



## DEPARTMENT OF THE NAVY

USS CURTS (FFG 38) ✓

FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA 96662-1493

IN REPLY REFER TO: .

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From: Commanding Officer, USS CURTS (FFG 38)  
To: Director of Naval History (OP 09BH), Washington Navy Yard, Washington, DC  
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Subj: COMMAND HISTORY USS CURTS (FFG 38), YEAR 1984 (C)

Ref: (a) OPNAVINST 5750.12D

1984

1. In accordance with reference (a), the 1984 Command History of USS CURTS (FFG 38) is hereby submitted.

2. During the month of January 1984, USS CURTS (FFG 38) began a thorough grooming of her weapons suite. From 3 to 6 January, Weapons Systems Acceptance Testing (WSAT) did in-port checks of the ASW equipment, including firing dummy torpedo shapes on the fifth. The sixth of January was a DC standdown for CURTS. The Naval Ships Weapons Systems Engineering Station came onboard on 9 January and began Combat Systems Quality Testing (CSSQT). For the next five weeks, the fire control, gun, missile, and close-in-weapons system culminated in the successful engagement and destruction of a TDU. On 20 January, the Sailor of the Quarter, SM2 [REDACTED], and the Sailor of the Year, GSM2 [REDACTED] were announced. The testing of the MK75 Gun Mount was conducted by firing successfully at a towed target sled. On 24 January, CURTS conducted a Full Power and Economy run.

3. The month of February 1984 saw the conclusion of CSSQT and CURTS' first real port visit. On 3 February, CURTS arrived in Port Hueneme, California, for the weekend prior to her first missile firing. Aircraft tracking, gunnery exercises and practice for the missile shoot occupied the first week of February. On the eighth, CURTS shot two Standard One medium range missiles at target drones. The first missile passed the drone within 15 feet and had a successful warhead fusing, while the second achieved "skin-to-skin" contact. After the missile shoot, the CURTS headed north to Sacramento, passing under the Golden Gate Bridge on the morning of 10 February. While the ship was in San Francisco Bay, the CURTS' family, as Ship sponsors, and three friends were transferred aboard by tug for the six hour transit up the Sacramento River. While in Sacramento, the crew relaxed and over three thousand people visited the ship during open house. On 14 February, CURTS began the trip back to Long Beach. CURTS performed an underway replenishment (UNREP) with the USS SACRAMENTO, exercised at General Quarters and conducted an abandon ship drill. From 21-24 February, CURTS underwent Harpoon Certification. During the certification, the Harpoon Weapons System was tested and the crew trained in firing and handling Harpoon missiles. Preparations for Final Contract Trials and a rehearsal occupied the last days of the month. On 29 February, CURTS unloaded ammunition at Seal Beach, California, in preparation for entry into Todd Shipyard for a Post Shakedown Availability.

4. The month of March marked the successful end of CURTS' first six months of operations at sea. Highlighted by many different events. The crew readied the ship for Final Contract Trials, 5-8 March, in preparation for its upcoming Post Shakedown Availability. The board of Inspections and Survey remarked favorably about the knowledge and cooperation extended to the Board members by the ship's company. Several sailors were awarded letters of commendation by the Squadron Commander for their hard work during the inspection. On 26 March, CURTS was moved to Todd Shipyard,

San Pedro, California, for the start of the six month Post Shakedown Availability. Berthed at "C" dock, the ship was transformed overnight into a conglomerate of cable and hoses. Passageways were covered with plastic and cardboard for protection. Welders burned, cut and dismantled various compartments and machinery spaces for planned Fin Stabilizer, AFFF and RAST system modifications. On 30 March, the Control Office Complex and Administrative Division became the first group to occupy the new office space at Todd's trailer city. EOSS hot and cold plant checks were conducted and verified for accuracy. During the last week of March, CURTS underwent her first CMS visit. LTJG [REDACTED] became the first Plankowner to depart the ship, being relieved by ENS [REDACTED].

5. April 84 saw the beginning of many Navy schools, fire watches and short sections. By 6 April, the crew had moved off the ship and relocated at CASA DE CURTS, otherwise known as Todd's Trailer City. Meals were transported daily to the in-port duty sections onboard ship while the rest of the crew utilized the trailer city chow hall. Careful planning precluded the return to three section duty, even at times when all the Operations Specialists were attending CSSOT Team Training. Each week meant, at a minimum, four major meetings at the Department Head level. LT [REDACTED] was tasked with being CURTS PSA coordinator.

6. During the month of May, CURTS junior officers exchanged billets. LT [REDACTED] received orders to DCA school, ENS [REDACTED] attended Communications Officer School, ENS [REDACTED] assumed duties as Electrical Officer, and ENS [REDACTED] was placed in charge of Ordnance. PSA continued to proceed with CURTS entering drydock on 4 May 84. The ship was bounced on May 25th and placed into the water the following day. The Fin Stabilizers were now in place and ready for testing.

7. June brought with it the strong reminder that a yard period can be filled with added dangers and safety hazards. During the lunch hour of the 25th of June, smoke filled a major portion of the DC deck. Immediately, the in-port emergency party was called away and the fire extinguished. The cause of the fire was found to be two swabs set on fire from sparks off a improperly supervised welding operation in Repair V. CURTS was relatively lucky to escape major damage, except to the swabs. At the end of June, CURTS' main concern was the training of the In-port Emergency Parties.

8. July 84 saw the crew finally bid farewell to CASA DE CURTS. The Commanding Officer was commended by the Todd Shipyard management for leaving their trailer city in better shape than CURTS found it. During the week of 16 to 21 July, the Mobile Training Team (MTT) for gas turbines paid its first visit to CURTS. All four in-port emergency parties were exercised and evaluated as well as all the engineering administrative programs. Nineteen crewmembers received their St. Louis High School Diplomas during July.

9. The month of August saw the officers and chiefs of CURTS once again tasked with preparing the ship for sea. The engineers were once again busy with safety checks and the SNAP II system was introduced to the crew. The ship reentered drydock 6 August to replace its screw which was suffering from blocked prairie air holes. All bridge watchstanders received extensive navigational training in preparation for Crew Certification 17 August. LT [REDACTED] became the first line officer to receive the Surface Warfare Officer's insignia. The Halon, RAST, AFFF, Fin Stabilizers and the AN/SQQ-89 Sonar systems were all nearing completion or were completed. On 30 August, Dock Trials were conducted including a fly by with a LAMPS MK III helicopter from HSL-41 in order to test the new AN/SRQ-4 data link. The Engineers received a satisfactory grade for their Light Off Examination conducted by the Pacific Fleet Propulsion

Examining Board 27-28 August. The Commanding Officer received a well done for CURTS' effort during the LOE and Crew Certification from the Commander Surface Squadron One.

10. The fifth of September marked the successful completion of Sea Trials and from the 17th to the 21st, CURTS went to sea for the first extended period in six months. Being the only RAST capable ship on the West Coast, CURTS found herself under heavy demand for Deck Landing Qualifications (DLQ's) by both HSL-41 and HSL-43 ASW Squadrons. On the 21st, CURTS held her first Dependents Day Cruise, making a day out of the trip to Catalina Island. A picnic type barbeque was held on the flight deck.

11. From the first of the month of October until the sixth, CURTS participated in MTT Phase I. On the eighth of the month, CURTS celebrated her first birthday, with the crew toasting her health at the Mariner Enlisted Club at Long Beach. On the ninth it was back to work with the ship's crew undergoing LAMPS MK III training. With a LAMPS MK III aircraft on deck courtesy of HSL-43, the ship's Combat Information Center watch teams and sonar teams practiced current ASW tactics with the aircrew with simulated targets provided by the LAMPS MK III mobile team trainer. As a result of this training, the ATACO, REMRO, and flight crews were each made better aware of the capabilities of the AN/SQQ-89 System. On 22 October, CURTS hosted the Junior Officer Ship Handling competition. LTJG [REDACTED] of USS DUNCAN (FFG 10) was eventually declared the winner.

12. On the third of November, CURTS successfully completed MTT Phase II. CURTS completed the ammunitions loadout at Seal Beach 6 November. During the remainder of November 1984, CURTS participated in several DLQ periods. By the end of 1984, CURTS completed 606 accident free DLQ's.

13. December 4th through 6th, CURTS successfully completed an Operational Propulsion Plant Examination administered by the Pacific Fleet Propulsion Plant Examining Board. While being hampered by various equipment casualties delaying the scheduled underway time, the ship was underway on the morning of the fifth and drill commenced during the afternoon. CURTS received an overall grade of satisfactory for the examination. The Supply Department successfully completed it's first Supply Management Inspection (SMI) on 12 December, earning also it's first Blue "E" for excellence in all phases of supply management. CURTS also received it's first award for Electronic Warfare Excellence.

  
T. A. FRENCH