to be completed ahead of schedule.

The major lesson learned from the availability was the need for better advanced planning. Each berthing compartment was refurbished and the entire main deck resurfaced in non-skid during SRA, but several spaces or decks had to be refurbished twice because work requiring welding or grinding followed rather than preceded the initial refurbishment.

SRA 4 went well for BUNKER HILL. The major and minor jobs were completed with zero mishaps or industrial accidents.

To show its appreciation for SRF Yokosuka's work, BUNKER HILL threw a "Coming Out" party complete with live band, traditional Somoan and Filipino dancers and a huge BBQ pit. The party was a first in Yokosuka and it enhanced the close relationship between the ship and the shipyard.

NARRATIVE CONTINUED

10. CMTQT

BUNKER HILL's objective during CMTQT was to earn the qualification to carry the upgraded Tomahawk Block III missile. Integrated Harpoon and Tomahawk scenarios stressed the capability of the ship to fight in a multiple target environment. Both Tomahawk Land Attack Missiles and Tomahawk Ship Attack Missiles were employed in difficult but antiquated scenarios. The evaluation exercises concentrated on a Cold War Soviet threat and were challenging but lacked the nuances and complexities of today's low intensity threat environment.

BUNKER HILL's Tomahawk and Harpoon Teams passed the evaluation and performed excellently. The evaluators comments included suggestions to redirect training time toward imbuing a more intimate knowledge of the OPTASKs involved, and improving the methods of passing information between data bases. Procedures changed to conform COMUSNAVCENT tasking and updated logs for easier and more accurate data recording and new check off lists to match the updated logs and conform to COMUSNAVCENT tasking.

11. TQL

For a week in April the Commanding Officer, Executive Officer, Department Heads and some Chief Petty Officers attended TQL training. They left the ship together every morning in civilian clothes for classes and discussion at Afloat Training Group Westpac. The result was a ship's mission statement, goals, charters for quality management boards and the forming of an Executive Steering Committee. Regular weekly meetings of the ESC were held throughout the year. By starting at with the senior leadership, TQL gained legitimacy aboard and new ideas gained an improved sanctioned conduit to improved results.

12. TOMAHAWK BLOCK III INSTALLATION

BUNKER HILL completed the entire training and material installation between June and August, taking six weeks instead of the normal four to six months. The compressed training schedule mandated early morning training sessions and long hours of required reading by the entire Tomahawk watchteam. On Tuesday mornings during SRA the entire team, from the Combat Systems Officer to the most junior Tomahawk Fire Controlman would gather long before reveille in the wardroom for training lectures, instructional movies and required reading periods. The hard work paid off and the team qualified despite the simultaneous burdens of an extensive SRA, a Combat Systems Light Off and SPY-1A array cleaning.

NARRATIVE CONTINUED

13. VLADIVOSTOK PORT VISIT

BUNKER HILL's and USS MOBILE BAY's (CG-53) port call to Vladivostok, Russia 18-20 September was the highlight of 1993.

The transit across the Sea of Japan on 16-17 September was shrouded in a fog so thick, the bullnose was invisible from the pilot house. In order to make the rendezvous in Peter the Great Bay on time, both BUNKER HILL and MOBILE BAY had to make more than twenty knots for eight hours through the blinding fog.

A Russian Navy destroyer met the ships and delivered a Russian Navy Captain and a translator to each ship to act as a pilot. The pier held a waiting crowd of dignitaries as well as the Russian Pacific Fleet Band. After the traditional "Salt and Bread" welcoming ceremony, both ships were swarmed by civilian visitors anxious to meet and talk with Americans.

During the course of the visit, the BUNKER HILL's supply department hosted a "Five Star" reception on the flight deck. Over 100 Russian military officers attended. The reception was a smashing success. The Russian officers were most impressed by presence and manners of the junior enlisted present and shocked when CAPT Diamond relieved a Second Class Mess Specialist to carve a few pieces of roast beef for the ratings and petty officers in attendance.

The liberty policy granted uniformed crewmembers full access to Vladivostok until 2200. CAPT Diamond extended the hours until 2400 the second night in port. Experience showed that the 2200 termination of liberty for all hands was wiser. A criminal element took to the streets after 2200. Several members of the liberty party were accosted and while no altercation was serious, the wisest policy was to avoid rather than tempt disaster.

After three glorious days it was over, a memory to be forever savored.

14. TSTA III / FEP / TTA

The transit to Vladivostok and the trip from Russia to Okinawa were filled with engineering, damage control and combat systems training. The period was set aside for a Total Ship Training Assessment (TSTA III) this is the third and final phase of the CART process. The drills and casualty control training included in the TSTA did not always complement and sometimes conflicted with OPPE preparations.

Immediately upon the culmination of TSTA III, BUNKER HILL and MOBILE BAY met up with the remainder of the INDEPENDENCE Battle Group for TTA, a scenario driven battle group training exercise. BUNKER HILL was the Battle Group Anti-Air Warfare Commander of "AW" for the exercise. The TTA occurred at the same time as BUNKER HILL's last demonstration of competency before deployment, the Final Evaluation Problem (FEP). The "Plate was very full" for ten days in early October. Both the TTA and the FEP suffered from the conflicting demands on the crew's attention.

NARRATIVE CONTINUED

15. MAREX

Upon completion of TTA the Battle Group neatly slipped into a combined Japanese Maritime Self Defense Force - US Navy exercise named MAREX 93. MAREX was primarily an ASW exercise and BUNKER HILL's ASW participation was low. Several officers did have the opportunity to crossdeck to Japanese ships. BUNKER HILL played host to three Japanese Maritime Self Defense Force officers.

Several typhoons raged in the Pacific during MAREX. The battlegroup evaded two before turning toward Japan and across the path a tropical storm. The eye of the storm passed directly over BUNKER HILL. One of the forward fuel banks developed a crack from the pounding from the heavy seas and the ship had to return to port two days early.

16. OPPE

BUNKER HILL was originally scheduled to have an Operational Propulsion Plant Examination (OPPE) while returning from the winter 93-94 Arabian Gulf deployment. Closer review of the proposed dates revealed that an outchop OPPE would fall outside the periodicity of the examination cycle. Instead of an outchop OPPE, BUNKER HILL instead was directed to complete OPPE before deployment, with six weeks vice six months to prepare.

Excelling during OPPE immediately became the command's number one priority. Volunteer work teams from non-OPPE affected departments picked engineering spaces to help clean. The extra effort paid off. After three days of cold checks, minor corrections and underway casualty control drills and a main space fire drill, BUNKER HILL returned to port with a broom strapped to the yardarm indicative of a clean sweep.

17.

Afloat Training Group Yokosuka, Japan, conducted a Logistic Management Assessment (LMA) from 25 to 29 October 1993. BUNKER HILL emerged with an overall grade of "Excellent." LMA's comments were extremely positive concerning the Supply Department's ability to efficiently serve the crew. The attitude and appearance of the Food Service Attendants, garnishment of the service line, and the General Mess appearance were rated strong points became eligible to compete in the NEY Memorial Awards competition. The 97.5 percent PMS Recorded Accomplishment Rate speaks for the pride and attention to detail that the maintenance men put into their work and equipment. The San Diego-based inspectors awarded the ship a 95 percent Accomplishment Confidence Factor and an overall grade of 93 percent. The Ship's Redistributable Asset Program was assessed Excellent as were the Ship's Equipment File and Configuration Validation Program.

NARRATIVE CONTINUED

18. CSRR, Combat System Readiness Review

CSRR was to identify combat systems material discrepancies and fix them prior to deployment. Lessons were that too many events were scheduled simultaneously, LMA and CSRR are mutually exclusive. Two different sets of inspectors with totally different goals were demanding the attention and assistance of a limited number of personnel.

CSRR found many problems and the team from COMNAVSURFPAC corrected just under half of them before returning to San Diego and Hawaii leaving the rest for ship's force and SRF to repair. The visit was an excellent opportunity for junior technicians to work with very senior personnel in their area of expertise.

19. IBG DEPLOYMENT

On 17 November, the INDEPENDENCE Battle Group left Yokosuka for two weeks of training and three weeks of transit to the Arabian Gulf. BUNKER HILL actively participated in the first week's activities. Battle Group training centered on the Rules of Engagement (ROE) for the Arabian Gulf. Blue and Orange forces taunted and aggravated one another while defending an imaginary coastline in the North Philippine Sea.

20. Contingency Operations in the Sea of Japan.

Three days after the Arabian Gulf deployment began, BUNKER HILL was recalled to Yokosuka to receive special tasking. The mission that evolved required the crew to re-equip for cold weather. After the Thanksgiving holiday the ship sailed north passed between Honshu and Hokkaido into the Sea of Japan. The mission involved staying on station in the Sea of Japan alert and ready for several contingencies. Happily this time could also be used for diplomacy and BUNKER HILL profited from the opportunity to conduct shiphandling exercises with Japanese ships and invited US Air Force officers out to see the ship in action. Despite the weather, the time was well spent before the mission was called to an end and the ship left Japanese waters to regain the battle group.