



DEPARTMENT OF THE NAVY
USS CLEVELAND (LPD-7) ✓
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From: Commanding Officer, USS CLEVELAND (LPD-7)
To: Director of Naval History (OP09BH), Washington Navy Yard,
Washington, DC 20374-0571

Subj: CY 1985 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Ships' description
(2) Ships' history and combat experience
(3) Commanding officers' biography
(4) Executive officers' biography
(5) Command narrative
(6) Departmental Inputs 1985
(7) Chronology of major operations, Jan-Dec 1985

1. In accordance with reference (a), enclosure (1-6) are submitted.


J. A. BYERS

USS CLEVELAND (LPD-7)

A new type amphibious warfare ship, USS Cleveland is the seventh in a series of LPD's designed to add a new dimension to the navy's troop and vehicle lift capability.

Designated an Amphibious Transport Dock, the new vessel is a direct descendent of the Landing Ship Dock (LSD) of WORLD WAR II. Also incorporated in the ship's specifications are features of the APA (ATTACK TRANSPORT), the AKA (ATTACK CARGO SHIP), and the LPH (AMPHIBIOUS ASSAULT HELICOPTER). The Cleveland boasts a flight deck and well deck (LSD), troop carrying ability (APA) and cargo handling and stowage capability (AKA). In addition to these standard features, the ship is flag-configured and provides spaces for an amphibious commander and an assault troop commander.

Cleveland combatant personnel can be disembarked by landing craft carried in the stern well deck. Intrinsicly a part of the well deck operation is the ballasting system, which makes possible a maximum depth of twelve feet of water in the after portion of the deck and five feet in the forward section. An accessory to the well deck operation is an overhead monorail crane system, which permits rapid loading and unloading of palletized cargo at almost every point in the well deck and upper vehicle storage area.

Although not specifically designed for helicopter transportation, Cleveland's flight deck is large enough to permit simultaneous operation of two medium-sized helicopters. Other features include limited repair and maintenance for helicopters, a telescoping hangar, refueling rigs for aviation fuels, troop debarkation stations leading from the second deck compartments to the catwalks, and primary debarkation control, which provides centralized location for the coordination and control of the off loading of men and material ashore.

USS Cleveland is 569 feet long, has a maximum beam of 105 feet, and has a navigational draft of 21 feet, six inches. full load displacement is 16,500 tons. The ship is armed with two twin 3-inch, 50 caliber rapid fire gun mounts.

The Cleveland's allowance consists of some 26 officers and 400 enlisted men. In addition, the ship can carry approximately 850 combat troops and 118 officers in the assault and flag force.

ENCLOSURE (1)

SHIPS' HISTORY AND COMBAT EXPERIENCE

USS Cleveland is the third ship to be named after the city of Cleveland, Ohio. The first was a protected cruiser (C-19) 1903-1929, while the second was a light cruiser (CL-55) 1942-1947. The present Cleveland was designed to add a new dimension to the Navy's troop and vehicle transport capability.

After her commissioning in April 1967 at Norfolk, Virginia, Cleveland steamed to the west coast and assumed her duties as a unit of the United States Pacific Fleet. Since then, the ship has divided her time between local operations in the area of her home port and extended deployments to the Western Pacific. During those deployments, Cleveland was usually assigned as part of the Mobile Amphibious Ready Group and, with her embarked marines, acted as an integral part of the United States military effort in Southeast Asia. In addition to participating in numerous amphibious and combat support operations, the ship has served as flagship for the Commander Amphibious Force, U. S. Seventh Fleet.

Deploying on her fourth Westpac cruise in July, 1972, Cleveland continued to show her versatility. In August, the ship embarked AH-1J "cobra" attack helicopters of Marine Attack Helo Squadron 369, and for the four months that followed, Cleveland operated off the coast of North Vietnam. In early December, the ship sailed to Okinawa, disembarked the cobras, and embarked elements of Marine Battalion Landing Team 1/9. With marines aboard, Cleveland was flagship of the amphibious ready group commander throughout this period.

January 1973 brought the Vietnam cease-fire, and Cleveland joined Task Force 78 in the mine-clearing effort of Haiphong Harbor, named Operation End Sweep. The ship continued participating in this major operation until her return to San Diego on April 28, 1973. Cleveland's next Westpac deployments were from April to November of 1974, April to November 1976, March to October 1978, and January to July 1980. After completing an extensive overhaul in San Francisco, Cleveland returned to her home port of San Diego, California in June of 1981.

From April to October 1982, Cleveland again deployed to the Western Pacific and Indian Oceans for her ninth overseas deployment, during which she participated in various military exercises, including Rimpac '82, an amphibious operation off the coast of Hawaii during which Cleveland and other U. S. Navy units operated with units of the Royal Australian Navy, the Royal Navy of New Zealand and Canada, and the Japanese Maritime Self Defense Force. Cleveland also participated in Readex '82 off the island of Iwo Jima, and Cobra Gold '82, a joint operation with Royal Thai Navy of the coast of Southern Thailand.

Cleveland deployed again from September 1983 to March 1984 and has just completed Westpac in December, 1985.

Cleveland demonstrated outstanding abilities in maneuvering and support operations throughout the deployment. Valiant Usher proved to be very successful with the combined efforts of the embarked marines of BLT 1/9 and the crew of the Cleveland. Undergoing her first four-month cruise, Cleveland and her crew still enjoyed several beautiful ports including: Freemantle Australia, Penang Malaysia, Singapore, Hong Kong, the Republic of the Philippines, and Pearl Harbor Hawaii.

USS Cleveland received the Combat Action Ribbon in 1972 and two Meritorious Unit Citations for outstanding performance in the Vietnam Theatre in 1968.

ENCLOSURE (2)

CLEVELAND EXPERIENCES SUCCESSFUL YEAR IN '85

USS CLEVELAND (LPD-7) HAD A VERY SUCCESSFUL AND EXEMPLARY YEAR OF OPERATIONS IN 1985. SHE EXCELLED IN ALL AREAS AND RECEIVED MANY ACCOLADES, PLACING HER IN A DISTINGUISHED POSITION AMONG THE AMPHIBIOUS FORCES OF THE PACIFIC FLEET.

DURING CLEVELAND'S TRAINING READINESS EVALUATION (TRE), ALL AREAS WERE EVALUATED SATISFACTORY OR BETTER WITH A TOTAL OF ONLY 9 RESTRICTIVE ITEMS OUT OF OVER 3000. COMFLETRAFRU NOTED, "THE CIC, EW, SIGNAL BRIDGE, WEAPONS, AND MEDICAL AREAS WERE EVALUATED AS OUTSTANDING... TRE CONDUCTED WITH MINOR DISCREPANCIES NOTED THROUGHOUT THE DAMAGE CONTROL ORGANIZATION. SATISFACTORY TO EXCELLENT RESULTS IN ALL AREAS AND CREW ATTITUDE OUTSTANDING... IN THE PAST NINE MONTHS, CLEVELAND IS ONLY THE SECOND SHIP THAT HAS BEEN IN FULL COMPLIANCE WITH DAMAGE CONTROL MATERIAL EQUIPAGE REQUIREMENTS SET FORTH BY CNSP." IN REFERENCE TO TRE, COMPHIBGRU THREE SAID, "I NOTE WITH PLEASURE THE OUTCOME OF CLEVELAND'S TRE AND IN PARTICULAR THE OUTSTANDING EVALUATIONS ASSIGNED. FULL COMPLIANCE WITH ALL MATERIAL EQUIPAGE REQUIREMENTS IN DAMAGE CONTROL IS INDICATIVE OF SUPERIOR PREPARATION."

THROUGHOUT INTERIM REFRESHER TRAINING, CLEVELAND'S OUTSTANDING PERFORMANCE CONTINUED: ALL DEPARTMENTFUNCTIONAL AREAS WERE RATED "SAT". YOKE AND ZEBRA WERE GRADED "SAT" AND OUT OF 312 STANDARD TRAINING REQUIREMENTS (STR'S), 89 (29%) WERE ASSESSED OUTSTANDING WITH ALL OTHERS "SAT". COMFLETRAGRU SAID, "CLEVELAND DEMONSTRATED A HIGHLY COOPERATIVE AND ENERGETIC APPROACH WHICH RESULTED IN EXCELLENT PROGRESS MADE DURING TRAINING IN ALL MISSION AREAS." COMPHIBGRU THREE SIMILARLY STATED, "CLEVELAND'S OUTSTANDING PERFORMANCE AND IN PARTICULAR TRAINING IS NOTED WITH PLEASURE. THE EXCELLENT PROGRESS MADE DURING TRAINING IN ALL MISSION AREAS IS ATTRIBUTED TO ALL HANDS. WELL DONE."

CLEVELAND WAS COMPHIBRON FIVE'S NOMINEE FOR THE 1985 ARLEIGH BURKE TROPHY. DURING HIS PRE-DEPLOYMENT INSPECTION TOUR IN JUNE 1985, THE 13TH MAU COMMANDER OBSERVED, "THIS IS THE BEST AMPHIBIOUS SHIP I HAVE EVER SEEN."

CLEVELAND UNDERWENT THE FIRST FOUR-MONTH CRUISE SINCE HER COMMISSIONING IN APRIL 1967. SHE WAS IN COMPANY WITH TG 76.3, CONSISTING OF USS OKINAWA (LHA-3), USS FORT FISHER (LSD-40) AND USS DURHAM (LKA-114). SHE DEMONSTRATED OUTSTANDING ABILITIES IN MANEUVERING AND SUPPORT OPERATIONS THROUGHOUT THE DEPLOYMENT. PHIBEX VALIANT USHER 85-5AS PROVED TO BE VERY SUCCESSFUL WITH THE COMBINED EFFORTS OF THE EMBARKED MARINES OF BLT 1/9 AND THE CREW OF THE CLEVELAND.

CLEVELAND AND HER CREW ENJOYED SEVERAL BEAUTIFUL PORTS INCLUDING: FREEMANTLE AUSTRALIA, PENANG MALAYSIA, SINGAPORE, HONG KONG, THE REPUBLIC OF THE PHILIPPINES AND PEARL HARBOR HAWAII.

DEPARTMENTAL INPUTS

USS CLEVELAND'S Communications Department has had no serious accidents or disregard for safety precautions during 1985 which included a Western Pacific deployment (August 85-December 85).

The Communications Department has maintained an M1 rating in all areas and has completed the following required exercises with grades of satisfactory to outstanding:

- FLT BROADCAST)	CCC-1-B (SYSCOM
- OPERATIONAL PLAN)	CCC-2-B (SYSCOM
- SHIP TERMINATION)	CCC-4-B (SYSCOM
- SECURE VOICE)	CCC-5-B (SYSCOM
AM SYSCOM)	CCC-6-B (SSB OR
CKT PROCEDURES)	CCC-10-B (TTY
(FLAGHOIST PROCEDURES)	CCC-13-B
(FLASHING LT PROCEDURES)	CCC-14-B
(SEMAPHORE)	CCC-15-B
(CHALLENGE AND REPLY)	CCC-16-B
(IMITATIVE DECEPTION)	CCC-17-B
(EMERGENCY DESTRUCTION)	CCC-18-B
TRAINING)	CCC-20-B (QMCS

There were no major discrepancies and no grade below satisfactory.

During the last training assessment for refresher training, the Communications Department received an overall grade of satisfactory, with all final standard training requirements (STR's) graded satisfactory to outstanding.

USS CLEVELAND'S communicators are well-versed and capable of operating in every environment from satellite to flashing light, flag hoist, and semaphore. The Communications Department has exercised successfully with RFCS, VFCT and primary ship-to-shore circuitry. All modes were utilized to facilitate operator knowledge in all options of ship/shore circuits. During USS CLEVELAND'S recent Western Pacific deployment, the Communications Department readily assumed net control for the PHIBRON staff whenever tasked. CLEVELAND maintained reliable communications and processed other units' traffic for transmission to shore installations throughout the deployment.

ENCLOSURE (6)

There were no CMS violations onboard USS CLEVELAND during 1985. During the ISIC CMS inspections, USS CLEVELAND was the only unit to score 100% in all areas of CMS. USS CLEVELAND currently has a better than 80% response rate on all EAM exercises. The Communications Department also handled a Beard Iron and White Pinnacle in rapid succession during deployment; well within established time criteria.

In addition to the requirements listed above, CLEVELAND was designated "Communications Ship of the Quarter" for PHIBRON FIVE during 3rd and 4th quarters of fiscal year 1985. USS CLEVELAND'S Communications Department demonstrates a dedication to professional excellence, a willingness to take on any task and consistently provide excellent, reliable communications in any environment, whether it be radio or visual.

GUNNERY

There have been no serious accidents or disregard of safety precautions during 1985.

Third Division has all applicable sections of PQS and the non-nuclear explosive ordinance handling qualification and certification program implemented. All required schools and a rigorous training program consisting of formal lectures and hands-on training were also implemented within the Gunnery Division. During the Training Readiness Evaluation, Third Division received an "Outstanding" in both weapons administration and material readiness.

CLEVELAND's Gunnery Division has demonstrated exemplary performance in other ways as well. During Westpac 1985, CLEVELAND participated in numerous squadron gunfire exercises and local gunshoots. In all gunfire exercises, CLEVELAND's gunnery crew performed quickly, safely, and professionally. CLEVELAND's Gunnery division exhibits great pride through their accomplishments and continuing record of outstanding performance.

ENGINEERING

USS CLEVELAND'S Engineering Department has had no serious accidents or disregard of safety precautions during 1985. All applicable sections of PQS have been implemented and an active training program, in accordance with the COMNAVSURFPAC Shipboard Training Manual, is in effect. PQS objectives and goals are being consistently met, resulting in a continuous upgrading in watchstanders' performance. During the refresher training of 1985, the Engineering Department received an overall grade of satisfactory. USS CLEVELAND has also successfully completed MTT Phases I, II, and III. CLEVELAND received a satisfactory grade on her RE-OPPRE 25-26 June 1985. The Engineering Department takes pride in its ability to support and excel during fleet exercises.

The following required exercises have been completed:

MOB-E-70-R (FULL POWER TRIAL-850520)-85.5%
MOB-E-71-R (ECONOMY TRIAL-851018)-87.26% (recommended grade)

USS CLEVELAND'S Engineering Department has consistently demonstrated an exemplary performance and professional attitude.

DAMAGE CONTROL

USS CLEVELAND's Damage Control organization performed superbly in all areas of amphibious refresher training. Material conditions Yoke and Zebra were set and inspected satisfactorily daily by Fleet Training Group (FTG). The following required exercises have been completed with grades of satisfactory to outstanding:

- MOB-D-1-R (MAIN SPACE FIRE)
- MOB-D-2-R (RESCUE AND ASSISTANCE)
- MOB-D-4-R (U/W HULL DAMAGE)
- MOB-D-6-R (FIRE EXT/SMOKE CLEAR)
- MOB-D-7-R (BIO/CHEM ATTACK)
- MOB-D-8-R (NUCLEAR DETONATION)
- MOB-D-11-R (MAJOR FLOODING)
- MOB-D-2-I (MAJOR CONFLAGRATION)

An aggressive Damage Control Training Program is in effect to accomplish and maintain shipwide DC qualification in accordance with all applicable PQS and the COMNAVSURFPAC Shipboard Training Manual. USS CLEVELAND's DC Organization is second to none.

AIR DEPARTMENT

All aviation operations have repeatedly demonstrated a front line, fully mission supportive capability. In the first eight month period from February 1985 to September 1985, CLEVELAND landed approximately 2,500 aircraft and pumped over 50,000 gallons of JP-5. Routinely, a day's operations included 12-18 flight quarter hours, 300 landing evolutions and 5,000 refueled gallons of JP-5. This was particularly true in conjunction with the Kernal Usher 85-3, Kernal Usher 85-5, and Valiant Usher 85-5AS Amphibious exercises. These notable numbers reflect totals that, in this single eight month period, exceed the totals for any previous three year period. This equates to CLEVELAND having completed nearly one sixth of all her previous twenty year's worth of aviation evolutions during these eight months. Despite such demands for a "ready deck" in often adverse weather conditions, CLEVELAND's readiness and safety record throughout this competitive period has been flawless, including zero FOD incidents.

The following Air Department inspection and certification results and accompanying comments further attest to their consistent outstanding operations and administrative excellence:

ASIR (30 APR 85) - Aviation Facilities Certification Inspection assist visit was upgraded to a full certification of Level I, Class I; the highest ever held by USS CLEVELAND. "Assist visit upgrade for your Aviation Certification noted with pleasure. Complimentary comments from inspectors reflect the highest praise for your preparations and performance. Well done". (COMPHIBRON FIVE)

ARE (13 MAR 85) - Aviation Assist Visit was upgraded to an Aviation Readiness Evaluation, with no major discrepancies. "This upgrade is a rare accomplishment. The consistent excellence demonstrated by CLEVELAND'S Air Department has set the benchmark by which other LPD'S will be measured." (COMPHIBGRU THREE)

"Preparation was excellent. Involvement was evident and worthy of note." (COMNAVSURFPAC)

MRCI (22 APR 85) - The following Chief of Naval Operations message comment succinctly summarizes CLEVELAND'S performance during Mine Warfare Readiness Certification Inspection:

"Congratulations on your fine showing during your MRCI. The teamwork, attitude, and obvious pride in quality performance which you displayed are standards for the rest of the Surface Force. BRAVO ZULU - ADM Metcalf sends."

CLEVELAND'S Air Department has also established several significant "firsts" during 1985.

- Following an outstanding WSAT Inspection, CLEVELAND became the first LPD to fully certify in Aviation Ordnance Handling (as noted by COMNAVSURFPAC). Conversion and alteration requirements necessary to achieve this capability were accomplished by ship's force, and allowed a four aircraft AH-1 Cobra Detachment to deploy aboard USS CLEVELAND during several major amphibious exercises.

- CLEVELAND's flight deck was utilized as a west coast test platform for recently proposed Anti-mine Counter-Measure Flight Deck markings for H-53 Aircraft.

- CLEVELAND was the first LPD to onload and offload a complete artillery battalion equipped with M-198 (155mm) Howitzer field pieces. All four M-198's were vertrepped on and off utilizing H-53 Aircraft. The evolution was done smoothly, efficiently, and safely, demonstrating a significant strategic capability for the first time.

The following required training exercises were completed in 1985 with grades of satisfactory to outstanding:

MOB-D-15-R (FLT/HNGR CONFLA - 851029)
MOB-D-9-R (A/C CRASH AND FIRE - 851212)
MOB-D-12-R (HNGR DK A/C FIRE - 851215)
MOB-D-2-I (MAJOR CONFLAGRATION - 850814)
AMW-4-R (COMBAT FLT OPS PROF MAINT - 851215)

The USS CLEVELAND Air Department has consistantly demonstrated safe, reliable, and professional evolutions throughout the challenging and constantly changing environment of Amphibious Air Operations. They have continually received praise from both Navy and Marine Corps Pilots and Aircrews for their cooperative, "can-do" spirit and enthusiasm.

COMBAT INFORMATION CENTER

CLEVELAND'S CIC has consistently demonstrated its proficiency in ship-to-shore movement. During the 1985 SEVENTH FLEET deployment, CLEVELAND participated in two amphibious exercises, serving as Secondary Control Ship. On both occasions, all waves touched down on time. A "BZ" was given by COMPHIBRON FIVE as a result of the performance by CLEVELAND'S CIC Team to the last minute changes. CLEVELAND also received a "BZ" for air tracking throughout deployment. CLEVELAND participated as PCS in an amphibious landing off Coronado Silver Strand, as a demonstration for approximately forty foreign dignitaries and Naval Attaches. All four waves touched down on time, without incident.

All primary mission areas are rated M1 due to the comprehensive training program instituted by the Operations Department and CIC. All applicable PQS has been implemented, and FLETRAGRU has assessed CIC'S training program as excellent.

The following exercises were completed throughout 1985 with grades of satisfactory to outstanding:

- CCC-9-B (TACTICAL MANEUVERS)
- AMW-1-A (MAJOR AMPHIB EX - 850610)
- ELW-4-B (ESM DETECT/ANLY/RPT)
- INT-5-B (SURVINTCOLEX)

USS CLEVELAND'S CIC Team has performed in an outstanding manner throughout 1985. They have displayed an enthusiasm equaled only by their professional competence.

ELECTRONIC WARFARE

EW Division has had no CMS or security violations during 1985; nor have there been any serious accidents or disregard for safety precautions. Throughout deployment to WESTPAC 1985, CLEVELAND was secondary EWCS and on numerous occasions primary EWCS. CLEVELAND'S EW'S assumed the responsibilities and carried out the duties in a prompt, professional manner. CLEVELAND also received a "BZ" from COMPHIBRON FIVE for their timely and detailed rainform reporting. CLEVELAND has participated in several Amphibious operations (READIEX 85-2, Kernal Usher 85-3, Kernal Usher 85-5), and Valiant Usher 85-5AS). During Valiant Usher 85-5AS, a combined battle group operation, USS CLEVELAND performed expertly as the secondary EW control ship for BRAVO sector.

USS CLEVELAND'S EW equipment was maintained at 100% operability throughout deployment. During grooms and various technical representative visits, the EW equipment was continually noted as being well-maintained. This performance provided the capability to quickly react and report significant real-world signals.

The following required exercises have been completed throughout 1985:

- ELW-2-R (ESM DETECT/ANLY/RPT)
- ELW-1-R (THRT SIM ECM ENVIRON)
- INT-5-B (SURVINTCOLEX)

USS CLEVELAND's EW Division continually demonstrates professionalism and expertise second to none.

ASSAULT BOAT OPERATIONS

There were no serious accidents or disregard of safety precautions during 1985. All applicable sections of PQS have been implemented. All requested schools have been attended and a rigorous training program consisting of formal lectures and hands-on training has been effected throughout the Deck Department. During the most recent Amphibious Refresher Training (08JUN85), Deck Department received grades of outstanding.

USS CLEVELAND'S Deck Department takes great pride in its record of supporting major fleet exercises. All were completed with the highest standards of professionalism. During PHIBEX Kernal Usher's 85-3 and 85-5, every evolution was accomplished in a safe and highly professional manner. Naval Beach Group observers embarked aboard Cleveland awarded grades of outstanding for all well deck operations. During Westpac 85-86, CLEVELAND participated in operation Valiant Usher 85-5AS. In all exercises, CLEVELAND'S Deck Department performed in an efficient and safe manner fully meeting all commitments. In Westpac, CLEVELAND carried aboard BLT 1/9, a 55 man detachment of MSSG 13, and BMU 1. The BLT 1/9 consisted of two rifle companies, headquarters and service company, 2/3 of C Battery, Artillery, and an AAV Platoon of twelve LVT's. Also onboard was LCU-1648. CLEVELAND accomplished each and every operational assignment including launching the LCU, two LARCS, and twelve AAV'S on time. Also, via helo, four M-198 cannons and thirty jeeps and trailers were off-loaded in a very safe yet rapid operation. Despite heavy seas on the backload, all twelve AAV'S were recovered in less than eight minutes. A critical equipment casualty to the lower stern gate required a rapid recovery of the LCU which was completed, including securing all mooring lines, in just two minutes.

The following required exercises were completed several times throughout 1985:

- AMW-3-I (CONT SHIP-TO-SHORE DAY)
- AMW-14-B (BASIC CARGO HANDLING)
- AMW-5-I (EMB/DBK AAV FM WL DECK)
- AMW-7-B (EMB/DBK LC FM WL DECK)
- AMW-19-B (HELO TROOP EMBK/DBK)

CLEVELAND'S Deck Department's "Can Do Spirit" and its true professionalism warrants the Assault Boat Operations Award.

DENTAL DEPARTMENT ACHIEVEMENTS:

The Dental Department of USS CLEVELAND increased dental readiness by more than 19% in the first nine months of 1985. This boosted CLEVELAND's rank among the twenty-four Surface Force, Pacific Fleet dental departments from last place to first, and of all 172 ships from 102 to first.

In his report of CLEVELAND's Dental Readiness Evaluation in May 1985, the Force Dental Officer noted, "The Dental Department of USS CLEVELAND is an outstanding example for all afloat two chair dental facilities and could be used as a model exemplifying today's State of the Art Dentistry."

MEDICAL DEPARTMENT ACHIEVEMENTS:

The USS CLEVELAND's Medical Department has always taken the greatest pride in support of the command's mission and in caring of the crew. In May 1985, the Medical Department received a C-1, **FULLY READY**, rating on the Medical Readiness Evaluation from COMNAVSURFPAC, with no major discrepancies. Some of the inspectors' comments included:

- "The Medical Department has an outstanding system in the maintenance of health records and in keeping the crew current on immunizations."

- "The procedures used for maintaining stock record control is outstanding and very methodical."

- "The Medical Surveillance Program is an excellent one with outstanding documentation and follow-up."

- "The Medical Department Storerooms are exceptionally organized and very clean, as is the rest of the Medical Department."

- COMNAVSURFPAC commented, "I have reviewed the results of your recent MRE with a great deal of pleasure...You have been evaluated as **Fully Ready** to meet all Medical mission requirements and have attained an exceptionally high state of emergency/battle readiness. Well done and keep charging."

PUBLIC AFFAIRS:

One of CLEVELAND's most outstanding achievements was in the area of public affairs; her performance during a foreign Naval Attache Visit in March 1985. This visit included six flag officers and fifty senior naval attaches from foreign embassies in Washington, D.C. CLEVELAND's superlative performance is attested to as follows:

- Commodore D.G. HOLTHOUSE, Royal Australian Navy:

"Unquestionably the highlight of the tour, for me, was our visit to USS CLEVELAND' and I speak from some experience of ships and the organization of visits such as ours. Your organization was, in my experience, outstandingly good. We saw a clean and smart ship, presented by an alert, enthusiastic and courteous ship's company."

"The attention which you had all applied to the smallest detail was exceptional and I shall not forget that it included a superbly cooked Mexican meal - a single honor for our Dean. You may recall that I asked for and was given a tour of the engineering spaces. It most certainly was not my intention to explore whether the smart appearance which your team had presented to us, was only skin deep so to speak. My own background is largely engineering and I was personally interested to see your plant. I do want you to know, however, that I met the same enthusiasm and pride in a job well done, down below as elsewhere. Would you please accept my personal thanks and congratulations for a very fine job. I wear my CLEVELAND cap with pleasure whenever possible."

- Admiral BUTTS, Director of Naval Intelligence:

"I would like to take this opportunity to express my appreciation for the many courtesies you extended to the Foreign Corps of Naval Attaches when they visited the USS CLEVELAND during their recent tour of the west coast. To a man, the attaches have expressed their appreciation for the visit, and their admiration at the cleanliness, high degree of morale, and capabilities of your ship. The efforts of your officers and crew have shown the United States Navy to be a dependable ally, a formidable opponent, and a great contribution to the national efforts toward a more peaceful world."

MISCELLANEOUS ACHIEVEMENTS:

- Winner of the "Commodore's Cup" for first place in annual athletic competition in 1985.

- "CLEVELAND's support of Midshipmen training is the strongest of LPD's and among the top ships in the group."
(COMPHIBGRU THREE)

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CHRONOLOGY OF OPERATIONS, USS CLEVELAND 1985

1-23 JAN USS CLEVELAND MOORED TO PIER 5 SAN DIEGO. REPAIRS TO PORT MAIN ENGINE AND REDUCTION GEARS CONTINUE.

24 JAN REPAIRS COMPLETE. USS CLEVELAND UNDERWAY. FLIGHT OPS AND WELL-DECK OPS TO BE CONDUCTED DURING THIS FIRST WEEK OF UNDERWAY TIME IN 1985.

24 FEB-1 MAR UNDERWAY SOCAL. CONDUCTED TESTS OF ENGINEERING SPACES AND MACHINERY.

2 MAR ANCHORED OFF GREEN BEACH FOR ONLOADING AND OFFLOADING OF MARINES.

3 MAR MOORED STBD SIDE TO PIER 11, NAVSTA, NAVSTA, SAN DIEGO.

10 MAR UNDERWAY FOR ISE. CONDUCTED ECC DRILLS.

16 MAR MOORED STBD SIDE TO PIER 6, NAVSTA, SAN DIEGO.

28-29 MAR NAVAL ATTACHE VISIT. COMMAND HOSTED APPROX. 70 MILITARY DIGNATARIES FROM AROUND THE WORLD. A TOTAL TOUR OF THE CLEVELAND AND PRESENTATIONS OF HER CAPABILITIES CONDUCTED. UNDERWAY ISE TO ANCHORAGE OFF CAMP PENDLETON FOR DEMONSTRATION OF AMPHIBIOUS OPS.

1 APR MOORED STBD SIDE TO PIER 6, NAVSTA, SAN DIEGO.

2 APR UNDERWAY SOCAL. CONDUCTED ECC DRILLS, ENGINEERING HOT/COLD CHECKS CSTT DRILLS.

6 APR MOORED STBD SIDE TO PIER 6, NAVSTA, SAN DIEGO.

11 APR UNDERWAY SOCAL. COMPLETED ECC DRILLS AND OTHER OPS.

12 APR MOORED STBD SIDE TO PIER 3, NAVSTA, SAN DIEGO.

22 APR SUCCESSFULLY CONDUCTED MRCI. CLEVELAND QUALIFIED IN MINE WARFARE READINESS.

30 APR COMPLETED ASIR. RECEIVED FULL CERTIFICATION

3 MAY UNDERWAY SOCAL. COMPLETED ECC DRILLS AND MAN OVERBOARD DRILLS.

4 MAY MOORED STBD SIDE TO PIER 10, SAN DIEGO.

6-8 MAY UNDERWAY SOCAL. CONDUCTED ECC DRILLS AT ANCHORAGE 174 SSABA.

9-10 MAY UNDERWAY ISE SOCAL. CONDUCTED SAT FULL POWER RUN, FLIGHT QUARTERS, MAIN SPACE FIRE DRILL.

11 MAY MOORED PORT SIDE TO PIER 3, NAVSTA, SAN DIEGO.

17 MAY COMPLETED MEDICAL INSPECTION (MRE)

23 MAY UNDERWAY FOR OPBRE. SUCCESSFULLY COMPLETED SHIPS OPERATIONS AND ECC DRILLS. RECEIVED GRADE OF SAT IN ALL OPS.

25 MAY MOORED STBD SIDE TO PIER 6, NAVSTA, SAN DIEGO.

28 MAY UNDERWAY FOR PORT HUENEME. MOORED PIERSIDE SEAL BEACH. ONLOADED DRONES.

29 MAY UNDERWAY SOCAL. ONLOADED MARINES AND EQUIPMENT OFF DEL MAR BEACH.

30 MAY CONDUCTED "ARE" RECEIVING A SAT GRADE.

31 MAY CONDUCTED DRONE EXERCISES.

4-8 JUN UNDERWAY SOCAL FOR PHIBEX. PARTICIPATED IN KERNEL USHER 85-3 WITH TG 177.6 CONSISTING OF USS DURHAM (LKA-114), USS OKINAWA (LHA-3), USS FORT FISHER (LSD-40), USS ROARK, USS THATCH, USS STRAUSS, AND USS BRADLEY.

8-10 JUN COMPLETED AMPHIBIOUS REFTRA RECEIVING A SAT GRADE IN ALL AREAS.

11-19 JUN MOORED PORT SIDE TO PIER 6, NAVSTA, SAN DIEGO.

20-21 JUN UNDERWAY FOR ISE DURING POM. CONDUCTED ECC DRILLS.

22 JUN MOORED STBD SIDE TO PIER 6, NAVSTA, SAN DIEGO.

25-26 JUN UNDERWAY FOR ISE DURING POM. SUCCESSFULLY PASSED RE-OPBRE.

27 JUN MOORED PORT SIDE TO PIER 6, NAVSTA,
SAN DIEGO.

1-23 JUL POM/AVAIL. INPORT FOR PRE-DEPLOYMENT
STANDDOWN.

24-01 AUG PHIBEX SOCAL. SUCCESSFULLY COMPLETED
KU 85-5.

02-08 AUG MOORED STBD SIDE TO PIER 6, NAVSTA,
SAN DIEGO.

09-31 AUG TRANSITEX EASTPAC, 85-20. IN COMPANY
WITH TG 76.3. CONSISTING OF
USS OKINAWA (LHA-3), USS FORT FISHER
(LSD-40), USS DURHAM (LKA-114).

01-03 SEP INPT SUBIC, RP. UPKEEP.

04-05 SEP TG 76.3 UNDERWAY FOR STORM EVASION
WHILE INPORT SUBIC, RP.

05-07 SEP INPT SUBIC, RP. UPKEEP.

08-18 SEP TRANSITEX. ENROUTE AUSTRALIA WITH
TG 76.3 CONSISTING OF USS OKINAWA,
USS FORT FISHER, USS DURHAM.

19-23 SEP SUCCESSFULLY CONDUCTED PHIBEX VALIANT USHER,
85-5AS OFF THE COAST OF WESTERN AUSTRALIA.
PARTICIPANTS INCLUDED TG 76.3 AND MIDWAY
BATTLE GROUP TG 70.1.

24-30 SEP PORT VISIT, FREEMANTLE, AUSTRALIA.

01-02 OCT GROUP SAIL FROM AUSTRALIA IN COMPANY
WITH TG 76.3.

02-08 OCT ENROUTE PENANG, MY. DETACHED FROM
TG 76.3 IN COMPANY WITH USS DURHAM
(LKA-114).

09-10 OCT PORT VISIT PENANG, MY. MAJOR PAO
VISIT FOR APPROX. 100 MILITARY DIGNITARIES.

11-12 OCT ENROUTE SINGAPORE IN COMPANY WITH TG 76.3.

12-17 OCT INPT SINGAPORE. UPKEEP.

18-22 OCT ENROUTE HONG KONG IN COMPANY WITH TG 76.3.
JOINED BY USNS HASYAMPA. COMPLETED
ENGINEERING ECONOMY TRIAL. RECOMMENDED
GRADE OF 87.26%.

23-28 OCT PORT VISIT HONG KONG.

29-01 NOV ENROUTE SUBIC. SUCCESSFULLY CONDUCTED
RP LANDEX 86-1.

02-23 NOV INPT SUBIC, RP. UPKEEP.

24-07 DEC ENROUTE PEARL HARBOR, HI.

07 DEC CHANGE OF COMMAND CEREMONY HELD AT
SEA. CAPT JOHN A. BYERS RELIEVED AS
COMMANDING OFFICER.

08 DEC MOORED STBD SIDE TO, PEARL HARBOR,
HAWAII. PICKED UP TIGERS FOR
GROUP SAIL TO SAN DIEGO.

08-16 DEC ENROUTE SAN DIEGO IN COMPANY WITH
TG 76.3. CONDUCTED VARIOUS CONVOY
EXERCISES.

16-31 DEC MOORED STBD SIDE TO PIER 5, NAVSTA,
SAN DIEGO. POST DEPLOYMENT STANDDOWN.