

rec'd 10/17/90



DEPARTMENT OF THE NAVY
USS DUBUQUE (LPD-8)
FPO SAN FRANCISCO 96663-1711

IN REPLY REFER TO:

5750
Ser LPD 8-C0/792
8 Aug 90

From: Commanding Officer, USS DUBUQUE {LPD 8}
To: Director of Naval History {OP 09BH}, Washington Navy Yard,
Washington, D.C. 20374-0571

Subj: COMMAND HISTORY

Ref: {a} OPNAVINST 5750.12D

Encl: {1} Command History for 1989
{2} Commanding Officer's Biography
{3} Commanding Officer's Photograph

1. In accordance with reference {a}, enclosures {1} through {3} are submitted.


B. F. BOYCE

Section One: COMMAND COMPOSITION AND ORGANIZATION

USS DUBUQUE is a forward deployed amphibious transport dock (AUSTIN Class LPD) homeported in Sasebo, Japan. From 27 April 1989 through 31 December 1989, DUBUQUE served as the flagship for Amphibious Readiness Group Bravo, referred to as Commander, Task Group 76.4 consisting of all amphibious class ships homeported in Sasebo, Japan. DUBUQUE's immediate senior in command was Commander, Naval Surface Group Western Pacific (COMNAVSURFGRU WESTPAC) with COMPHIBGRU ONE acting as operational commander. USS DUBUQUE's mission is to transport and land troops and their essential equipment and supplies by means of embarked landing craft or amphibious vehicles augmented by helicopter lift. The ship was commanded by Captain David L. Wetherell, USN,

for the entire calendar year Major department heads as follows:

Commanding Officer	-	David L. Wetherell, CAPT
Executive Officer	-	Stanley F. Halter, CDR
Operations Officer	-	[REDACTED], LCDR
Chief Engineer	-	[REDACTED], LT
Supply Officer	-	[REDACTED], LT
First Lieutenant	-	[REDACTED], LCDR
Air Boss	-	[REDACTED], LCDR
Medical Officer	-	[REDACTED], LT
Dental Officer	-	[REDACTED], LT

SECTION TWO, PART ONE

Ship's Chronology:

01-17 JAN	INPORT SASEBO, JA. COMMAND INSPECTION 9-11 JAN, 3M INSPECTION COMMENCED 17 JAN.
18-19 JAN	AMMO ANCHORAGE SASEBO, JAPAN 3M INSPECTION, AMMUNITION ONLOAD.
20-23 JAN	INPORT SASEBO, JA.
24-25 JAN	ENROUTE BUCKNER BAY, OKINAWA, JAPAN.
26 JAN	ONLOAD WHITE BEACH FOR VALIANT USHER 89-2.
27 JAN	UNDERWAY, ONLOAD AAV'S, MOOR WHITE BEACH.
28-30 JAN	ENROUTE IWO JIMA, JA.
31 JAN	COMEX VALIANT USHER 89-2.
01 FEB	D-DAY VALIANT USHER 89-2.
02-03 FEB	CONTINUE VALIANT USHER 89-2.
04-05 FEB	FINEX VALIANT USHER, BACKLOAD, ENROUTE BUCKNER BAY, OKINAWA, JA.
06 FEB	OFFLOAD WHITE BEACH, UNDERWAY FOR SASEBO, JA.
07-08 FEB	ENROUTE SASEBO, JA.
09 FEB	ARRIVE SASEBO, JA.
10-24 FEB	INPORT SASEBO, JA, COMMENCE IERA 23 JAN.
25-26 FEB	ENROUTE BUCKNER BAY, OKINAWA, JA WITH USS ST. LOUIS (LKA-116).
27 FEB	ANCHORAGE, LATER MOORED BUCKNER BAY, OKINAWA, JA, COMMENCE ONLOAD FOR TEAM SPIRIT '89. IERA COMPLETED.
28 FEB-01 MAR	ANCHORAGE BUCKNER BAY, CONTINUE ONLOAD, PRE-SAIL CONFERENCE ONBOARD USS BLUE RIDGE (LCC-19).
02 MAR	UNDERWAY FOR OURA WAN TO LOAD AAV, STERN GATE CASUALTY OCCURS. ANCHORAGE, LATER MOORED BUCKNER BAY.

03 MAR ANCHORAGE BUCKNER BAY, JA.
 04-06 MAR UNDERWAY ENROUTE POHANG, ROK. RENDEZVOUS WITH AFT 06 MAR.
 07 MAR ANCHORAGE, LATER MOORED POHANG, ROK.
 08 MAR UNDERWAY TO ANCHORAGE POHANG, ROK. COMBINED PRE-SAIL
 CONFERENCE ONBOARD USS BLUERIDGE (LCC-19).
 09 MAR PORT BREAKOUT BREAKOUT POHANG, ROK.
 10-11 MAR REHEARSALS, TEAM SPIRIT '89.
 12-13 MAR UNDERWAY VICINITY OF AOA.
 14 MAR D-DAY TEAM SPIRIT '89, LATER TO ANCHORAGE.
 15-19 MAR SUPPORT LF ASHORE (15 UNDERWAY, 16-19 ANCHORAGE, 19 P.M.
 UNDERWAY).
 20 MAR ENROUTE PUSAN, ROK.
 21-25 MAR PORT VISIT PUSAN, ROK, 25 P.M. UNDERWAY.
 26 MAR MOOR POHANG, BACKLOAD, LATER U/W ENR BUCKNER BAY, OKINAWA, JA.
 27 MAR ENROUTE BUCKNER BAY, OKINAWA, JA.
 28 MAR MOOR BUCKNER BAY, OKINAWA, JA, OFFLOAD, P.M. U/W.
 29 MAR ENR SASEBO, JA.
 30 MAR-03 APR INPORT SASEBO, JA.
 04 APR U/W FOR AMMO ANCH, OFFLOAD AMMO.
 05 APR U/W FOR AKASAKI FUEL PIER, SASEBO, JA. DEFUEL.
 06 APR U/W FOR INDIA BASIN, SASEBO, JA. P.M. MOOR.
 07 APR-05 JUL INPT SASEBO, JA FOR SRA. CONDUCTED ILO FOR STOREROOM
 VALIDATION, DRE, MRE, PRE-GLORA, CMS INSP, GLORA, AND AVIATION
 ASSIST VISIT.
 06 JUL MOOR AKASAKI FUEL PIER, REFUELED.
 07 JUL U/W FOR SEA TRIALS, LATER MOOR I-7.
 08-10 JUL INPT SASEBO, JA. 10 JUL COMMENCED 3M INSP.
 11-12 JUL ANCHOR AMMO ANCHORAGE. ONLD AMMO, COMPLETE 3M INSP.
 13-19 JUL INPT SASEBO, JA. MIDN BOARD FOR SUMMER TRAINING.
 20-22 JUL U/W, ENR YOKOSUKA, JA.
 23-28 JUL MOOR BERTH 2 YOKOSUKA NAVAL STATION, CONDUCT TRAV, ONLD EX
 FUJI 89-3.
 29-31 JUL U/W ENR BUCKNER BAY, OKINAWA, JA.
 01-02 AUG ANCHORAGE BUCKNER BAY, OFFLOAD LATER ONLOAD FOR EX THALAY THAI
 89, LATER U/W ENR SUBIC BAY, RP.
 03-04 AUG ENR SUBIC BAY, RP.
 05-09 AUG MOORED LEYTE PIER SUBIC BAY, RP. 07-09 CONDUCT MTT, 08-09
 CONDUCT NWAT.
 10-13 AUG U/W ENR SINGAPORE. 13 AUG RESCUE 30 VIETNAMESE REFUGEES.
 14-17 AUG MOORED SEMBAWANG WHARF, SINGAPORE FOR PVST. FINAL MIDN 1/C
 DEPART, TRAINING CONTINUES W/FEMALE 3/C MIDN AND SINGAPORE
 ARMY 2ND LT'S.
 18-19 AUG U/W ENR SATTAHIP, THAILAND.
 20 AUG ANCHORAGE VIC SATTAHIP, CONDUCT OFFLOAD.
 21-25 AUG ANCHORAGE PATTAYA BEACH, THAILAND FOR PVST.
 26 AUG-01 SEP U/W FOR EX THALAY THAI '89.
 02-03 SEP ANCHORAGE VIC SATTAHIP, THAILAND, CONDUCT BACKLOAD.
 04-13 SEP U/W ENR BUCKNER BAY, OKINAWA, JA. TRANSIT HAMPERED BY TYPHOON
 SARAH.
 14 SEP MOOR BUCKNER BAY, RP, OFLD. LATER U/W ENR SASEBO, JA.
 15-24 SEP MOORED I-7 SASEBO, JA. CONDUCTED CSRT 18-22 SEP.
 25-26 SEP U/W ENR BUCKNER BAY, OKINAWA, JA, W/USS SAN BERNARDINO
 (LST-1187). MOOR BUCKNER BAY, OKINAWA, JA.
 27 SEP CONDUCT ONLD FOR EX TANDEM ALLY '89.
 28 SEP-03 OCT U/W ENR TOMAKOMAI, JA W/CVBG, ATF, USN AND JMSDF ESCORTS.
 04-05 OCT MOORED TOMAKOMAI, JA FOR PVST.
 06-11 OCT U/W, IC TOMAKOMAI, JA. 09 OCT FINEX TANDEM ALLY.

12-13 OCT MOORED TOMAKOMAI, JA FOR BACKLOAD.
 14-16 OCT U/W ENR POHANG, ROK.
 17 OCT MOOR, LATER U/W TO ANCH POHANG, ROK. CONDUCT OFLD FOLLOWED BY
 ONLD FOR EX VALIANT BLITZ 90-1.
 18-26 OCT U/W FOR VALIANT BLITZ 90-1.
 27-29 OCT MOOR POHANG, ROK, CONDUCT ONLD.
 30-31 OCT U/W ENR BUCKNER BAY, OKINAWA, J A. FOR TAC OFLD EX VALIANT
 USHER 90-1.
 01-02 NOV OFLD, THEN MOOR BUCKNER BAY, OKINAWA, JA. LATER U/W ENR
 SASEBO, JA.
 03-18 NOV MOORED I-6 SASEBO, JA.
 19 NOV U/W ENR INCHON, ROK.
 20 NOV ANCH VIC INCHON, ROK.
 21 NOV MOOR INCHON, ROK, CONDUCT ONLD FOR OPPORTUNE LIFT TO OKINAWA.
 22-23 NOV U/W ENR BUCKNER BAY, OKINAWA, JA.
 24 NOV MOORED BUCKNER BAY, OKINAWA, JA. OFLD THEN ONLD OP LIFT TO
 SUBIC BAY, RP.
 25-27 NOV U/W ENR SUBIC BAY, RP.
 28-29 NOV MOORED LEYTE PIER SUBIC BAY, RP.
 30 NOV-01 DEC MOORED RIVIERA PIER {9/10}, ONLD DUE TO COUP ATTEMPT.
 02-07 DEC U/W IC MANILA, RP FOR CONTINGENCY OPS, RP.
 08-09 DEC MOORED RIVERA PIER {9/10}. MTT ARRIVES.
 10-11 DEC U/W ENR HONG KONG, CONDUCTED MTT.
 12-16 DEC MOORED TO BUOY, HONG KONG FOR PVST.
 17-20 DEC U/W ENR SASEBO, JA.
 21-31 DEC MOORED I-6 SASEBO, JA. COMMENCED HOLIDAY LEAVE AND UPKEEP
 PERIOD. USS CAPE COD INPT FOR IMA AVAIL.

SECTION TWO, PART TWO

EMBARKED UNITS:

Following units or elements of units were embarked on DUBUQUE:

1. Assault Craft Unit ONE DET WESTPAC
01 JAN - 31 DEC 89
2. Beach Master Unit ONE Phantom DET
01 JAN - 10 APR
10 JUL - 31 DEC
3. Special Boat Unit THIRTEEN
07 JUL - 28 NOV
4. Commander Amphibious Group ONE
21 AUG - 04 SEP
5. Commander Amphibious Squadron ONE
27 SEP - 26 OCT

6. Headquarters Company, 9th Marines
27 JAN - 06 FEB
25 NOV - 28 NOV
7. 35TH Marine Expeditionary Unit
02 DEC - 08 DEC
8. 3RD Battalion, 9TH Marines
27 JAN - 06 FEB
01 MAR - 28 MAR
9. F Battery, 2ND Battalion, 10TH Marines
27 JAN - 06 FEB
10. 1ST Platoon, B Company, 1ST Amphibious Assault Battalion
27 JAN - 06 FEB
11. 3RD Combat Engineering Battalion
27 JAN - 06 FEB
17 OCT - 01 NOV
12. 3RD Recon Battalion
27 JAN - 06 FEB
01 MAR - 28 MAR
17 OCT - 01 NOV
25 NOV - 28 NOV
13. HMM-265 DET
28 JAN - 06 FEB
02 MAR - 27 MAR
14. 3RD FSSG
27 JAN - 06 FEB
26 JUL - 01 AUG
15. Headquarters Regimental Landing Team FOUR
01 MAR - 28 MAR
16. Headquarters Battery, 3RD Battalion, 12TH Marines
01 MAR - 28 MAR
26 JUL - 01 AUG

17. MSSG-13/FSSG FWD
01 MAR - 28 MAR
18. K Battery, 4TH Battalion, 12TH Marines
26 JUL - 01 AUG
19. D Battery, 2ND Battalion, 10TH Marines
26 JUL - 01 AUG
20. B Company, 3RD LAI
26 JUL - 01 AUG
21. MACG - 18
02 AUG - 14 SEP
22. 1ST Battalion, 7TH Marines
02 AUG - 07 AUG
23. 3RD Marine Expeditionary Force TECG
02 AUG - 14 SEP
24. Marine Aircraft Group 36
02 AUG - 14 SEP
25. MWSG - 17
02 AUG - 14 SEP
26. Royal Thai Marine Corps
24 AUG - 29 AUG
27. Headquarters Company, 4TH Marines
17 OCT - 01 NOV
28. MSSG - 37
17 OCT - 01 NOV
29. 2ND SEC, Anti-Tank Platoon
17 OCT - 01 NOV
30. Battalion Landing Team 2/5
17 OCT - 01 NOV

31. Truck Company
17 OCT - 01 NOV
32. 1ST LAAD
17 OCT - 01 NOV
33. HMM - 165
25 NOV - 28 NOV
34. MSSG - 35
25 NOV - 28 NOV
35. Battalion Landing Team 2/12
25 NOV - 28 NOV
36. Battalion Landing Team 1/3
25 NOV - 28 NOV
37. A Company, 9TH ESB
25 NOV - 28 NOV
38. I Battery, 3/11
21 NOV - 24 NOV
39. 4TH Battalion, 12TH Marines
21 NOV - 24 NOV
40. Headquarters Battery 3/12
21 NOV - 24 NOV
41. B Company, 1ST Armored Assault Battalion
21 NOV - 24 NOV
42. Headquarters Battery 12TH Marines
21 NOV - 24 NOV
43. CSSO - 33
21 NOV - 24 NOV
44. 4TH Marines
21 NOV - 24 NOV

SECTION THREE

HISTORICAL NARRATIVE

January First found DUBUQUE at home in Sasebo, observing holiday routine in honor of the new year. In port until the 24th, this period was devoted to repairs and preparations for upcoming inspections. On January 9th a command inspection team from our Immediate Senior in Command (ISIC), RADM Chesbrough, COMNAVSURFGRU WESTPAC, arrived. The inspection lasted three days and included everything from a personnel inspection to an in-depth look at all administrative programs. A debrief held on the 12th by the Admiral and his staff indicated weak areas inherent to a ship returning from a six month Arabian Gulf deployment, followed by a very short holiday period. Although DUBUQUE was able to pass the inspection there were many areas that required attention.

January 17th brought a scheduled 3M system inspection. A Supply Management Assessment (SMA) commenced the following day. During the second day of the 3M inspection the ship got underway and proceeded to ammo anchorage for onload. The 3M inspection showed many procedural errors resulting in an overall failing grade. The SMA showed many discrepancies as well, resulting in an unsatisfactory grade.

DUBUQUE got underway on the 24th enroute Okinawa, Japan to conduct an onload for Valiant Usher 89-2. While underway the ship took the opportunity to conduct general quarters drills, and to test fire both of DUBUQUE's 3"/50 caliber gun mounts. Arriving in Okinawa on the 26th DUBUQUE commenced onload of marines and equipment. The following day the ship steamed north approximately 22 miles to Oura Wan (Bay) and recovered the Marine Corps Amphibious Assault Vehicles (AAVs) which would be needed for the upcoming exercise. Following this, DUBUQUE returned to White Beach, Buckner Bay, Okinawa and moored for the night, proceeding underway to Iwo Jima the following morning.

Upon arrival off the coast of Iwo Jima on the 30th DUBUQUE completed preparations for Valiant Usher. The following day two rehearsal landings were conducted on Shipwreck Beach utilizing AAV's, an LCU, two LARCs, and various embarked helicopters. While practicing the assault, COMPHIBGRU ONE (RADM Chase), embarked DUBUQUE to witness the operation. D-Day occurred on Invasion Beach the first of February and was very successful. RADM Chase departed the same day. DUBUQUE spent the following two days supporting the landing force ashore with the visiting Colonel Fujinawa of the Japanese Ground Self Defense Force. The ship recovered the AAV's on the 3rd and granted liberty for the ship's crew to go ashore. The general backload was completed on the 4th and DUBUQUE was again underway enroute to Okinawa. Valiant Usher 89-2 had been the first opportunity DUBUQUE had had to conduct amphibious operations in over ten months.

On the morning of the sixth DUBUQUE arrived off the coast of Oura Wan and launched the Marine Corps AAV's once again, providing safety boats as they returned to shore. Upon recovery of the safety boats DUBUQUE steamed to Buckner Bay, moored, and offloaded all remaining marines and material. Later that night the ship got underway enroute Sasebo for a repair and training availability.

On the ninth, DUBUQUE moored inside India basin at berth 7, remaining in port until the 25th of February. This period was used to prepare for the upcoming major amphibious operation Team Spirit '89. The crew observed George Washington's birthday on the 20th, and the ship went to full dress. The following two days the crew spent conducting the Physical Readiness Test. On the 23rd DUBUQUE commenced an IERA {ISIC Engineering Readiness Assessment}. This continued while DUBUQUE got underway enroute to Okinawa in company with USS ST. LOUIS {LKA-116}. Enroute Okinawa numerous maneuvering and communication drills were conducted with the ST. LOUIS. Anchoring off White Beach and then later mooring on the 27th, DUBUQUE commenced onload for Team Spirit '89. A debrief was conducted on the IERA with an overall unsatisfactory grade awarded.

On the 28th DUBUQUE anchored again off White Beach to continue onload. A pre-sail conference was held onboard USS BLUE RIDGE {LCC-19} on the first of March to discuss the upcoming exercise. On the 2nd the amphibious task force {ATF} was underway enroute for Pohang, ROK. DUBUQUE was scheduled to rendezvous with the ATF later that day but while recovering AAV's off Oura Wan the ship suffered a catastrophic casualty to the lower stern gate hydraulic system. With both link arms useless the sterngate was suspended at 180 degrees after smashing into its rests. Maneuvering so as to reduce damage to the stern gate the ship returned to Buckner Bay to anchor. Attempts to raise the stern gate utilizing emergency rigging failed, requiring DUBUQUE to proceed pierside. The following morning the stern gate was raised and dogged closed with the assistance of a crane from the pier. On March 4th the ship got underway once again for Pohang, ROK to complete Team Spirit '89.

Conducting numerous drills and training while enroute, DUBUQUE rendezvoused with the ATF late on the 6th and proceeded to anchorage on the morning of the 7th in Pohang Harbor. Later that day the ship went pierside and granted liberty for the crew. The following morning DUBUQUE got underway to anchorage in Pohang Harbor. On March 8th, COMSEVENTHFLT, VADM Mauz, convened a pre-sail meeting onboard the USS BLUE RIDGE {LCC-19} assembling all U.S. and ROK commanders. The following morning the ATF conducted a port break-out enroute to Ha Sa Ri for a rehearsal.

Three rehearsals were conducted, one on the 10th and two on the 11th. Although DUBUQUE's role was limited due to the recent stern gate casualty, the activity on the flight deck was continuous. On the afternoon of the 10th DUBUQUE was visited by MGEN Smith, exercise commander of the landing force {CLF}, and ADM Mauz, exercise commander of the amphibious task force {CATF}. Successfully completing rehearsals DUBUQUE proceeded off the coast of Korea on the 12th and 13th to conduct a successful underway replenishment {UNREP} with the USNS ANDREW J. HIGGINS {TAO-190}. Later on the 13th found DUBUQUE in the Amphibious Objective Area {AOA} off Tok Sok Ri awaiting a pre-dawn assault scheduled the following morning.

Upon order of the CATF on 14 March DUBUQUE took part in the pre-dawn assault of Tok Son Ri, providing helicopter support to the landing force. Upon completion DUBUQUE proceeded to anchor off the Korean coast. After getting underway on the 15th of March for area operations, the ship returned to anchorage on the 16th remaining there until late on the 19th. This time was spent supporting the landing force ashore with flight operations and movement of troops and supplies throughout the AOA as needed.

Late on March 19th DUBUQUE got underway, conducting a vertical replenishment (VERTREP) then enroute Pusan, ROK for a port visit on the 21st. DUBUQUE moored starboard side to berth 8-3 in Pusan on the 21st until 25 March. In the afternoon of the 25th DUBUQUE proceeded out of Pusan steaming to Pohang to backload the marines transported from Okinawa.

Arriving the morning of the 26th in Pohang, the ship moored and commenced a backload of forces for transport to Okinawa, proceeding to Okinawa later that evening. Mooring at White Beach on the 28th all marine equipment and troops were debarked and DUBUQUE steamed for Sasebo. Arriving berth I-7 in Sasebo, Japan, DUBUQUE moored on the 30th for a three month long Ship Repair Availability (SRA).

DUBUQUE stayed pierside until the 4th of April at which time she got underway for the Sasebo ammo anchorage and commenced a complete ammo offload. Completing offload the following morning the ship then shifted to Akasaki fuel pier for defueling. On the 6th DUBUQUE shifted back to I-7 and completed defueling via barge. DUBUQUE commenced the three month SRA on April 10th.

On 7 April, 3 days prior to commencing the SRA, COMNAVSURFGRU WESTPAC, RADM Chesborough, paid a courtesy visit. This visit proved very inspirational and was much appreciated by all hands. In addition to SRA, a Dental Readiness Evaluation was conducted by the staff dental officer from COMNAVSURFPAC, San Diego. This ended the following day with outstanding results, as did the Medical Readiness Evaluation conducted two days later by a COMNAVSURFGRU WESTPAC representative.

In conjunction with SRA the USS PROTEUS was inport Sasebo from 16 to 21 April to assist with repairs to DUBUQUE. Another inspection conducted in April was the Pre-Group Light Off Assessment (GLORA).

On 27 April CAPT Wetherell assumed duties as Commander Task Group 76.4 (Amphibious Readiness Group Bravo Commander) when CAPT Butler was relieved of command of the USS ST. LOUIS by CAPT McClelland. CAPT Wetherell retained this responsibility for the remainder of the calendar year.

An Integrated Logistics Overhaul (ILO) was also continued throughout the SRA. Very few extraordinary incidents affected the normal inport routine throughout the month of May and for most of June. Events included a visit by COMNAVSEASYSOM, VADM Hikman on May 11th for a quick tour, a safety standown held on May 30th and during June DUBUQUE scheduled and executed numerous inport duty section main space fire drills. In addition on the morning of June 9th RADM Chesbrough, COMNAVSURFGRU WESTPAC visited DUBUQUE. This visit was followed later that afternoon by COMNAVSURFPAC, ADM Kihune. The Admiral departed shortly after a few words about the key role of the amphibious community.

As the crew concentrated on repairs and improving their ship throughout the SRA, numerous tours and sporting events were offered and utilized by nearly every hand. On the sport side of matters, DUBUQUE was very successful in the Captain's Cup softball tournament with our best team, the "Dukes," winning first place against numerous first rate teams. In the varsity league, the "Dukes" were barely edged out for first by a strong Sasebo Varsity whom they had previously beaten in Captain's Cup competition only a week earlier. Softball fever was running high throughout the ship as most departments each

had their own teams competing and the results of the previous nights match-ups were common topics for conversation.

As SRA neared to an end, inspections again began to reappear. On 21-23 June DUBUQUE conducted a GLORA with negative results, but on the 21st a Communication Material Systems {CMS} inspection was passed successfully. RADM Chase, COMPHIBGRU ONE, also visited DUBUQUE on the 23rd for a quick tour and awards ceremony. RADM Chase was also guest speaker the following night at the Sword and Cutlass Ball held at the Harbor View Club. The ball was held in honor of those individuals who have recently received their qualification as Enlisted Surface Warfare Specialist {ESWS} or Surface Warfare Officer {SWO}.

SRA was completed on the 3rd of July and preparations for getting underway commenced. On July 5th DUBUQUE successfully conducted a "Fast Cruise," and on the 6th the ship got underway for a berth shift to Akasaki fuel pier. Once moored, RADM Chesbrough again visited to congratulate the crew their successful SRA. Following refueling the ship got underway on the 7th for sea-trials in the vicinity of Sasebo, mooring later that night to I-7.

On 10 July DUBUQUE received another 3M inspection, however, this inspection proved a huge success with many divisions and departments receiving high marks throughout. DUBUQUE also successfully conducted an ammunition onload at anchorage on the 11th and 12th. On the 13th the ship returned pierside to berth I-7.

The following five days were spent in preparation for an upcoming underway period commencing July 20th. Ten first class midshipmen embarked on the 18th, and the ship got underway for Yokosuka, Japan on the morning of the 20th for a Training Availability {TRAV}.

Inbound to Yokosuka Naval Station the ship ran the degaussing range. Due to an outstanding CASREP, the degaussing system failed on its initial run. DUBUQUE then moored port side to, Berth 2 Yokosuka Naval Station later that morning. The TRAV in Yokosuka was spent enrolling a large number of DUBUQUE's officers and crew in much needed schooling. Also during this time RADM Chesbrough stopped by for another awards ceremony on the 25th. On the 26th the ship commenced her onload for an opportune lift to Okinawa. With marine equipment and troops aboard, a satisfactory degaussing run on our outbound leg from Yokosuka, and two more first class midshipmen embarked, DUBUQUE proceeded to White Beach, Buckner Bay Okinawa, Japan on the 27th.

After anchoring off White Beach on the first of August, the ship offloaded the marines bound from Yokosuka and unloaded those marines and equipment necessary to bring to Singapore and Thailand for exercise Thalay Thai '89. On August 2nd DUBUQUE completed an onload of Mobile Training Team {MTT} inspection, and a Nuclear Weapons Acceptancy Trial {NWAT}, getting underway soon thereafter for Subic Bay, RP. Nearing the Phillipines we integrated our midshipmen in with our regularly scheduled maneuvering drills as well as general quarters.

After mooring starboard side to Leyte Pier on the 5th of August, liberty call was put down for the crew until the morning of the 7th when a scheduled MTT visit with the Fleet Training Group team completed its inspection of all systems, programs and knowledge levels throughout the engineering department. The ship received a unsatisfactory grade during this visit.

The NWAT which commenced on the 8th was an outstanding success for the ship. Of twelve graded areas judged by inspectors, 9 scored outstanding, and 3 evaluated as excellent. The following morning after debarking six midshipmen, DUBUQUE again got underway enroute Singapore for a quick port visit prior to commencing exercise Thalay Thai '89. However, at approximately 0100 local time 13 August, the bridge crew spotted a small boat flashing lights in the direction of DUBUQUE. DUBUQUE slowed to investigate, finding 23 adults and 7 children in an over crowded boat with no food or water. All personnel were quickly embarked, and USS DUBUQUE reversed course, mooring starboard side to Sembawang Wharf, Singapore later on the 14th, where these personnel were turned over to United Nations representatives.

Singapore turned into a five day port visit for DUBUQUE, embarking four female midshipmen and disembarking the last of the first class midshipmen. DUBUQUE also embarked two Second Lieutenants from the Singapore Navy. Singapore offered much rest and relaxation for the crew, and all hands enjoyed the visit.

On August 18th, DUBUQUE steamed to Sattahip, Thailand, and anchored at the entrance to the bay on the 20th. Here the ship conducted a selected offload of marine corps units, later proceeding to Pattaya Beach, Thailand on the following morning. Here DUBUQUE anchored off the Thai coast another 5 day port visit. On the 21st, COMPHIBGRU ONE, RADM Chase, officially embarked DUBUQUE for the Thalay Thai. The following day by COMPHIBGRU THREE, RADM Baker, stopped by for a short visit with the admiral and captain. While still at anchor on the 26th DUBUQUE embarked various units of the Royal Thai Marine Corps to augment the assault scheduled the following week.

Early on the 26th DUBUQUE was enroute to the Amphibious Operating Area rendezvousing with the amphibious task force. The rehearsal was conducted on the August 28th, followed by D-Day on the 29th. DUBUQUE remained in the vicinity of the Amphibious Operational Area off Sattahip until the morning of the second of September. During this time DUBUQUE trained at general quarters while supporting the landing force ashore.

On the fourth of September, COMPHIBGRU ONE officially detached DUBUQUE. DUBUQUE got underway shortly after completing a full backload of troops, enroute to Okinawa, Japan. Excellent training was conducted the first few days, concentrating on general quarters and gunshoots. However, Typhoon Sarah disrupted further training and extended the original six day transit to ten. As DUBUQUE neared the western coast of Luzon, the Captain made the decision to head for the San Bernadino Straits south of the Philippine Island of Luzon, thereby safely evading the storm.

On the morning of the 14th DUBUQUE moored at White Beach, Buckner Bay and commenced offload of all Thalay Thai troops and material. Completing this offload quickly and safely the ship got underway that evening for Sasebo. DUBUQUE moored at I-7, Sasebo, Japan late that afternoon on Thursday, September 14th and enjoyed a long weekend.

September 18th commenced a week long Combat Systems Readiness Test {CSRT}. This inspection tested all of DUBUQUE's weapons and communication systems on the ship's ability to fight in a wartime environment. Upon a successful completion the crew hosted a "Friendship Picnic" with our Japanese sister ship JDS KURAMA {DDH-144} on September 23rd. The following Monday,

DUBUQUE again got underway with the USS SAN BERNADINO (LST-1189) bound for White Beach.

Enroute the two ships conducted numerous maneuvering and communications drills, arriving on the 27th at White Beach. Here DUBUQUE commenced onload of marines and machinery needed for the first half of Pacific Exercise (PACEX) '89, located on the northern island of Japan. On the 28th DUBUQUE was again underway enroute to Tomakomai, Hokkaido, Japan.

DUBUQUE's amphibious task force later rendezvoused with an American carrier battle group and three Japanese escort flotillas, thus creating the largest naval exercise conducted in many years. This impressive flotilla included nearly 75% of all third and seventh fleet U.S. Navy ships as well as a majority of the Japanese Maritime Self Defense Force Units. While transiting, DUBUQUE scheduled drills in areas of submarine avoidance and formation steaming. DUBUQUE pulled into Tomakomai, Japan on the 4th of October for an offload of marines and well deserved port visit. This had been the first time U.S. Navy ships visited Tomakomai in recent memory, and served primarily as good will ambassadors until October 6th when DUBUQUE and SAN BERNARDINO conducted a port breakout led by Japanese minesweepers through an imaginary mined harbor.

Proceeding out of the swept channel, DUBUQUE rendezvoused with the Amphibious Task Force and later that day steamed in support of the landing forces ashore. This continued until the morning of the 12th when DUBUQUE and SAN BERNADINO returned to Tomakomai for a backload. Completing backload on the 13th, DUBUQUE proceeded to Pohang, ROK. Upon passing through the Tsugaru Straits on the 14th DUBUQUE continued northwesterly to Pohang and moored on the morning of the 17th for embarkation of COMPHIBRON ONE, CAPT Durbin, and BGEN Oster, Commander of Task Group 79.2. The ship got underway quickly and proceeded to anchorage shortly in Pohang Harbor.

The following morning of October 15th the ATF conducted another port break-out exiting through a different plotted exercise swept channel, thus starting the second half of PACEX '89, termed Valiant Blitz 90-1. Upon proceeding to the AOA, the ATF conducted two rehearsals, one each day on the 19th and 20th. Communications problems arising from these rehearsals were soon corrected and the D-Day invasion on the 21st went smoothly and effectively. As COMPHIBRON ONE was the Central Control Officer for the exercise DUBUQUE provided full support for him and his staff in all facets involved with the planning and execution of the assault. Upon completion DUBUQUE proceeded to anchor to facilitate support for the landing force ashore. Completing the offload on the evening of the 22nd, DUBUQUE got underway to rendezvous with the USNS PONCHATOUA on the 25th for an underway replenishment (UNREP) and conduct general quarters drills. The UNREP went smoothly and without mishap. On the 26th Valiant Blitz 90-1 officially ended and DUBUQUE entered Pohang the morning of October 27th to backload remaining marine assets and enjoy the weekend inport. While inport COMPHIBRON ONE detached with outstanding remarks concerning DUBUQUE's displayed professionalism and ability to conduct amphibious operations quickly and effectively.

On the morning of October 30th DUBUQUE steamed south in company with five other amphibious ships and the USS NEW JERSEY battle group enroute to Okinawa

to participate in Valiant Usher 90-1. Valiant Usher was slated as a quick amphibious assault of Oura Wan. DUBUQUE successfully performed duties as Primary Control Ship for the assault of Oura Wan. Despite no rehearsal and numerous last minute adjustments the exercise went smoothly and safely for all concerned. Following this assault the units involved dispersed and proceeded to various ports to offload the remainder of their forces. DUBUQUE proceeded to White Beach, moored, completed offload and was then enroute for Sasebo that night.

While enroute Sasebo on the 2nd of November the ship conducted a general quarters drill simulating a main space fire. Upon completion of the drill movies, pizza and ice cream were enjoyed on the mess decks by all hands.

Arriving in Sasebo on the 3rd, DUBUQUE moored port side to I-6. The next two weeks were spent in a repair availability, working on interior and topside space preservation. On the 16th and 17th DUBUQUE conducted a comprehensive two day safety standown. This standown had been directed by COMNAVSURFPAC personally as a result of the number of accidents that had recently occurred throughout the navy. This proved useful in preparation for scheduled upcoming exercise the following week.

Departing Sasebo early Sunday morning on the 19th DUBUQUE headed west toward Inchon, ROK. Arriving in the vicinity of Inchon the night of the 20th, the ship anchored outside the harbor and waited for the high morning tide required to enter the harbor, the following morning DUBUQUE entered Inchon to commence onload of equipment designated for Okinawa. This lift included Three M-60 tanks, eight howitzers, heavy trucks, HMMV's, and numerous cargo boxes. DUBUQUE departed Inchon with the following morning tide and proceeded south to White Beach.

During the transit to Okinawa DUBUQUE celebrated "Holiday Routine" for Thanksgiving Day, and on the 24th the ship moored to Navy Pier, White Beach, Buckner Bay, Okinawa, for equipment offload. The following day DUBUQUE onloaded more marines and equipment and got underway for an opportune lift enroute Subic Bay for a much needed two week upkeep period. Much training and maintenance was accomplished during the transit.

On the morning of the 28th DUBUQUE moored to Leyte Pier, Subic Bay. Upon arrival DUBUQUE supervised the offload of all marine equipment as well as the Special Boat Unit's SEAFoxs. On the 30th, the ship shifted berths to Rivera 9 and 10 bringing it closer to repair and base facilities.

On December 1st, a coup attempt to overthrow the Aquino government of the Philippines was launched. All maintenance stopped immediately and liberty was secured in preparation to get underway on short notice. A Training Readiness Evaluation (TRE) scheduled to begin Monday was scuttled as well. This same day DUBUQUE received notice that she had been awarded the Meritorious Unit Citation for her services in the Arabian Gulf deployment during the previous year. This marked DUBUQUE's second Meritorious Unit Citation since her commissioning.

The following day DUBUQUE was directed to get underway, and by nightfall had rendezvoused with other units comprising the Contingency Operations Amphibious Task Force. Steaming off the coast in the vicinity of the entrance to Manila Bay, DUBUQUE embarked elements of the 35th Marine Expeditionary Unit {MEU} the following day. For the next four days briefings were held for key individuals on all units to discuss the latest information available and work up assault plans as events unfolded. Fortunately no intervention was required, and on 8 November DUBUQUE returned to Subic Bay to complete a severely shortened repair period. Mooring starboard side to the pier at Rivera Pier 9 and 10 much work was accomplished throughout the weekend in efforts to meet our scheduled departure date on the 11th for Hong Kong. Two days prior to departure a Fleet Training Group team was embarked for a Mobile Training Team {MTT} inspection of our engineering systems. The two day transit was filled with numerous drills and valuable training opportunities. Also along to observe the MTT was CAPT Johnson, the Chief of Staff for COMNAVSURFGRU WESTPAC.

DUBUQUE moored to a buoy upon arrival in Hong Kong on the 12th and spent the next 5 days visiting of Hong Kong. Numerous tours of Hong Kong were enjoyed by many of the ship's crew. DUBUQUE then got underway on the 17th enroute to Sasebo for a scheduled leave and upkeep period.

DUBUQUE arrived in India Basin, Sasebo, mooring starboard side to berth I-6 where she stayed for the remainder of the year. Leave and upkeep consisted primarily of half work days for all hands not in the duty section. Meanwhile inport preparations were made for Refresher Training scheduled the following February. In the midst of this preparation our ship's Christmas party was held on the 28th at the Harbor View Club and proved to be a very enjoyable time by all hands.