



DEPARTMENT OF THE NAVY

USS DEVASTATOR (MCM 6)
FPO AA 34090-1926

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From: Commanding Officer, USS DEVASTATOR (MCM 6)
To: Chief of Naval Operations (Attn: N09BH)

Subj: COMMAND HISTORY 2000

Ref: (a) OPNAVINST 5750.12G

Encl: (1) DEVASTATOR command history 2000
(2) 3.5 diskette containing command history in MicroSoft Word and text format
(3) Commanding Officer's biography
(4) Commanding Officer's picture
(5) Ship's picture

1. Per reference (a), DEVASTATOR command history 2000, enclosures (1) through (5), is submitted.

2. My point of contact on this subject is LTJG [REDACTED], at (361) 776-4569 or DSN 776-4569.

C.A. Pish

C. A. PISH

PART I: COMMAND COMPOSITION AND ORGANIZATION

- A. Command Short Title: USS DEVASTATOR (MCM 6)
- B. UIC: 21427
- C. Mission: Mine countermeasures operations which include but are not limited to:
1. Mine Hunting
2. Mine Sweeping
3. Mine Neutralization
4. Mine Laying and Recovery
5. Environmental/Q-route (bottom) survey
- D. Fleet: Second Fleet
- E. Group: Commander, Mine Warfare Command
- F. Squadron (ISIC): Commander, Mine Countermeasures Squadron Two
- G. Units under Operational Control: None
- H. Units under Administrative Control: None
- I. Name of Commander: Commander Clifford A. Pish, USNR
- J. Permanent Duty Station: Naval Station Ingleside, Texas
- K. Aircraft Assigned: None

PART II: CHRONOLOGY OF EVENTS

JANUARY

- 01-31 Inport Peterson Ship Repair, Ingleside, Texas
 - a. Continued PMA 061
 - b. Completed Holiday Leave and Upkeep Period (09Jan)
 - c. Conducted two berth shifts, both 10 feet aft, to facilitate arrival of USS CHIEF (MCM 14) in the shipyard (10Jan)
 - d. Conducted performance testing after completion of motor rewinds on all Ship's Service Diesel Generators
 - e. Conducted PLOT III with Afloat Training Group Ingleside (18-20Jan)
 - f. Completed Light Off Assessment with Afloat Training Group-N43 Norfolk (26-28Jan)

FEBRUARY

- 01-09 Inport Peterson Ship Repair, Ingleside, Texas
 - a. Completed PMA 061
 - b. Conducted Fast Cruise (08Feb)
- 10 Underway for Sea Trials in Corpus Christi OPAREA (CCOA)
- 10-14 Inport NAVSTA Ingleside (Berth A-4)
- 15 Conducted Berth Shift to A-4-1
- 15-21 Inport NAVSTA Ingleside (Berth A-4-1)
- 22-23 Underway for Training CCOA in preparation for Change of Command
 - a. Conducted two minesweeping operations (Double Orapesa and 5A), mine hunting, and small boat operations
- 23-29 Inport NAVSTA Ingleside (Berth A-2)
 - a. Change of Command Ceremony completed. CDR T. A. Flisk was relieved by LCDR C. A. Pish (24Feb)
 - b. Offloaded and onloaded magtail for maintenance

MARCH

- 01-05 Inport NAVSTA Ingleside (Berth A-2)
- 06 Berth shift to A-4-1
- 06-15 Inport NAVSTA Ingleside (Berth A-4-1)
 - a. Completed inport portion TSTA I/DASMN
 - b. Completed FMAV 021 (04-15Mar)

- 16 Underway for TSTA Training CCOA
 - a. Completed underway portion of TSTA I/DASMN
- 16-19 Inport NAVSTA Ingleside (Berth A-4)
- 20-22 Underway Enroute Panama City, Florida
- 23-27 Moored Coastal Systems Station(CSS), Panama City, Florida (Berth UB-1)
 - a. Liberty and port visit for ship's crew
 - b. Made preparations for mine hunting operations in support of CSS and for crew training, which involved attending various conferences and embarking several CSS representatives for experimentation
- 28-29 Underway Panama City OPAREA (PCOA)
 - a. CSS representatives embarked daily for operation and returned to port via small boat nightly.
 - b. Anchored PCOA (28Mar)
 - c. Conducted mine hunting and neutralization operations
- 30 Moored CSS, Panama City, Florida (Berth UB-1)
 - a. Brief stop for fuel
- 31 Underway Enroute NAVSTA Ingleside
 - a. Conducted minesweeping operations, 5A sweep (31Mar)

APRIL

- 01-02 Underway Enroute NAVSTA Ingleside
 - a. Performed various ship training events, including General Quarters for main space fire drill and basic engineering casualty control exercises
- 03-04 Inport NAVSTA Ingleside (Berth A-8)
- 05 Underway CCOA
 - a. Conducting minesweeping operations, 5A sweep in preparation for CART II
- 05-30 Inport NAVSTA Ingleside (Berth A-8)
 - a. Utilized inport period to aggressively prepare for CART II/Initial Assessment and certification of main space fire drill
 - b. Ran numerous basic engineering casualty control exercises, main space fire drills, and conducted required inventories inport as required by CART II
 - c. Underway to nest for HURREX-00 (19Apr)
 - d. Completed successful Initial Assessment with ATG-N43 Norfolk (26Apr)
- 01-03 Inport NAVSTA Ingleside (Berth A-8)

MAY

- 04 Underway CCOA
 - a. Demonstrated minesweeping (double orapesa sweep), mine hunting, navigation, and man overboard as required for CART II
- 04-10 Inport NAVSTA Ingleside (Berth A-8)
 - a. ISIC validated main space fire drill (09May)
- 11 Underway CCOA
- 11-17 Inport NAVSTA Ingleside (Berth A-8)
- 18 Underway CCOA
 - a. Conducted CBR, man overboard, low visibility and loss of gyro drills in preparation for TSTA III/FEP
- 18-31 Inport NAVSTA Ingleside (Berth A-8)
 - a. Performed repairs to 1S Switchboard and number 2 Ship's Service Diesel Generator, to correct a paralleling problem and prepare for the Underway Demonstration.

JUNE

- 01-04 Inport NAVSTA Ingleside (Berth A-8)
- 05-06 Underway CCOA
 - a. Anchored CCOA (05Jun)
 - b. Completed Underway Demonstration with ATG-N43 Norfolk, with 18 of 19 evolutions and 13 of 13 drills deemed satisfactory.
- 06 Inport NAVSTA Ingleside (Berth A-8)
- 07-08 Underway CCOA
 - a. Exercised FEP scenario as part of TSTA III, including low visibility, mine hunting and neutralization, small boat attack, minesweeping operations, 5A sweep, and CBR drill.
 - b. Anchored CCOA (07Jun)
- 08-12 Inport NAVSTA Ingleside (Berth A-8-1)
- 13-18 Underway Enroute Rendezvous USS Robin (MHC 54)
 - a. Received emergency tasking to escort and possibly tow USS ROBIN (MHC 54) back to NAVSTA Ingleside, as ROBIN was enroute, experiencing severe shafting casualty.
 - b. Conducted various damage control drills and CBR drill in preparation for FEP (14Jun).
 - c. Conducted small boat attack and man overboard drill (15Jun).
 - d. Rendezvous with USS ROBIN (MHC 54) and commenced return transit (15Jun).

e. Conducted minesweeping operations, 6H sweep (16Jun).

18-22 Inport NAVSTA Ingleside (Berth A-6-1)

22-23 Underway CCOA

- a. Exercised FEP scenario for ATG Ingleside and ISIC representatives
- b. Anchored CCOA (22Jun)

23-29 Inport NAVSTA Ingleside (Berth A-6-1)

29-30 Underway CCOA

- a. Exercised FEP scenario for ATG Ingleside and ISIC representatives
- b. Validated minesweeping portion, with 6H sweep (30Jun)

30 Inport NAVSTA Ingleside (Berth B-5)

- a. Commenced summer leave period (30Jun)

JULY

01-16 Inport NAVSTA Ingleside (Berth B-5)

- a. Completed summer leave period (16Jul)
- b. Completed LMA (14-16Jul)

17-18 Underway CCOA

- a. Tasked to conduct mine recovery operations in support of GOMEX-00

18 Inport NAVSTA Ingleside (Berth A-8)

- a. Returned to port to offload mine shapes

19-20 Underway CCOA

- a. Continued mine recovery operations in support of GOMEX-00

20-31 Inport NAVSTA Ingleside (Berth B-5)

AUGUST

01-03 Inport NAVSTA Ingleside (Berth B-5)

03 Berth Shift to A-2

03-10 Inport NAVSTA Ingleside (Berth A-2)

- a. Commenced TAV 066 (05-10Aug)

11 Underway CCOA

- a. Received emergency tasking to assist in search and rescue operations in response to downed MH-53 helicopter from Squadron HM-15 based at NAS Corpus Christi.
 - b. Assisted USS Warrior (MCM 10) in recovery efforts by acquiring wreckage on ship's sonar and plotting this via PINS for future reference.
- 11-16 Inport NAVSTA Ingleside (Berth A-6-1)
- a. Completed TAV 066 (11-16Aug)
- 16 Berth Shift to A-4
- 16-18 Inport NAVSTA Ingleside (Berth A-4)
- 18-22 Underway Enroute Panama City, Florida
- a. Conducted refueling at sea rehearsal with USS SCOUT (MCM 8) (19Aug)
 - b. Conducted minesweeping operations, 5A sweep (21Aug)
 - c. Held swim call (21Aug)
- 22-24 Inport Coastal Systems Station(CSS), Panama City, Florida (Berth UB-2)
- a. Attended various pre-sail conferences and embarked various CSS representatives in preparation for MIREM 14, consisting of various sonar and mine hunting operations.
 - b. Embarked EODMU THREE DET SEVEN for operations during exercise
 - c. Liberty and port visit for ship's crew
- 24-28 Underway Panama City OPAREA (PCOA)
- a. Conducted mine hunting and neutralization operations, including six separate MNV missions and deployment of three MP1 and two MP2 on mine shapes located in the area.
 - b. Exercised ship's sonar (SQQ-32 V(3)) for embarked personnel, to conduct various research activities.
 - c. Anchored PCOA to correct casualties on two of three ship's service diesel generators (26Aug)
- 28-29 Inport CSS, Panama City, Florida (Berth UB-2)
- a. Brief stop for fuel and port visit
- 30-31 Underway PCOA
- a. Continued mine hunting and neutralization operations

SEPTEMBER

- 01-04 Inport Coastal Systems Station (CSS), Panama City, Florida (Berth UB-2-1)
- a. Liberty and port visit for ship's crew
- 04-06 Underway Panama City OPAREA (PCOA)
- a. Continued mine hunting and neutralization operations

- 07-09 Inport CSS, Panama City, Florida (Berth UB-2-1)
- 09-12 Underway Enroute NAVSTA Ingleside
 - a. Exercised FEP scenario for additional training
- 12-30 Inport NAVSTA Ingleside (Berth A-6)
 - a. Continued training in preparation for FEP, including various Integrated Training Team General Quarters Scenarios
 - b. Completed FMAV 022 (18-29Sep)

OCTOBER

- 01-02 Inport NAVSTA Ingleside (Berth A-6)
- 03-04 Underway CCOA
 - a. Exercised FEP scenario for ATG Ingleside and ISIC representatives
- 04-12 Inport NAVSTA Ingleside (Berth A-6)
- 12-13 Underway CCOA
 - a. Continued FEP training
- 13-16 Inport NAVSTA Ingleside (Berth B-1-1)
- 16-17 Underway CCOA
 - a. Continued FEP training
- 17 Inport NAVSTA Ingleside (Berth B-1)
- 18-20 Underway CCOA
 - a. Exercised FEP scenario for ATG Ingleside
 - b. Anchored CCOA (19Oct)
- 20-31 Inport NAVSTA Ingleside (Berth B-1)

NOVEMBER

- 01-29 Inport NAVSTA Ingleside (Berth B-1)
 - a. Commenced Diesel Engine Inspection with FTSCCLANT DEI, Ingleside (05-29Nov).
 - b. USS DEVASTATOR 10th Birthday Party held in Aransas Pass, Texas (10Nov)
 - c. Completed SMI (13-17Nov)
 - d. Completed FMAV 121 (16-29Nov)
- 30 Underway CCOA
 - a. Commenced LTT with ATG Ingleside for further advancement in training

DECEMBER

- 01 Underway CCOA
 - a. Completed LTT with ATG Ingleside

- 01-31 Inport NAVSTA Ingleside (Berth B-7)
 - a. Continued aggressive inport training for FEP, with challenging integrated training focusing on damage control (01-14Dec).
 - b. Completed SEMAT/C5RA (05-15Dec)
 - c. Annual holiday party held in Portland, Texas (08Dec)
 - d. Competed in the annual Naval Station Ingleside Holiday lighting competition and earned \$100 for MWR fund as a result of second place finish (14Dec).
 - e. Completed Diesel Engine Inspection (15Dec)
 - f. Commenced Holiday Leave Period (15Dec)

PART III: NARRATIVE

“Moored port side to Peterson Ship Repair, Ingleside, Texas,” was the all too familiar first entry in the USS DEVASTATOR (MCM 6) deck log, of Y2K. Our ship sat rocking softly beside the short and dusty pier, with the onset of the new year as it had for the previous three months, in the midst of Phased Maintenance Availability (PMA) 061. The long industrial period had proven challenging, frustrating and disappointing for all who attempted to ensure its completion. Work items lagged lazily behind schedule at the onset of the PMA, with outstanding supplies and insufficient labor support from the contractor, chiefly to blame. Peterson Ship Repair made token attempts to accelerate progress, however their commitments to other projects in the South Texas area, seemed to spread their work force far too thin to make noticeable improvements. The delays compounded quickly and scheduling became a serious issue for several jobs which remained open and eventually hampered one another. For example, the most time crucial installation of the entire availability was Ship Alteration 106K, an upgrade to the ship’s Aqueous Film Forming Foam (AFFF), fire fighting system. The vitality of this installation cannot be understated, as its completion would allow the Engineering Department to begin operating and testing engines and the ship’s crew to begin intense training for the upcoming cycle, specifically the first milestone, Light-Off Assessment.

In spite of attempts, which gradually grew in sincerity, by the Peterson Ship Repair Project Manager, serious changes to DEVASTATOR’s schedule were required to allow time for completion of all open work items. Light-Off Assessment, Dock and Sea Trials, and return to

Naval Station Ingleside were all delayed by one month. Afloat Training Group (ATG) N43, from Norfolk, VA arrived and assessed the ship's engineering programs, ability to perform basic engineering evolutions and ability to fight main space fires, from January 24th through January 26th. Their findings and overall evaluation were truly remarkable, considering the difficulties faced by the ship's crew. Training events, leading up to the LOA were nearly impossible to accomplish, for several reasons. First, the ship was in an industrial environment, with decking and equipment often secured, removed or broken down, in support of installation and repair. This made access to key spaces difficult and often prevented training teams from running realistic training scenarios for preparation. Second, the ship was hesitant to conduct necessary training during working hours, as it prevented already sluggish progress, from continuing. As a result, fire drills were often held after working hours, making for innumerable long days for crewmembers. Finally, the new AFFF modification created two serious challenges. The delayed completion of the alteration made training of personnel on changes to the Main Space Fire Doctrine and the training of engineers on procedures for running engines a last minute effort. LOA, however proved to be another example of DEVASTATOR Sailors' abilities to adapt and overcome. Their dedication to training and success, despite the adversity was remarkable. ATG deemed nearly every engineering program effective and two partially effective. Hot and cold check evolutions proceeded safely and proficiently with only minimal deficiencies noted. The main space fire drill was also effective and as a result, hopes were immediately raised of its certification and a possible engineering certification, ahead of schedule, at the Initial Assessment in April.

DEVASTATOR departed Peterson Ship Repair for Sea Trials and returned to Naval Station Ingleside on February 10th. The completed PMA 061, brought several important alterations and modifications to the ship's spaces and wide array of systems. Notable items in the Engineering Department, included the AFFF modification; Ship Alteration 252K to the Integrated Ship's Control System (ISCS), which performed several upgrades based on DEVASTATOR findings during the 1999 deployment; cleaning and rewind on all ship service diesel generators, followed by load testing; Ship Alteration 93D, which provides priority air to clutches during instances of low pressure; and cleaning and painting of main space bilges. Combat Systems improvements included Ship Alteration 109K, which upgraded the SQQ-32 Sonar to a V(3) and required replacement of both classify and detect consoles. Finally, all decks

were removed and replaced in berthing compartments, staterooms, quarterdecks and the mess decks. With these key improvements in place, DEVASTATOR survived PMA 061 and looked forward to the remaining requirements of the training cycle and the approaching change of command. Unfortunately, Peterson Ship Repair did not fare as well. The company shut down operations in South Texas later that spring.

February 22nd and 23rd were scheduled as an underway period for two important reasons. First, several new members of the ship's crew who reported onboard during the lengthy availability, had no previous opportunity to witness the wide array of complex evolutions, DEVASTATOR Sailors were fully able to perform. Second, the prospective commanding officer, LCDR Clifford A. Pish would be aboard to take in the full array of capabilities his new ship possessed. While operating in the Corpus Christi OPAREA (CCOA), DEVASTATOR conducted both Double Orapesa and MK 5A minesweeping evolutions, trained in mine hunting and neutralization and small boat operations. The operations were smooth and surprisingly proficient, considering the lengthy period away from our warfare specialties. The crew seemed relieved to return to sea and pleased to accomplish so much in such a short time. With the brief indoctrination to the ship and the crew, behind him, LCDR Pish relieved CDR Thomas A. Flisk on February 24th. A ceremony was held on the ship's fantail at berth A-2, in which CDR Flisk thanked ship's company for a memorable and enjoyable tour. He was followed by LCDR Pish who outlined his vision for the command and commended the crew for their high morale, proficiency and commitment to training. At 1230, LCDR Pish assumed command and his predecessor CDR Flisk bid the crew farewell, on orders to assume duties as Chief Staff Officer, Mine Countermeasures Squadron Three.

DEVASTATOR used a three-week period, in conjunction with the change of command, to continue preparations for the fast approaching CART II/Initial Assessment and for completion of several maintenance items. FMAV 021 was accomplished with SIMA Ingleside and included offload of the magnetic tail for inspection and repair. Two days were dedicated to formal IDTC events, as TSTA I/DASMN was completed inport and underway. On March 20th the ship departed for its first period of extended transit and training. Bound for Panama City, Florida, the three days at sea while crossing the Gulf of Mexico, allowed for continued Basic Engineering Casualty Control Exercises (BECCE's) and important training of junior personnel in various

Condition IV steaming positions. Upon arrival in Panama City, four days inport allowed the crew to experience their first liberty port of the year. Coinciding perfectly with the spring break season, Panama City proved to be a highly entertaining location for our sailors. Weather conditions were nearly perfect and the beautiful beaches of the Florida panhandle were clearly the most popular location visited by all personnel. Golfing, fishing and dancing at one of the several varieties of night clubs, also proved popular activities. While inport, however, preparations were made for the training portion of our visit. Coastal Systems Station (CSS) representatives were onboard daily, working with the Operations Department to prepare for underway testing of the SQQ-32 ship's sonar and the V(3) upgrade recently installed. March 28th and 29th were underway days dedicated solely to mine hunting operations in which sonar operators quickly learned both the limitations and extensive capabilities of their new system and consoles. After a brief stop for refueling on March 30th, DEVASTATOR turned for home, taking advantage of the smooth seas to conduct a MK 5A sweep evolution and several main space fire drills, furthering readiness and increasing proficiency.

After another minesweeping opportunity on April 5th, DEVASTATOR commenced another high tempo period pierside. As a result of the Panama City trip, intensive maintenance and repair was required in the engineering plant, to prepare for CART II/Initial Assessment. In addition to main engine and diesel generator repairs, the Engineering Department made time for three to four BECCE drill sets per week. Main space fire drills were also accomplished twice per week and all departments participated, while they continued preparing programs for review and equipment for inspection and inventory. On April 26th, ATG N43, Norfolk arrived and evaluated the main space fire drill, two BECCE sets and two engineering evolution sets, reviewed all programs, and inspected all damage control and engineering equipment. All programs, evolutions and BECCE sets were deemed either partially or fully effective, during the visit which was a success. The only disappointment was the main space fire drill, which judged as partially effective, could not be certified by the ISIC. Overall, the hard work did pay dividends and the ship appeared ready to reach engineering certification on schedule.

The month of May brought a variety of opportunities for excellence both inport and underway. Integrated training between several of the ship's training teams became the focus as the blossoming crew reached an intermediate level of ability. On May 4th, the first of several

short but intense underway training events commenced as DEVASTATOR performed mine sweeping, mine hunting and neutralization and man overboard drills in a one day period. Upon return to port, two days were spent preparing spaces and running main space fire drills, before a return visit by the ISIC to certify this portion of the training cycle on May 9th. The drill for certification ran flawlessly, with the few small discrepancies which prevented completion at Initial Assessment easily remedied.

A major engineering casualty was the cause of delayed completion of the Underway Demonstration prior to the end of May. On the morning of the scheduled inspection, DEVASTATOR experienced a load sharing and paralleling problem with all three ship's service diesel generators. After spending one hour trying to correct the malfunction, the ship got underway operating in split plant. The crew displayed their mettle and dedication to success, despite the casualty, and they pressed on with the scenario. All drill sets were re-written to support the awkward, but safe plant configuration and engineers corrected minor deficiencies noted by ATG N43, Norfolk. Unfortunately a second casualty, this time to Number One Auxiliary Sea Water Pump, delayed progress further. As time began to run short and space temperatures sky-rocketed with the heat of the early Texas summer, training and maintenance became difficult. After the completion of one set of engineering evolutions, all nine of which were deemed effective, the senior inspector secured the scenario and recommended DEVASTATOR return to port to correct the unavoidable casualties and allow recovery time for overheated watchstanders.

Nearly three weeks were needed inport to repair the serious problems in the DEVASTATOR electrical plant. Troubleshooting proved slow, monotonous and frustrating for electricians and technical representatives called in to investigate the load sharing and paralleling malfunctions. Load sharing circuitry was inspected for all generators and traced back to both switchboards. Once inside each switchboard, several installment defects in wiring were discovered. Electricians spent days removing incorrect circuitry and rewiring panels in accordance with technical documentation. Further investigation revealed the 2301 governor for Number Two SSDG as faulty and requiring replacement. Upon installation, the time consuming load balancing of all generators commenced. With FTSCCLANT assistance, electricians tweaked the system to perfection and restored proper load balance and parallel operations in the

engineering plant. Considering the continued training conducted, in terms of drills and evolutions, on top of the heavy maintenance work accomplished, this inport period proved to be one of the most rigorous experienced in year 2000.

On June 5th the ship got underway and proceeded to anchorage in the CCOA. While at anchor, final preparation of the main engineering spaces, namely cleaning and maintenance were completed. Engineers also ran two sets of BECCE's, in final preparation for the Underway Demonstration. The following morning, ATG N43, Norfolk made their final visit to DEVASTATOR. The highly motivated crew, despite the past weeks of strain and discouragement, once again rose to the occasion. After the inspection team completed a thorough plant examination, our focused engineers proceeded to earn fully effective marks in 18 of 19 evolutions and 13 of 13 casualties. The proud sight of a broom from the yard arm greeted Naval Station Ingleside upon the ship's return to A-8. Once the shining report from ATG N43, Norfolk, reached Mine Countermeasures Squadron Two, full engineering certification with unlimited operational restriction status was granted from the ISIC.

With the completion of the Underway Demonstration, the ship was free to shift its focus solely to completion of FEP and the end of the IDTC. However, in early June the unlimited engineering operation status allowed DEVASTATOR to assist a ship in need. USS ROBIN (MHC 54) was enroute to Naval Station Ingleside, after several serious engineering setbacks cut her summer deployment short. On June 13th, DEVASTATOR was tasked to rendezvous with, escort and, if necessary, tow ROBIN. The coastal mine hunter was limping back to homeport, due to severe shafting casualties. Two days after getting underway, the rendezvous was accomplished and both ships steamed for home. The unexpected underway, allowed for more FEP training, including damage control, a CBR drill and a MK 6H sweeping evolution. DEVASTATOR and ROBIN returned to Ingleside safely on June 18th.

Two brief underway periods were next conducted in attempt of TSTA III and eventually FEP validation. The complex training scenario was demonstrated for ATG Ingleside and ISIC representatives both June 22-23 and June 29-30, with several key elements approved as satisfactory. Most notably, Deck Department demonstrated our ship's proud tradition as the

premier mine sweeping ship on the waterfront, by streaming and recovering the complex MK 6H gear. The evidence of knowledge passed from a long line of capable Mine Sweep Boatswain's Mates was highly visible during the evolution as they received full validation, without safety discrepancies noted. Also validated during this underway were the low visibility and navigation detail, as well as the CBR and man overboard drills.

After a rigorous first half of year 2000, DEVASTATOR Sailors were rewarded for their efforts with a brief summer leave period. Two weeks were set aside, allowing crewmembers time to vacation and visit both friends and family. The high operational tempo resumed, however on June 17th, when tasking called for mine recovery operations in support of GOMEX-00. Over 25 mine shapes were recovered in the CCOA. Operations continued around the clock as shapes were rapidly recovered and junior personnel received insight and instruction in yet another warfare specialty possessed by our platform.

While inport for Technical Availability (TAV) 066, DEVASTATOR once again underwent a period of heavy maintenance and upgrade. In addition to various installs to improve the Combat Systems onboard, painting of the ship's superstructure and sides was accomplished, along with extensive work in the galley and on the Mess Decks. Unexpectedly, on the evening of August 10th, emergency tasking was received to assist in Search and Rescue Operations in the CCOA. The search was for a downed MH-53 helicopter from Squadron HM-15 based at Naval Air Station, Corpus Christi. The helicopter crashed while training in the shallow coastal waters earlier that morning. The highly capable duty section onboard responded admirably, implementing emergency underway and recall procedures. Although much of the ship was broken down for install and repair, resembling the industrial environment of the shipyard, motivated crewmembers adapted and overcame, performing MLOC's and securing innumerable amounts of gear for sea. DEVASTATOR was prepared for underway in less than 12 hours and departed for the CCOA with Commodore Rush, MCMRON Two embarked the following morning. While on this somber task, sonar operators masterfully plotted and mapped the underwater crash site for reference and ship's company assisted USS WARRIOR (MCM 10) as needed in wreckage recovery.

A much anticipated return to Panama City commenced August 18th, as all four ships comprising Mine Warfare Readiness Group (MIWRG) Three departed for operations. In addition to DEVASTATOR, USS SCOUT (MCM 8), USS CHIEF (MCM 14) and USS AVENGER (MCM 1) made the journey to the east for MIREM (research and training) and in support of Fleet Battle Experiment H. The opportunities for Mine Countermeasure platforms to work closely with the larger ships of the fleet are often limited, consequently all units of MIWRG Three looked forward to demonstrating their capabilities. Enroute to the exercise, all four ships took advantage of the time at sea to train together. The group would deploy in 2001, therefore development of a close working relationship and a certain comfort level in more complex evolutions was the focus in transit. Improving communications, astern refueling approaches, maneuvering DIVTACS and mine sweeping evolutions all highlighted the journey with satisfying results. This important period would serve as the basis for the strong bond developed in MIWRG Three and the high confidence level achieved prior to deploying.

Upon arrival in Panama City, inport preparations for the ambitious training schedule commenced. Ship's representatives worked closely with CSS personnel, who aimed to further advancements in the mine warfare field. MIREM would involve several experiments while mine hunting, aimed at gathering important data for future technical developments. Once underway, DEVASTATOR hunted in several designated minefields. Directed by embarked researchers, the results of each event were carefully recorded. In all, six separate Mine Neutralization Vehicle (MNV) operations were accomplished. These missions included deployment of three Mission Package 1 (cutters) and two Mission Package 2 (bomblets). Unfortunately, opportunities to utilize the MNV and its mission packages are often limited by poor visibility and high speed currents in the CCOA. Therefore the clear and calm waters of the Panama City OPAREA (PCOA) proved valuable in training and satisfying in performing a mission area to termination. Additionally, members of Explosive Ordinance Disposal Mobile Unit (EODMU) Three Detachment Seven were embarked for the operations. The divers also received valuable experience, working closely with shipboard personnel as they located several shapes and assisted in recovery efforts whenever required.

The arrival of September and Labor Day weekend brought DEVASTATOR inport for another Panama City port visit. The crew spent their days taking in the scenery on various

beaches, watching the kickoff of much anticipated college and professional football seasons and enjoying local golf courses. The next underway period in the PCOA was intended to be in support of Fleet Battle Experiment H, however all units were disappointed when word was received that the mine countermeasures portion of the exercise had been cancelled. As a result, our ship used the available time for additional mine hunting and neutralization training. The three day return transit also allowed further practice on remaining items in the FEP scenario.

DEVASTATOR returned to Naval Station Ingleside on September 12th and immediately commenced FMAV 022. The remaining days of the month were dedicated to heavy engine maintenance and intense integrated training. October followed suit with four separate underway periods, ranging from two to three days, used for FEP training with both ATG Ingleside and ISIC representatives onboard. The embarked personnel provided valuable recommendations and evaluations of each scenario, as they tweaked and molded our training teams to perfection. Despite the repetitive nature of each underway, the ship's crew responded gallantly. Motivation and morale remained high and all hands benefited greatly from the continued effort.

While the majority of November was spent pierside, it was not a relaxed break from the high operational tempo of previous months. The engineering department commenced an important Diesel Engine Inspection (DEI) on November 1st. This would be critically important, considering the upcoming deployment. Preparing the oft troublesome plant for the extensive underway was vital to a successful cruise. Per the ship's request, FTSCCLANT inspectors closely investigated each main engine and ship's service diesel generator (SSDG). Unfortunately, this close look revealed both 1B and 2 SSDG required replacement. The heavy maintenance was undertaken immediately by our dedicated engineers, who, assisted by SIMA Ingleside, performed the work in short order. As the DEI continued, other departments also pressed forward in deployment preparation. Notably, the Supply Department conducted their biannual Supply Management Inspection, November 13-17. Impressively, Storekeepers and Mess Management Specialists worked extended hours for the two weeks prior to the event. The results were outstanding, with minimal deficiencies and attainment of some of the highest marks in the Squadron. Additionally, the time inport allowed for one final availability prior to the ship's

departure. FMAV 121 allowed SIMA Ingleside to complete various work items left open from previous availabilities.

Despite the strenuous work load, the ship took time to celebrate a special occasion in November. In commemoration of the ship's commissioning on October 6, 1990, a 10 year birthday party was held on November 10 at the Moose Lodge in Aransas Pass, Texas. The event was special as it brought the entire crew and their families together to eat, drink, and socialize. The Morale, Welfare and Recreation (MWR) Committee, worked endlessly on preparation and provided meat for the meal, beverages, music and decorations. The highlight of the evening proved to be the raffle of various door prizes, also purchased by MWR, with a DVD player as the top prize. The party was a success and a much needed reward for the hard-working crew and their families.

SEMAT/C5RA commenced with the arrival of December. For 10 days various experts arrived to inspect each and every inch of DEVASTATOR. They checked for normal wear and tear, equipment installation defects, and conducted performance tests for equipment malfunctions. The importance of this visit cannot be overstated, as the results produce hundreds of jobs for each department, which eventually remedy the imperfections. In addition, inspectors worked closely with ship's force representatives, conveying their deep knowledge of specific equipment, and thus improving our capability to operate and troubleshoot.

In the spirit of the holiday season, two important events occurred as our year drew to a close. On December 8th, MWR planned and executed an excellent holiday party for DEVASTATOR Sailors and their loved ones. The event was held in Portland, Texas and again brought most of ship's company together for a night of food and fun. On December 14th, Naval Station Ingleside held the annual ship lighting competition. Captain Honey, the base Commanding Officer, served as judge for the competition. Several local families toured the waterfront to take in the awe-inspiring beauty. Our ship was pristinely lighted and, as a result, earned a second place trophy and a \$100 prize for the MWR fund. Holiday leave and upkeep period commenced the following day. With a 10 day exercise and the 6 month deployment just around the corner, our crew used the time for foresighted preparation. December 31st ended a successful year, the crew feeling satisfied with a job well done.

1. COMMAND DATA

MCM CREW REAPER EMBARKED IN USS DEVASTATOR (MCM-6)

UIC: 40165

Name and Rank of Commanding Officer:
Young, Paul D. LCDR, USN

Date Assumed Command 2005-10-07

Mission/Command Employment/Area of Operations/Homeport:
Surface Mine Countermeasures/GOMEX 05-1, TARAWA ESG
COMPTUEX and JTFEX, FUERZAS ALIADAS PANAMAX/Second Fleet
AOR, Third Fleet AOR/Naval Station Ingleside

Immediate Superior In Command:
Operational: COMCMRON TWO
Administrative: COMCMRON TWO

Task Group:
Operational: CTF 21
Administrative: COMINWARCOM

Number of Personnel Assigned:
Officers: 12 Enlisted: 78 Civilian:0

Command Point of Contact:

Command Mailing Address:
USS DEVASTATOR (MCM 6)
FPO AA 34090-1926

2. Commander's Assessment/ 3. Chronology and Narrative

Ship Name: USS DEVASTATOR (MCM 6)

Commanding Officer: LCDR Kendall Gennick (01JAN05-06OCT05)
LCDR Paul D. Young (07OCT05-31DEC05)

Period Covered: From: 2005-01-01 To: 2005-12-31

2005-01-09

End of Holiday Standdown

2005-01-31

"We departed NAVSTA Ingleside in company with USS SCOUT (MCM-8) enroute Mobile, AL for Mardi Gras."

2005-02-03

"DEVASTATOR and SCOUT arrived in Mobile, where we were warmly welcomed by city officials, local bands and dancers in traditional Southern Dress."

2005-02-09

"DEVASTATOR and SCOUT departed Mobile. Both ships' officers and crews attended numerous Mardi Gras functions as honored guests and enjoyed the hospitality of the town."

2005-03-23

"Today we completed our berth shift to the EMR facility, located in the La Quinta channel."

2005-03-24

"Today, with our magnetic ranging complete, we returned to NAVSTA Ingleside."

2005-04-01

"Today we departed Naval Station Ingleside in company with USS SCOUT (MCM-8), marking the beginning of our West Coast Deployment 2005."

2005-04-04

"After only a few days at sea, we arrived at first port visit, Cozumel, Mexico."