



DEPARTMENT OF THE NAVY

USS DUBUQUE (LPD-8)
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15 Jan 96

From: Commanding Officer, USS DUBUQUE (LPD 8)

To: Director of Naval History (OP-09BH), Washington Navy Yard, Washington, DC
20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) Command History for 1995
(2) Commanding Officer's Biography
(3) Commanding Officer's Photograph
(4) Ship's Photograph

1. Per reference (a), enclosures (1) through (4) comprise the 1995 Command History submission for USS DUBUQUE.


S. C. JASPER

Copy to:
COMPHIBGRU ONE
COMPHIBRON ELEVEN

USS DUBUQUE (LPD-8) COMMAND HISTORY 1995

PART ONE: Command Composition and Organization

USS DUBUQUE is an AUSTIN Class Amphibious Transport Dock (LPD) forward deployed to the U.S. Seventh Fleet. The ship is homeported in Sasebo, Japan as part of the Overseas Family Residency Program (OFRP).

USS DUBUQUE's immediate superior in command (ISIC) is Commander, Amphibious Squadron ELEVEN (COMPHIBRON ELEVEN). COMPHIBRON ELEVEN reports to Commander, Amphibious Force Seventh Fleet (COMPHIBGRU ONE) in Okinawa. USS DUBUQUE is part of the BELLEAU WOOD Amphibious Readiness Group (ARG) along with USS BELLEAU WOOD (LHA-3), USS GERMANTOWN (LSD-42), and USS FORT MCHENRY (LSD-43).

USS DUBUQUE's mission is to transport and land U.S. Marines with their essential equipment and supplies by means of embarked landing craft or by helicopter lift. The ship can accommodate over 900 troops and carry over 2,500 tons of equipment. From the well deck, USS DUBUQUE can launch and recover landing craft utility (LCU), landing craft air cushion (LCAC), landing craft mechanized (LCM), and amphibious assault vehicles (AAV). From the flight deck, USS DUBUQUE can operate every type of helicopter in the U.S. Navy and Marine Corps inventory plus the AV-8B Harrier vertical short take off and landing (VSTOL) aircraft. USS DUBUQUE can also launch and recover Combat Rubber Raiding Craft (CRRC), Rigid Raiding Craft (RRC), and Rigid Hull Inflatable Boats (RIB), to support special operations by embarked Marines and Navy Sea Air and Land (SEAL) teams.

USS DUBUQUE is configured to embark an Amphibious Task Force Commander (CATF), Landing Force Commander (CLF), and their assigned staff personnel. The ship is equipped with extensive command, control, communications, and intelligence (C3I) facilities to fully support both commanders during amphibious operations.

USS DUBUQUE is commanded by Captain Stephen C. Jasper, United States Navy. Principal officers are:

Executive Officer,	Martin J. Bodrog, LCDR
Operations Officer,	[REDACTED], LT
First Lieutenant,	[REDACTED], LT
Engineer Officer,	[REDACTED], LT
Air Officer,	[REDACTED], LT
Navigator,	[REDACTED], LTJG
Supply Officer,	[REDACTED], LT
Medical Officer,	[REDACTED], LT
Dental Officer,	[REDACTED], LT
Chaplain,	[REDACTED], LT
Communications Officer,	[REDACTED], CWO3
Combat Cargo Officer,	[REDACTED], CWO3, USMC

PART TWO: Chronology

Event numbers (Evt#) correspond to paragraphs numbers from the Narrative in Part Three.

Chronology:

Status Guide:

Ipt	In Port
U/w	Underway
CoC	Change of Command
Anc	Anchorage

Location Guide:

Okinawa	Japan
Sasebo	Japan
Yokosuka	Japan
Sattahip	Thailand
Songkhla	Thailand
Kuantan	Malaysia
Bali	Indonesia
Surabaya	Indonesia
Manila	Republic of Philippines
Chinhae	Republic of Korea
Kunsan	Republic of Korea
Pohang	Republic of Korea
Pusan	Republic of Korea

<u>Evt#</u>	<u>Dates</u>	<u>Status</u>	<u>Location</u>	<u>Synopsis</u>
1	01Jan-17Jan	Ipt	Sasebo	Upkeep, CART II
2	17Jan-18Jan	U/w	East China Sea	Transit to Okinawa
3	18Jan-20Jan	Ipt	Okinawa	Troop/ACE Onload
4	20Jan-21Jan	U/w	East China Sea	Transit to Sasebo
5	21Jan-22Jan	U/w	Yellow Sea	Transit to Kunsan
6	22Jan-27Jan	U/w	Yellow Sea	VALIANT USHER 95-1
7	27Jan-28Jan	Ipt	Okinawa	Troop Off-load
8	28Jan-29Jan	U/w	East China Sea	Transit to Sasebo
9	29Jan-16Feb	Ipt	Sasebo	Upkeep
10	16Feb-17Feb	U/w	East China Sea	CSRR
11	17Feb-07Mar	Ipt	Sasebo	Upkeep

12	07Mar-08Mar	U/w	East China Sea	Transit to Okinawa
13	08Mar-11Mar	Ipt	Okinawa	Troop On-load
14	11Mar-13Mar	U/w	Philippine Sea	Transit to Iwo Jima
15	13Mar-15Mar	U/w	Iwo Jima	Iwo Jima 50th Year Commemoration
16	15Mar-18Mar	U/w	Philippine Sea	Transit to Okinawa
17	18Mar-21Mar	Ipt	Okinawa	Troop Reconfiguration
18	21Mar-25Mar	U/w	East China Sea	Blue-Green Workups
19	25Mar-28Mar	Ipt	Okinawa	Troop Reconfiguration
20	29Mar-30Mar	U/w	East China Sea	Blue-Green Workups
21	30Mar-02Apr	Ipt	Okinawa	Troop Reconfiguration
22	03Apr-19Apr	U/w	East China Sea	Amphib Training/SOCEX '95
23	20Apr	Ipt	Okinawa	Troop Reconfiguration
24	21Apr-23Apr	U/w	South China Sea	Transit to Hong Kong
25	24Apr-27Apr	Anc	Hong Kong	Port Visit
26	28Apr-02May	U/w	South China Sea	Transit to Singapore
27	03May-13May	Ipt	Singapore	Upkeep
28	14May-24May	U/w	Gulf of Thailand	COBRA GOLD '95
29	25May-27May	U/w	Gulf of Thailand	Transit to Singapore
30	28May-29May	Ipt	Singapore	CARAT '95 Singapore Phase
31	29May-31May	U/w	Gulf of Thailand	Transit to Sattahip
32	01Jun-04Jun	Ipt	Sattahip	Port Visit
33	04Jun-06Jun	U/w	Gulf of Thailand	CARAT '95 Thailand Phase
34	06Jun-07Jun	Anc	Songkhla	Port Visit
35	07Jun-09Jun	U/w	Gulf of Thailand	Transit to Kuantan
36	09Jun-14Jun	Ipt	Kuantan	Port Visit/CARAT '95 Malaysia Phase
37	14Jun-15Jun	U/w	Gulf of Thailand	CARAT '95 Amphib Training
38	15Jun-17Jun	Ipt	Kuantan	Port Visit
39	17Jun-21Jun	U/w	Java Sea	Transit to Surabaya
40	21Jun-28Jun	Ipt	Surabaya	Avail/CARAT '95 Indonesia Phase
41	28Jun-29Jun	U/w	Java Sea	Transit to Bali
42	29Jun-02Jul	Anc	Bali	Port Visit
43	02Jul-07Jul	U/w	Celebes Sea/Sulu Sea	Transit to Manila
44	07Jul-11Jul	Ipt	Manila	Port Visit/CARAT '95 Manila Phase
45	11Jul	U/w	Manila Bay	CARAT '95 Amphib Training
46	11Jul-12Jul	Ipt	Manila	Port Visit
47	12Jul-15Jul	U/w	South China Sea	Transit to Okinawa
48	15Jul-16Jul	Ipt	Okinawa	Troop Off-load
49	16Jul-17Jul	U/w	East China Sea	Transit to Sasebo
50	17Jul-17Aug	Ipt	Sasebo	Upkeep

51	18Aug-25Aug	U/w	Philippine Sea	Transit to Yokosuka
52	25Aug-10Sep	Ipt	Yokosuka	TRAV/OPPE Prep
53	11Sep-14Sep	U/w	Philippine Sea	LTT (Engineering)
54	14Sep-20Sep	Ipt	Yokosuka	OPPE Prep
55	20Sep-25Sep	U/w	Philippine Sea	OPPE/Transit to Sasebo
56	25Sep-29Sep	Ipt	Sasebo	Upkeep
57	29Sep	CoC	Sasebo	Change of Command
58	29Sep-08Oct	Ipt	Sasebo	Upkeep
59	09Oct-13Oct	U/w	East China Sea	Transit to Okinawa
60	14Oct-16Oct	Ipt	Okinawa	Troop On-load
61	17Oct-19Oct	U/w	Yellow Sea	Transit to Pohang
62	19Oct-21Oct	Ipt	Pohang	Port Visit
63	22Oct-26Oct	U/w	Yellow Sea	FOAL EAGLE '95
64	27Oct-28Oct	Anc	Chinhae	FOAL EAGLE '95
65	28Oct-30Oct	U/w	Yellow Sea	Transit to Pohang
66	30Oct-31Oct	Ipt	Pohang	Reconfigure/Port Visit
67	31Oct-05Nov	U/w	Yellow Sea	FOAL EAGLE '95
68	06Nov-07Nov	Ipt	Pohang	Backload
69	07Nov	U/w	Yellow Sea	Transit to Pusan
70	07Nov-10Nov	Ipt	Pusan	Port Visit
71	11Nov-13Nov	U/w	Yellow Sea	Transit to Okinawa
72	14Nov-15Nov	Ipt	Okinawa	Troop Off-load
73	15Nov-18Nov	U/w	East China Sea	Transit to Sasebo/FEP
74	19Nov-30Nov	Ipt	Sasebo	Upkeep
75	01Dec-02Dec	U/w	East China Sea	Transit to Okinawa
76	03Dec	Ipt	Okinawa	Troop On-load
77	04Dec-12Dec	U/w	East China Sea	PHIB Training 96-1
78	12Dec-13Dec	Ipt	Okinawa	Troop Off-load
79	13Dec-15Dec	U/w	East China Sea	Transit to Sasebo
80	15Dec-31Dec	Ipt	Sasebo	Holiday Leave and Upkeep

List of Embarked Units:

01Jan-31Dec (Attached to USS DUBUQUE):

LCU-1665, Assault Craft Unit ONE (ACU-1), Det WESTPAC

11Jan-14Jan (CART II)

Afloat Training Group, Detachment WESTPAC

17 Jan-31 Jan

Commander, Amphibious Squadron ELEVEN (CPR-11) and Staff

18 Jan-27 Jan (VALIANT USHER 95-1):

31st Marine Expeditionary Unit Command Element (31 MEU)
MEU Service Support Group THREE ONE (MSSG-31)
III Marine Expeditionary Force (III MEF)
Headquarters Company, 3rd Battalion, 7th Marines (BLT 3/7)
India Company, 3rd Battalion, 7th Marines (BLT(3/7))
LAR Platoon, 3rd Battalion, 7th Marines (BLT 3/7)
AAV Platoon, 3rd Battalion, 7th Marines (BLT 3/7)
TOW Detachment, 3rd Battalion, 7th Marines (BLT 3/7)
Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262)

08 Mar-18 Mar (Iwo Jima 50th Year Commemoration)

31st Marine Expeditionary Unit Command Element (31 MEU)
MEU Service Support Group THREE ONE (MSSG-31)
III Marine Expeditionary Force (III MEF)
Headquarters Company, 2nd Battalion, 4th Marines (BLT2/4)
Fox Company, 2nd Battalion, 4th Marines (BLT 2/4)
Weapons Company, 2nd Battalion, 4th Marines (BLT 2/4)
Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262)
Foxtrot Platoon, SEAL Team THREE
Special Boat Unit TWELVE (SBU-12) Det Delta

20 Mar-20 Apr (Blue-Green Workups/SOCEX '95)

31st Marine Expeditionary Unit Command Element (31 MEU)
MEU Service Support Group THREE ONE (MSSG-31)
III Marine Expeditionary Force Evaluators (III MEF)
Headquarters Company, 2nd Battalion, 4th Marines (BLT 2/4)
Weapons Company, 2nd Battalion, 4th Marines (BLT 2/4)
Golf Company, 2nd Battalion, 4th Marines (BLT 2/4)
Fox Company, 2nd Battalion, 4th Marines (BLT 2/4)
AAV Platoon, 2nd Battalion, 4th Marines (BLT 2/4)
Foxtrot Platoon, SEAL Team THREE
Special Boat Unit TWELVE (SBU 12), Det Delta
Beach Master Unit ONE (BMU-1), Det WESTPAC

18Apr-23Apr (TSTA I)

Afloat Training Group, Detachment WESTPAC

20Apr-14May (Blue-Green/SOCEX '95)

Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262)

20Apr-25May (COBRA GOLD '95)

31st Marine Expeditionary Unit Command Element (31 MEU)
MEU Service Support Group THREE ONE (MSSG-31)
III Marine Expeditionary Force Evaluators (III MEF)
Headquarters Company, 2nd Battalion, 4th Marines (BLT 2/4)
Weapons Company, 2nd Battalion, 4th Marines (BLT 2/4)
Golf Company, 2nd Battalion, 4th Marines (BLT 2/4)
Fox Company, 2nd Battalion, 4th Marines (BLT 2/4)
AAV Platoon, 2nd Battalion, 4th Marines (BLT 2/4)
Special Boat Unit TWELVE (SBU 12), Det Delta
Beach Master Unit ONE (BMU-1), Det WESTPAC

25May-15Jul (CARAT '95)

31st Marine Expeditionary Unit Command Element (31 MEU)
MEU Service Support Group THREE ONE (MSSG-31)
III Marine Expeditionary Force Evaluators (III MEF)
Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262)
Headquarters Company, 2nd Battalion, 4th Marines (BLT 2/4)
Weapons Company, 2nd Battalion, 4th Marines (BLT 2/4)
Golf Company, 2nd Battalion, 4th Marines (BLT 2/4)
Fox Company, 2nd Battalion, 4th Marines (BLT
AAV Platoon, 2nd Battalion, 4th Marines (BLT 2/4)
SEAL Team THREE, Foxtrot Platoon
Beach Master Unit ONE (BMU-1), Det WESTPAC
Naval Oceanography Command Facility, Meteorological Detachment Yokosuka

18Aug-25Aug (TSTA II)

Afloat Training Group, Detachment WESTPAC

20Sep-22Sep (OPPE)

Propulsion Examining Board, WESTPAC

08Oct-14Oct (TSTA III)

Afloat Training Group WESTPAC

14Oct-13Nov (FOAL EAGLE '95)

Amphibious Squadron Eleven
Special Purpose Marine Air Ground Task Force (SPMAGTF) Command Element
SPMAGTF Ground Combat Element (4th Marines/Attach)
SPMAGTF Air Ground Combat Element (Det HMM-262)
TACRON Twelve, Detachment WESTPAC
TACRON Twelve, Detachment Three
Beach Master Unit One, Detachment WESTPAC
Seal Team 3, Golf Platoon
Special Boat Unit Twelve, RHIB Detachment Golf
Naval Surface Warfare Unit, Special Boat Unit Detachment
Combat Service Support Detachment 32
Meteorological Detachment Yokosuka

14Oct-18Oct (FEP)

Afloat Training Group WESTPAC

03Dec-12Dec (PHIB TRAINING 96-1)

Golf Company, 2nd Battalion, 5th Marines (BLT 2/5)
Fox Company, 2nd Battalion, 5th Marines (BLT 2/5)

PART THREE: Narrative

1. (01 Jan - 17 Jan) USS DUBUQUE began 1995 pierside at Berth India 6, Fleet Activities Sasebo. Upkeep continued with many of the DSRA '94 and SAMUEL GOMPERS Availability jobs coming to successful completion. The Command's vision for the future, DUBUQUE 2000 is reaping a number of benefits. The ship installed a new SPS-67 Surface Search Radar and the SPS-40E upgrade. These along with several cosmetic improvements have set the stage for extending the life of DUBUQUE on into the next century. On 11 January, the ship embarked a Cryptological Detachment from Misawa, AFB. They remained embarked throughout most of the year providing intelligence and conducting various exercises. ATG instructors from the Afloat Training Group (ATG) WESTPAC came on board to conduct a Command Assessment of Readiness and Training (CART) Phase II on 11-14 January. The ship's training program received a thorough review and successfully completed all assigned training.

2. (17 Jan - 18 Jan) On the morning of 17 January, USS DUBUQUE got underway enroute Okinawa with CAPT E.M. Kline, Commander, Amphibious Squadron Eleven and staff

embarked. The crew manned the rails in Service Dress blues as we left India basin and entered the East China Sea. During the afternoon, the Air Department conducted a Helo crash drill and later that day Petty Officers of the Watch participated in weapons qualifications off the fantail. On the Evening of 17 January, the ship celebrated the Birthday of Dr. Martin Luther King, Jr. with a special ceremony followed by cake and ice cream on the mess decks.

3. (18 Jan - 20 Jan) On the evening of 18 January, DUBUQUE moored at the East Army pier on White Beach, Okinawa. As soon as the brow was across, the ship commenced on-load of elements of the 31st Marine Expeditionary Unit including a LAR Platoon, AAV Platoon and a TOW Detachment. The ship also embarked an Aviation Combat Element (ACE) in preparation for the arrival of the Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262).

4. (20 Jan - 21 Jan) Early on the morning of 20 January, DUBUQUE got underway from White Beach, Okinawa and proceeded to Oriwan Bay for AAV on-load. After the AAV embarkation, we retrieved the LCU and proceeded toward Sasebo. During the transit, we embarked four CH-46E from HMM-262 and conducted five hours of day Deck Landing Qualifications (DLQs) amassing 124 landings. On the morning of 21 January, we conducted a highly successful CIWS PACFIRE as well as a small arms exercise for ship's company and embarked Marines. The ship entered Sasebo harbor at 1200 and anchored at 1230. USS GERMANTOWN (LSD-42) anchored adjacent to facilitate the transfer of Marines and LAVs via LCU. Later that afternoon, a Valiant Usher 94-1K presail conference was conducted aboard USS DUBUQUE.

5. (21Jan - 22Jan) The ship got underway from anchorage on the evening of 21 January, exited Sasebo harbor and proceeded toward Korea. That night we conducted night, un-aided Deck Landing Qualifications (DLQ's).

6. (22Jan - 27Jan) On 22 January, DUBUQUE entered the Yellow Sea in the vicinity of Kunsan, Korea in order to conduct exercise VALIANT USHER 95-1. The USS GERMANTOWN was also in the area participating in the exercises. On the morning of 24 January, COMPHIBRON 53 (ROKN) embarked in preparation for the arrival of a number of U.S. and Korean Distinguished Visitors and VIP's. The DV's and VIP's who arrived for a luncheon and conference on 25 January included: Assistant Commandant, Republic of Korea Marine Corps; 35th Infantry Division, Republic of Korea Army; 1st Marine Division, Republic of Korea; Assistant for Republic of Korea Marine Corps; Deputy, Republic of Korea; Deputy CNO for Ops, Republic of Korea Navy; Director, Training and Exercises, Combined Forces Korea; Commander, United States Marine Forces Korea, and Commander, 3rd Marine Division. That afternoon, following the luncheon and conference, COMPHIBRON 53 and all the DV's and VIP's departed the ship. VALIANT USHER 95-1 tasked the ship with various Combat Flight Operations and Amphibious Assault Operations. The ship and her crew performed admirably throughout the exercise, completing all taskings in an exemplary fashion. On 27 January, at the conclusion of VALIANT USHER, the ACE Marine Medium Helicopter Squadron TWO SIX TWO flew off for return to Okinawa.

7. (27Jan - 28Jan) On the evening of 27 January, DUBUQUE moored at the Army pier at White Beach, Okinawa to commence off-load of the Troops and their equipment.

8. (28Jan - 29Jan) DUBUQUE got underway on the morning of 28 January and set course for Sasebo.

9. (29Jan - 16Feb) On the evening of 29 January, DUBUQUE moored at India-Seven in Sasebo for general training and upkeep. This inport period provided opportunities for a 3-M assist, DC Maintenance Man training, GM Lookout training, Repair Parts Petty Officer training, CPR training among other training opportunities, as part of a Planned Restricted Availability (PRAV). On 6-17 February, the ship conducted a successful Combat Systems Readiness Review (CSRR) and a Ship's Explosive Space Inspection (SESI). On 15 February, the ship participated in an inport exercise of Combat Information Systems and Signalmen drills. Several Command, Control and Communications (CCC) drills were conducted in the afternoon testing our response to various scenarios.

10. (16Feb - 17Feb) The ship got underway on the 16th of February for the continuation of the Combat Systems Readiness Review (CSRR), this portion reviewed our underway responses to various drills. The ship tested her various combat systems and communications systems and performed a CIWS PACFIRE shoot and 25mm Gun shoot. All systems were given a thumbs up. That evening the ship celebrated President's Day with a special dinner, a brief ceremony, followed by cake and ice cream. Later that night, the ship had the first General Quarters drill of the new year. The drill included a Main Space Fire drill and the crew did an excellent job of responding to all the scenarios.

11. (17Feb - 7Mar) On the 17th of February, the ship performed a precision anchorage before returning to India Basin and mooring port side to at India 7. During this inport period, the crew participated in various training activities and performed upkeep on the ship, making preparations for an upcoming four and one half month deployment. On the 27th and 28th of February, the ship conducted Predeployment briefings to help all personnel make preparations for the deployment. A Cargo/Weapons Elevator Assist was conducted on 27 February through 3 March to insure systems and personnel were ready for deployment. On the 2nd of March, the ship received five Program for Afloat College Education (PACE) II machines. A number of sailors enrolled to take college courses while underway using these state-of-the-art pieces of equipment. The PACE machines teach college courses using an 8mm video presentation which is interactive with a laptop computer.

12. (7Mar - 8Mar) On the morning of 7 March, DUBUQUE got underway manning the rails in Service Dress Blues saying farewell to friends and family for a four and a half month cruise. The ship played "Anchors Away" as she slipped out of India Basin bound for Okinawa for troop on-load. On the way out of the harbor, the LCU was recovered fully loaded with Ammunition. The Ammo was struck down below during the transit while many of our junior sailors took their E-4 Exams on the mess decks. On the way to Okinawa, the crew conducted a small arms shoot on the flight deck, just one of many to come in 1995. On the evening of 8 March, the LCU was launched as we approached White Beach for equipment on-load.

13. (8Mar - 11Mar) DUBUQUE moored at the Army pier on White Beach in Okinawa on the evening of 8 March. The onload of various elements of the 31st Marine Expeditionary

Unit (MEU) began immediately after the ship tied up. The ship embarked the MEU Service Support Group, the Third Marine Expeditionary Force, Headquarters Company, Fox Company, Weapons Company, the HMM 262 Helicopter squadron, Foxtrot Platoon of Seal Team Three and Special Boat Unit 12, Det WESTPAC. Preparations were being made for a transit to Iwo Jima for a historic 50th Year Commemoration Ceremony.

14. (11Mar - 13Mar) On the morning of 11 March, DUBUQUE got underway and recovered the LCU on the way out of the harbor. The ship conducted various drills and participated in Flight Operations on the transit through the Philippine Sea to Iwo Jima for the historic 50th Year Commemoration.

15. (13Mar - 15Mar) On 13 March, DUBUQUE in company with USS SAN BERNARDINO and USS GERMANTOWN arrived off Iwo Jima. The ship launched the LCU which made three separate runs to the "Sands of Iwo Jima" carrying various static display equipment, Marines and 16 five-ton trucks. The five-ton trucks were used to provide transportation for the approximately 1000 World War II Veterans who came to the island to commemorate the occasion. March the 14th marked 50 years since the Battle of Iwo Jima. A number of DUBUQUE sailors and embarked Marines were transported to the tiny island for the 50th Year Commemoration Ceremony. Former Vice President and current Ambassador to Japan, The Honorable Walter Mondale was present for the Ceremony and gave one of many speeches. For those who remained on board, two Distinguished Visitors, Admiral Clemens, Commander, Seventh Fleet and Sergeant Major Overstreet, Sergeant Major of the Marine Corps came aboard DUBUQUE for lunch and gave a few brief remarks.

16. (15Mar - 18Mar) On the evening of 15 March, DUBUQUE Sailors and Marines waved farewell to the bleak hills of Iwo Jima and made way back toward Okinawa for a Troop reconfiguration. Along the way, General Quarters drills and various other exercises passed the time. On 18 March, the ship launched the LCU and made preparations for mooring at White Beach.

17. (18Mar - 21Mar) DUBUQUE moored at the Army pier at White Beach on Okinawa on 18 March. The ship immediately commenced off-load and reconfiguration for the next mission.

18. (21Mar - 25Mar) On the evening of 21 March, the ship got underway to begin Blue-Green Workups. Along with DUBUQUE, USS BELLEAU WOOD and USS GERMANTOWN participated in these exercises. These amphibious exercises were preparatory for the eventual SOCEX '95. Some of the training including Amphibious Assault Vehicle (AAV) launches, Combat Rubber Raiding Craft (CRRC) raids and various Flight Operations. The Ship embarked 11 AAV's, 14 CRRCs and 2 Rigid Inflatable Boats (RIB) for these operations.

19. (25Mar - 28Mar) The ship pulled into White Beach on the afternoon of 25 March and moored at the Army pier to make a few minor troop reconfigurations.

20. (29Mar - 30Mar) On the morning of 29 March, the ship got underway to perform some additional amphibious training. The LCU and AAV's were launched in the afternoon of the

29th and recovered later that evening. The ship commenced a full power run during the night achieving a speed of 21.8 knots. On the afternoon of the 30th of March, the AAV's were launched to Oura Wan. Later that day, the ship performed a precision anchorage for Junior Officer Ship handling before making way toward White Beach for the night.

21. (30Mar-02Apr) DUBUQUE moored at the Army pier at White Beach on the evening of 30 March for minor equipment and personnel reconfigurations.

22. (03Apr-19Apr) On the morning of 3 April, the ship got underway in preparation for Amphibious Training leading into Special Operations Capability Exercise '95 (SOCEX '95). The RIB's were launched for SEAL Team training and recovered later that evening. Over the next two weeks DUBUQUE and embarked Marines conducted a variety of Amphibious Operations including launches of AAV's, LCU, CRRC's, RIBs and Flight Operations. The goal of the training conducted was to certify the Special Operations Capabilities of the 31st Marine Expeditionary Unit and the BELLEAU WOOD ARG. USS BELLEAU WOOD and USS GERMANTOWN participated along with DUBUQUE with the Marine Command element embarked on BELLEAU WOOD along with the Commander, Amphibious Squadron Eleven, Captain E.M. Kline. The exercises were all completed with outstanding results, once again certifying the 31st MEU/BWD ARG for Special Operations. On 16 April, the ship celebrated Easter with Roman Catholic and Protestant services conducted by the 31st MEU Chaplain and Ship's Chaplain respectively. Both services were held in the Helo Hanger in order to provide enough space for all the worshippers. Later that same day, DUBUQUE went alongside USNS GUADALUPE for Underway Replenishment. On 18 April, the Afloat Training Group (ATG) trainers from ATG, Yokosuka arrived to begin conducting Tailored Ship Training Availability I (TSTA I) for the period of 18-23 April. With their arrival on board, the ship stepped up the number of Combat Systems Training Team (CSTT), Damage Control Training Team (DCTT) and Seamanship Training Team (STT) drills in order to receive maximum training benefit while the ATG trainers were on board.

23. (20 Apr) The ship moored at White Beach in Okinawa on the morning of 20 April for a troop reconfiguration. The Marine Medium Helicopter Squadron TWO SIX TWO (HMM-262) embarked us along with the majority of our original complement with the exception of the SEAL Team. These preparations were for exercise COBRA GOLD '95.

24. (21Apr - 23Apr) On 21 April, DUBUQUE departed for a Hong Kong port visit. During the transit, the ship made good use of the time by training the crew and troops for the missions ahead. The .50 Cal was fired in a Quick Fire Exercise, the Junior Officers tested their shiphandling skills with Tactical Maneuvering, and the Marines used the 16K Elevator shaft for fast-rope training. On the 23rd of April, the ATG trainers gave their final outbrief on TSTA I and the ship gave port briefs for arriving in Hong Kong.

25. (24Apr - 27Apr) The ship arrived in Hong Kong on the morning of 24 April for some much deserved liberty. The ship moored to the A-49 Anchorage and received boarding parties for port briefs. During the four days in Hong Kong, the crew had an enjoyable and relaxing liberty. The USS INDEPENDENCE Battle Group was in Hong Kong during the same period. Some of the DUBUQUE sailors participated in a Community Relations Project at the Tai

Po village doing some landscaping work.

26. (28Apr - 02May) On the morning of 28 April, DUBUQUE got underway in the South China Sea on our way to Singapore. During the transit DUBUQUE participated in an Immediate Superior in Charge Engineering Readiness Assessment (IERA) with excellent results. On the afternoon of the 28th, the ship provided the deck for British Wessex Helicopters to perform Deck Landing Qualifications (DLQ's). On 29 April, DUBUQUE and USS GERMANTOWN participated in Leap Frog drills to practice ship handling for Underway Replenishments. During this transit the ACE Helicopter squadron successfully performed Night Vision Goggles (NVG) Deck Landing Qualifications (DLQ) on the night of 30 April. On May the 1st, the Ship conducted an All Hands Safety Standdown with various Safety briefings and training events.

27. (03May - 13May) On the morning of 3 May, DUBUQUE sailors and Marines manned the rails in Summer whites and Class Charlies for entering the Sembawang Port Facility in Singapore. The ship tied up outboard of BELLEAU WOOD. From 4-13 May, DUBUQUE underwent a maintenance availability by the Sembawang Port Facility under the guidance of COMLOGWESTPAC. On 5 May, DUBUQUE breasted out to allow BELLEAU WOOD to get underway. DUBUQUE moored where BELLEAU WOOD had been, berth 5 for the rest of the availability. During this in-port period, DUBUQUE Sailors and Marines participated in a variety of sporting events including Softball, Golf, Basketball, and Soccer. Much of the competition was between the sailors and their Marine counterparts. The matches were very competitive and proved to build camaraderie and esprit de corps. DUBUQUE Sailors and Marines also participated in four Community Relations Projects, three at a nearby boys home and one at a local orphanage. The volunteers were well received and all the projects were completed to everyone's satisfaction. The Singapore Availability placed a great deal of emphasis on improving our living areas. Many of the terrazzo surfaces in the heads and galley areas were resealed and a number of preservation projects were completed.

28. (14May - 24May) On the morning of 14 May, the ship got underway and entered the Gulf of Thailand on our way to exercise COBRA GOLD '95 in Thailand. Our ACE Helicopter squadron flew to the BELLEAU WOOD while she went to Phattaya beach, Thailand. Meanwhile, DUBUQUE continued training and made way for Thailand. On the morning of 17 May the ship anchored at Hat Yao off the coast of Thailand for Amphibious Assault exercise COBRA GOLD '95. COBRA GOLD is a joint bilateral exercise conducted with elements of Royal Thailand Navy and Marine Corps and elements of the U.S. Navy, U.S. Marine Corps and U.S. Air Force. The U.S. Navy ships present were USS DUBUQUE, USS BELLEAU WOOD and USS GERMANTOWN. This exercise involved a number of amphibious landings and various flight operations involving landing troops on the beach. The activity including the AAV's, LCU's and the mock bombing attacks on the beach made for quite a demonstration. COBRA GOLD '95 was declared a great success and DUBUQUE sailors and Marines were commended by Admiral Sigler, Commander, Amphibious Forces Seventh Fleet, for their outstanding contribution to the exercise. On the 20th of May, the ship got underway from anchorage and performed a Night Formation Steaming exercise with BELLEAU WOOD and GERMANTOWN. The ship supplied the deck for two SH-60's to do some Deck Landing Qualifications on the 21st of May and later that day, the ship performed an Underway

Replenishment with the USNS GUADALUPE. At 1900 that evening the ship once again anchored off Thailand, this time at Khao Sap. The SEAL Team was inserted that night and the next morning wave after wave of AAV's made assaults on the beaches off Thailand in a continuation of exercise COBRA GOLD '95.

29. (25May - 27May) On 25 May, DUBUQUE commenced the backload of all equipment landed during COBRA GOLD and the HMM 262 Helicopter Squadron and SEAL Team THREE, Foxtrot Platoon returned to DUBUQUE from BELLEAU WOOD. With the backload complete, DUBUQUE made way for Singapore and left behind BELLEAU WOOD and GERMANTOWN in preparation for beginning Cooperation Afloat Readiness and Training '95 (CARAT '95) in which DUBUQUE was the only PHIBRON ELEVEN ship. On 27 May, DUBUQUE once again moored at Sembawang, starboard side to at berth 5.

30. (28May - 29May) CARAT '95 officially began for DUBUQUE on 28 May 1995. Cooperation Afloat Readiness and Training (CARAT) is part of a new exercise concept, conceived to improve scheduling and effectiveness of routine bilateral exercises conducted in the Southeast Asia region. The purpose of CARAT '95 was to promote cooperation and goodwill, and offer mutually beneficial training opportunities in the region. It supports the U.S. Pacific Command's strategy of Cooperative Engagement. U. S. Seventh Fleet units that participated in CARAT '95 included the USS DUBUQUE (LPD-8), USS JOHN A. MOORE (FFG-19) and USS RENTZ (FFG-46). A CARAT Communication conference was held on the afternoon of the 28th of May in Singapore. This marked the beginning of DUBUQUE's participation. On the 29th, DUBUQUE became a floating classroom as training was held on Snipers, Mass Casualties, IDC (Medical), Gulf War Amphibious Operations, Helo Control and Command, Control and Communications (CCC). The Singapore Phase of CARAT '95 was comprised entirely of these lectures and a tour of DUBUQUE.

31. (29May - 31May) On the afternoon of 29 May, DUBUQUE got underway and participated in more amphibious operations including a launch and recovery of the LCU and AAV's primarily as part of a demonstration. On 31 May, Commander, Destroyer Squadron One (COMDESRON ONE), Captain Bradshaw, broke his pennant on DUBUQUE arriving via helicopter for the transit to Sattahip, Thailand.

32. (01Jun - 04Jun) On the morning of 1 June, DUBUQUE arrived at Chuk Samet in Sattahip, Thailand. She tied up port side to. The first evening in port, DUBUQUE's Navy and Marine Corps officers participated in a CARAT '95 Thailand Phase U.S. Navy sponsored reception held on the Flight Deck. Admiral Long, COMLOG WESTPAC was present along with several key Distinguished Visitors of the Royal Thailand Navy and Marine Corps. Upon arrival in Thailand, USS JOHN A. MOORE and USS RENTZ, elements of Destroyer Squadron One, joined us for the rest of our CARAT cruise. Captain David Bradshaw, Commander Destroyer Squadron One departed DUBUQUE and broke his pennant on USS JOHN A. MOORE. While in Sattahip, the Marines participated in various training scenarios with the Royal Thailand Marine Corps. Tours of DUBUQUE, RENTZ and MOORE, along with various lectures capped off the CARAT '95 Thailand Phase. DUBUQUE Sailors made a Project Handclasp delivery to the local free clinic as part of a Community Relations Project. That along with various sports activities with the Royal Thailand Navy and Marine Corps enhanced the good relations between

our two countries.

33. (04Jun - 06Jun) The ship got underway on the 4th of June and recovered the LCU, AAV's, and CRRC's from the Vic Samaesan area. That afternoon, we conducted Formation Steaming with RENTZ, MOORE and four Royal Thailand Navy ships. On the 5th of June, the Marines performed a Live Fire Sustainment Drill on the fantail and that evening the ship performed maneuvering drills with our Task Group Ships, RENTZ and MOORE. Later that night, the ACE conducted Night Vision Goggles (NVG) Helicopter operations.

34. (06Jun-07Jun) On 6 June, the ship anchored off the coast of Songkhla for a short liberty stay. On the 7th, the Marines did some fast rope training in the 16K elevator shaft.

35. (07Jun - 09Jun) DUBUQUE got underway on the afternoon of 7 June and headed for Kuantan, Malaysia through the Gulf of Thailand.

36. (09Jun - 14Jun) On 9 June, the ship moored at the Commercial Port, Tanjung Gelang port side to. The Kuantan Phase of CARAT '95 was kicked off that night with an officer reception on the Flight Deck sponsored by DUBUQUE. Once again, Admiral Long, COMLOG WESTPAC, came aboard and along with Captain Golden welcomed senior members of the Royal Malaysian Navy, Marine Corps and Army. A number of bilateral training exercises were carried out by U.S. and Malaysian military personnel including Amphibious training, beach reconaissance and AAV embark/debark training. CARAT '95 also involved various tours and static displays of U.S. Navy and Marine Corps equipment. Forty-Eight DUBUQUE Sailors and Marines participated in a Project Handclasp delivery along with a Community Relations project at a local orphanage in Kuantan. Their labors were met with deep gratitude.

37. (14Jun -15Jun) On the 14th of June, DUBUQUE got underway for a CARAT '95 Malaysian Phase Amphibious Training Exercise. Two hundred and twelve Malaysian's embarked for this training exercise which involved the launch of the LCU, AAV's and CRRC's as well as flight operations.

38. (15Jun - 17Jun) On 15 June, the ship returned to the Commercial Port at Tanjung Gelang. The Malayasian visitors debarked. That evening the Malayasians sponsored a social event on the Royal Malaysian base near where the ship was berthed. They supplied all the food and drink and entertained the Sailors and Marines with local dance and music performances. DUBUQUE's own band even got on stage and performed a few songs for the Malaysians. The "Hot Wash Up" or Closing Ceremonies for CARAT '95 were held on the 16th on the Royal Malaysian Navy base. Plaques and expressions of sincere thanks were exchanged by all parties for a very successful training cruise.

39. (17Jun - 21Jun) DUBUQUE got underway on the morning of 17 June on our way through the Java Sea toward Surabaya, Indonesia. Sunday afternoon, 18 July, the Chaplain took a "holy helo" ride to the USS RENTZ in order to participate in a wreathlaying ceremony. Later that evening, DUBUQUE crossed the Equator and as is the custom, they duly initiated over 400 polywogs. The "Crossing the Line Ceremony" avoided any pretense of "hazing," while giving the new shellbacks a memorable ceremony. The afternoon of the 19th found the DUBUQUE

Sailors and embarked Marines enjoying a steel beach picnic on the flight deck.

40. (21Jun - 28Jun) At noon on the 21st of June, DUBUQUE tied up at Tenjung Perak in Surabaya, Indonesia to begin the CARAT '95 Indonesian Phase. In addition to CARAT, DUBUQUE took advantage of the extensive ship repair capability available at Surabaya. DUBUQUE is one of only a handful of ships who have been able to utilize this ship repair facility. The Surabayan harbor proved difficult for DUBUQUE due to plastic trash in the water that clogged some of the ship's sea water intakes. It became necessary to purchase fishing nets to place around the ship in order to ensure machinery relying on sea water suction could operate properly. On the 22nd of June, Captain David Bradshaw, Commander Destroyer Squadron One, debarked USS JOHN A. MOORE and broke his pennant on DUBUQUE. The following day, on the 23rd of June, the Drone Detachment from Okinawa cross-decked to DUBUQUE in preparation for a drone shoot with RENTZ and MOORE and the Indonesian ship KRI MALAHAYATI. The CARAT '95 Indonesia Phase officer reception was held on 26 June on the Flight Deck. Admiral Long, COMLOG WESTPAC was present as were a number of high ranking Royal Indonesian Navy and Marine Corps personnel.

41. (28Jun - 29Jun) On 28 June, DUBUQUE got underway toward Bali, Indonesia for a few days of liberty. On the way to Bali, on the morning of 29 June, the ship served as a platform for a drone shoot. The drone detachment from Okinawa set up the drone on the starboard side of the flight deck near spot three. The three firing ships, USS RENTZ, USS JOHN A. MOORE and KRI MALAHAYATI formed a column directly astern of DUBUQUE. When it was determined that the vicinity was clear of all other air and sea traffic, the drone was launched from DUBUQUE. It quickly achieved cruising altitude and speed. Drone Det personnel directed the target using radio signals to achieve a flight pattern parallel to the four ships. As the drone came alongside, the operators signaled the drone to release smoke in order to allow a visual fix on the target. When the device came in range, the three ships began firing. The drone made two successful passes and each of the ships achieved outstanding results in their firing exercises.

42. (29Jun - 02Jul) The ship arrived in the vicinity of Bali on the evening of 29 June and rendezvoused with USS BLUE RIDGE, USS O'BRIEN, USS MCCLUSKY, USS JOHN A. MOORE and USS KILUEA; however, the seas were so rough it was unsafe to advance a liberty party or anchor the ship in Benoa Harbor. Therefore, the ship transited to the leeward side of the island in the Flores Sea to try and locate some calmer water. The Flores Sea was indeed calmer, but advancing liberty parties proved unsafe and difficult due to the absence of a pier. The husbanding agent attempted to accommodate the move by providing liberty boats and two barges to build a pier on a beach South of the Four Season Resort. Both of the arrangements proved unsuccessful. The barges were not anchored and did not extend through the minimal surf line, therefore the boats could not approach. A system of rubber raft ferrys using the Marine CRRC's was attempted, but they proved unsatisfactory because the liberty boats started stopping further from the waterline, forcing the ferry's to go further out. Liberty was secured after 12 hours when it was determined that no safe solution existed to put a liberty party ashore.

43. (02Jul - 07Jul) On 2 July, the ship got underway and headed through the Makasar Straits to the Celebes Sea on her way to Manila Bay. After passing through the Celebes Sea, the ship went through the Sulu Archipelago to the Sulu Sea and on through the Mindoro Straits to

Manila Bay. On the 4th of July, DUBUQUE celebrated Independence Day with a Steel Beach picnic on the Flight Deck with entertainment provided by the Ship's own rock-n-roll band set up in the Helo Hanger. That night the Marines dazzled us with a pyrotechnic show that would rival some of the best fireworks demonstrations we had ever seen. Patriotic music backed up the fireworks and the USS RENTZ pulled along side to watch the show with us. On the 5th of July, the ship conducted a Close-In-Weapon-System Pre-action Aim Calibration (CIWS PAC) fire, a General Quarters drill and conducted Night Vision Goggles Deck Landing Qualifications (NVG DLQ's) for our embarked Helicopter squadron. After the NVG DLQ's, the Marines participated in a night shoot off the fan tail.

44. (07Jul-11Jul) On the 7th of July, DUBUQUE pulled into Manila and tied up to pier 15, berth 1. The ship was welcomed with a Philippine Navy Band playing U.S. patriotic music. That evening, DUBUQUE once again held a reception on our Flight deck for our Philippine Navy and Marine Corps counterparts. A number of lectures were presented on board DUBUQUE as part of the training involved in CARAT '95 Philippine Phase.

45. (11Jul) On 11 June, DUBUQUE got underway to participate in a CARAT '95 Philippine Phase training event. The ship performed various well deck operations and anchored in the vicinity of Ternate. The ship returned later that evening. While underway, a handful of Sailors and Marines participated in a Project Handclasp delivery and Community Relations Project at a local school in Manila. The 4000 Books they delivered were well received.

46. (11Jul - 12Jul) DUBUQUE moored at pier 15 later on the evening of 11 July for one last night in Manila. Captain David Bradshaw, Commander Destroyer Squadron One debarked DUBUQUE and broke his pennant in USS SIDES on the morning of 12 July. That same day, two Royal Malaysian Midshipmen embarked DUBUQUE to participate in an exchange Midshipmen Cruise.

47. (12Jul - 15Jul) On the morning of the 12th of July, USS RENTZ held a Change of Command Ceremony in which Captain Golden, Commanding Officer attended and Chaplain [REDACTED], Command Chaplain offered the Invocation and Benediction. Later that afternoon, DUBUQUE got underway and prepared for the transit to Okinawa for the off-load of troops and the trip back to homeport. The ship passed through the South China Sea to the Luzon Straits on into Nansei Shoto to the East China Sea. Later on that day, DUBUQUE participated in a Vertical Replenishment with the USNS MARS. The Flight Operations involved two CH-46's and an SH-60 Saberhawk. The VERT REP was lengthy as our supply stock was fairly low by the end of this CARAT cruise. On 15 July, the ship launched the LCU, LARC's, AAV's and Helicopters for one last time at the end of this four and a half month cruise.

48. (15Jul - 16Jul) On the evening of 15 July, DUBUQUE moored at the Navy pier on White Beach in Okinawa for troop off-load. While the Marines were debarking, 40 Tigers (Dependent children of DUBUQUE Sailors) embarked having flown in from Sasebo to meet their sponsors for a two day transit back to Sasebo.

49. (16Jul - 17Jul) The ship got underway on the morning of 16 July and headed for Sasebo. Various shipboard activities were conducted for the Tigers including: Bingo, All-you-

can-eat-pizza, an ice cream social, star-gazers, a gun shoot, a fire-fighting demonstration as well as an extensive tour of the ship.

50. (17Jul - 17Aug) On 17 July, USS DUBUQUE entered India Basin in Sasebo, Japan with a great Homecoming celebration on the pier waiting to greet us. The crew wore their summer whites and manned the rails. Wives and children of crew members were waiting on the pier waving and shouting as we tied up starboard side to berth India 6.

Immediately upon arrival we stayed busy with an arrival conference for a maintenance availability with the USS HOLLAND. During our first week back in Sasebo, the ship had a Standdown with only the duty Sections reporting for work each day. It was a much deserved rest for everyone concerned. The Standdown, however, didn't get in the way of our HOLLAND jobs, they pressed on with plenty of assistance from the duty section personnel.

On the 19th of July, RADM W. F. Doran visited the ship, having assumed command of Amphibious Group One and Task Force Seventy Six on the 21st of June. During the in-port period, repair and maintenance centered on preparation for the Operational Propulsion Plant Examination (OPPE) to be conducted 20-25 September. The crew participated in the Physical Readiness Test and conducted training for General Quarters and OPPE related drills.

On 24 July, Captain E. M. Kline, Commander Amphibious Squadron Eleven, announced the selection of USS DUBUQUE as "Self-Sufficient Ship of the Quarter" for Q3 FY 95. Reasons given for the selection included the fact that DUBUQUE was deployed during the entire quarter with negligible external maintenance support and no opportunity for cold iron repairs. The significant emergent repairs made to critical machinery and vital systems included: 1A Force Draft Blower, NR1 Main Engine HP Turbine, and three Fire Pumps. Two of the repairs saved the Navy more than \$25,000.00. In addition, DUBUQUE successfully maintained Air Conditioning units and Distilling units during two months of operations in demanding equatorial climate.

On the 8th of August, DUBUQUE received a "face-lift." The HF disk-cone antenna was removed from the forecandle and replaced with two pair of whip antennae. DUBUQUE is the second ship in the AUSTIN Class to receive this ship alteration (LPD-04-1150D).

On 15 August, our two Royal Malaysian Midshipmen debarked and headed back to Malaysia.

51. (18Aug - 25Aug) On the morning of 18 August, the ship got underway on her way to Yokosuka, Japan. The Afloat Training Group out of Yokosuka embarked the ship to perform Tailored Ship Training Availability II (TSTA II). During the training, the Seamanship Training Team (STT) performed loss of steering drills and man overboard drills. The Engineering Casualty Control Training Team (ECCTT) performed Main Space fire drills, watch section taskings and ECC drills. And the Damage Control Training Team (DCTT) performed Yoke checks, Flying squad drills and Main Space Fire drills. The Combat Systems Training Team (CSTT) performed a prefire brief, Close-In-Weapons-System (CIWS) shoot, .50 Caliber and 25mm gun shoots and Anti-Air Warfare (AAW) and small boat scenarios during General Quarters drills. In addition, members of Amphibious Squadron Eleven Staff embarked the ship in order to aid DUBUQUE in preparation for OPPE. During this eight day transit, the ship conducted General Quarters drills with Main Space fire drills almost everyday. The Electrical Safety program, the Personnel Qualification Standards (PQS) program, Heat Stress Survey program and other programs were examined closely.

52. (25Aug - 10Sep) On the morning of 25 August, DUBUQUE pulled into Yokosuka and tied up to Berth 7, port side to. Upon arrival, the Supply Department became immediately involved in a Limited Training Team Logistics [LTT(L) Inspection]. The training team reviewed all records and programs in the Supply Department with highly successful results. Meanwhile, OPPE preparations continued. On the 29th of August, Admiral Mike Boorda, Chief of Naval Operations, visited Yokosuka and many of the DUBUQUE sailors were present for an All-Hands CNO Call held at the Benny Decker Theater.

53. (11Sep - 14Sep) DUBUQUE got underway on the 11th of September for an Underway Limited Training Team Engineering [LTT(E)] examination. This three day stretch was intended primarily to assess the ship's capabilities for the OPPE. After successfully completing a number of Engineering Casualty Control (ECC) Drills, including Main Space Fire Drills, and inspections of various programs we were just about ready for OPPE.

54. (14Sep - 20Sep) The morning of the 14th of September found DUBUQUE in Yokosuka port side to, Berth 7 with one more week for OPPE preparations. On the 15th of September Typhoon Oscar threatened the coastlines of Tokyo Bay. Yokosuka was placed on Typhoon Condition of Readiness IV. Saturday, 16 September Oscar was upgraded to a Super Typhoon with sustained winds reported at over 120 mph and gusts up to 200 mph. Yokosuka and other area bases were placed on Condition of Readiness III. DUBUQUE made the decision to ride the storm out in Yokosuka, having been advised that Yokosuka is the safest Typhoon Haven anywhere in the world. However, in order to gain the greatest protection from the storm, DUBUQUE shifted berth from berth 7 to berth 12, the USS INDEPENDENCE berth. On that same day, 16 September, Captain Stephen C. Jasper, our Prospective Commanding Officer embarked DUBUQUE to begin his turnover. Yokosuka set Tropical Cyclone Condition of Readiness II Saturday morning and then increased to Condition I by afternoon. Super Typhoon Oscar's path turned away from Yokosuka and passed over 80 miles East-Southeast of the base. The sustained winds in the shelter of the harbor barely topped 50 knots with some gusts up to 75 knots. DUBUQUE was well secured for the storm with eleven lines across on the port side. The ship suffered no damage from the storm. On 19 September, Captain E. M. Kline, Commander Amphibious Squadron Eleven, broke his pennant on DUBUQUE.

55. (20Sep - 25Sep) On 20 September, the Propulsion Examining Board (PEB) embarked and the Flag Ship DUBUQUE departed Yokosuka to conduct the Underway Operational Propulsion Plant Examination (OPPE). The OPPE involved a number of drill scenarios, examination of the two Main Machinery Plants and Emergency Diesel Generators, and a detailed inspection of various programs including Profession Qualifications Standards (PQS), Heat Stress, and Electrical Safety. After completing all the initial inspections and hot-checks necessary to safely get underway, the ship departed the pier at 2130, Wednesday Evening, the 20th of September. The ship transited out of Oura Wan and into Tokyo Wan in order to enter the staging area for conducting drills. The Propulsion Examining Board (PEB) immediately began conducting inspections and drills on all Propulsion related systems and personnel. The Main Space Fire Drill was conducted at 2200 on 21 September and the Full Power Run was conducted on the morning of 22 September. That same day, at 1000, the PEB declared DUBUQUE satisfactory overall on programs, inspections and drills. Captain Burke, the Senior Officer on the Propulsion Examining Board, pointed out that this was not his first time on DUBUQUE. He

served as Chief Engineer on DUBUQUE from 1969-1973. In his remarks at the outbrief, he stated that "the first watch section was given an 86% rating on Evolutions, 67% on Drills; the second watch section was given 67% on Evolutions and 67% on Drills. Preservation was satisfactory; DCTT was satisfactory; ten out of thirteen programs were satisfactory; Main Space Fire, Fire-Fighting Teams, Management, Training and Operations were all satisfactory." With OPPE successfully behind us, we performed a precision anchorage in the vicinity of Yokosuka in order to debark the PEB team. After debarking the PEB, and the Commander, Amphibious Squadron Eleven, Captain Kline, DUBUQUE set course for Sasebo. During the transit, Captain Stephen C. Jasper, the Prospective Commanding Officer began receiving turnover from all the departments in preparation for assuming Command.

56. (25Sep - 29Sep) DUBUQUE slipped into Sasebo's India basin on the 25th after successfully passing OPPE. The broom hanging from the masthead was our way of declaring, "We passed OPPE with a clean sweep!"

57. (29Sep) Captain Kenneth E. Golden was relieved of Command by Captain Stephen C. Jasper on the 29th of September. The Change of Command Ceremony was held on the Flight Deck. The keynote speaker was Admiral Doran, the Commander Amphibious Forces Seventh Fleet (CTF 76).

58. (29 Sep - 8 Oct) Upon completion of the Change of Command, DUBUQUE immediately began making preparations for the upcoming Tailored Ship Training Availability (TSTA) III. Integrated Training Team (ITT) Drills and Chemical Biological Radioactive (CBR) training began in earnest to make preparations for both TSTA III and the upcoming Final Evaluation Period (FEP). On 4 October, Captain E. M. Kline, Commander Amphibious Squadron Eleven, broke his pennant on DUBUQUE. On 8 October, PHIBRON Staff embarked the ship for the duration of Exercise FOAL EAGLE and members of Afloat Training Group (ATG) Yokosuka embarked to conduct TSTA III.

59. (09 Oct - 13 Oct) On the morning of 9 October, DUBUQUE got underway for the first time with Captain Stephen C. Jasper as Commanding Officer. Soon after departure from the India Basin, the ship made preparations for the first of many Integrated Training Team (ITT) drills as the ship conducted Tailored Ship Training Availability (TSTA) III. During the availability all Training teams successfully conducted drills and DUBUQUE completed TSTA III.

On 13 October, DUBUQUE conducted a Foreign Country Relations Training for all hands involving briefings given by the Commanding Officer, Command Senior Chief, Chief Master-at-arms and Chaplain. The training was a requirement due to an incident that occurred on Okinawa allegedly involving a Sailor and two Marines. All participants agreed that it was an effective training session and may have contributed to a curtailment of liberty incidents.

On the evening of 13 October, DUBUQUE celebrated the 220th Birthday of the U.S. Navy with a birthday cake and an address given by the Commanding Officer, Captain Jasper. DUBUQUE moored at White Beach on 14 October at 1000.

60. (14 Oct - 16 Oct) Soon after arriving at White Beach, the onload began. In addition to the 800 embarked troops of the Special Purpose Marine Air Ground Task Force, the ship

embarked 11 AAV's, 20 HMMWV personnel transport vehicles and additional equipment and ammunition. That same morning the Commander, Amphibious Forces Seventh Fleet, Admiral Doran, paid the ship a visit. On 15 October, the Marine landing force embarked the ship. On 15 Oct, USS FORT MCHENRY (LSD-43), the most recent addition to the Amphibious Ready Group, arrived at White Beach in preparation for joining DUBUQUE during FOAL EAGLE '95.

61. (17 Oct - 19 Oct) On the morning of 17 October, DUBUQUE got underway, steaming with FORT MCHENRY for PHIB Training in preparation for Exercise FOAL EAGLE '95. During transit to Pohang, Korea the ship conducted a number of drills and training evolutions including training specific to the embarked troops. At 1700, DUBUQUE moored at the ROK Navy pier 9 berth 3 starboard side to in Pohang, South Korea. USS FORT MCHENRY arrived an hour earlier and was berthed just forward of DUBUQUE at the same pier.

62. (19 Oct - 21 Oct) DUBUQUE spent the 19th through the 21st inport Pohang for conducting equipment and troop reconfiguration in preparation for Exercise FOAL EAGLE '95.

63. (22 Oct - 26 Oct) On the morning of 22 October, DUBUQUE got underway in conjunction with FORT MCHENRY and the ROK Navy ship KOBONG. At 1800 that evening, DUBUQUE rendezvoused with USS HEWITT (DD 966), USS THACH (FFG 43) and 5 ROK combatants. On 23 October, the combined forces began their transit to Kunsan in preparation for the first of many raids during FOAL EAGLE '95. The complete composition of Task Force Seventy Six included: COMPHIBGRU ONE, COMPHIBRON ELEVEN, COMDESRON FIFTEEN, COMASWRON 51 ROKN, COMFLT 5 ROKN, COMCRON ONE USS BLUE RIDGE, USS THACH, USS HEWITT, USS DUBUQUE, USS FORT MCHENRY, USS PATRIOT, USS GUARDIAN, USS HELENA, USS KAMEHAMEHA, USNS NARRAGANSETT, ROKS TAEJON, ROKS ANDONG, ROKS SUWON, ROKS GONGJU, ROKS KYEBONG, ROKS WIBONG, ROKS SU YOUNG, ROKS AWASAN, ROKS KOBONG, ROKS KUMSAN, ROKS KIMPO, ROKS KUMGOK, ROKS HADONG, ROKS SAMCHOK, ROKS YONGDON, ROKS KUMHJWA, and ROKS KOICHANG. In the early hours 24 October, the escort ships THACH, HEWITT and 5 ROK combatants detached to begin their own rendezvous. Later that morning at 0800, DUBUQUE conducted leap frog drills with the ROK ship KOBONG and in the afternoon the FORT MCHENRY joined us for Tactical Maneuvering drills with all three ships involved. That evening DUBUQUE launched CRRCs with Seal Team 3 onboard for a reconnaissance mission to the Kunsan beach on behalf of the LCAC's.

On 25 October, the Kunsan raid commenced at 2100. DUBUQUE launched RHIBS and Helicopters from the HMM 262, while FORT MCHENRY launched her LCACs for an LCAC and Helo raid of Kunsan beach. On the 26th, briefings began for the Chinhae and Tok Sok Ri raids.

64. (27 Oct - 28 Oct) DUBUQUE anchored off the coast of Chinhae at 1730 and inserted the Seals via RHIBs in preparation for the Chinhae mission. On the morning of 28 October, Flight Quarters were manned for Flight Operations to provide vertical reinforcement for Chinhae. At 1000, the AAVs and LCU were launched to conduct AAV splash/recovery training and passenger transfer.

65. (28 Oct - 30 Oct) At 1600 on 28 October, the ship got underway enroute to Pohang. While enroute the HMM-262 Helicopter squadron provided vertical reinforcement for the Ulleung Do mission.

66. (30 Oct - 31 Oct) The ship moored in Pohang at 0730 on 30 October for a brief stop to provide for equipment and troop reconfiguration and pre-sail conferences.

67. (31 Oct - 5 Nov) DUBUQUE got underway at 0900 on 31 October to begin her transit enroute to Ha Sa Ri. During the afternoon of 31 October, the Commander, Amphibious Forces Seventh Fleet, Vice Admiral Clemens, visited the ship via helicopter. He brought along the ROK Flag Officer, RADM Han, Commander, ROK Flotilla Five.

On 1 November, DUBUQUE launched CRRC's, LCU, LARC's, AAV's and Helicopters for an amphibious assault rehearsal at Ha Sa Ri. On 2 November, DUBUQUE launched CRRC's, RHIB's, LCU, LARC's, AAV's and Helicopters for a combined assault on the beach at Tok Sok Ri. On 3 November, the ship embarked 3 ROK Flag Officer Distinguished Visitors and 7 ROK Civilian Distinguished Visitors for a ship tour and lunch. Embarked Distinguished Visitors included: MGen Jun Do Bong, Commanding General, First Marine Division, BGen Lee Young Se, Commanding General, Second Training Group, BGen Jung Do Young, Assistant First Marine Division, Commisioner Pohang City Market, Pohang City Assembly Director, Pohang Educational Director, North District Police Commissioner, Nambu District Police Commissioner, Kyunju Market Commissioner and Yon Dok County Magistrate. While aboard, these Distinguished Visitors were afforded the opportunity to observe the backload of AAV's and the backload of troops via helicopter. The ship recovered her LCU, LARC's, and AAV's. Later that evening, the AAV's were launched yet again for their transit to Do Gu beach. On 4 November, the Hot Wash Up for FOAL EAGLE was conducted aboard USS BLUE RIDGE; Captain Jasper, CO, and LT [REDACTED], OPS, attended. On the afternoon of 5 November, DUBUQUE moored at Pohang.

68. (6 Nov- 7 Nov) On 6 November, while pierside port side to in Pohang, DUBUQUE commenced backload of AAV's and equipment.

69. (7 Nov) On the morning of the 7th, DUBUQUE got underway enroute to Pusan.

70. (7 Nov-10 Nov) At 1600 on 7 November, DUBUQUE moored starboard side to at pier 8 berth 3 in Pusan, Korea. At 1732, the starboard bow of USS FORT MCHENRY (LSD-43) made contact with DUBUQUE's port quarter while making an approach to her berthing location just forward of DUBUQUE. The damage to the catwalk was minimal; however, the motor whale boat was damaged beyond repair. FORT MCHENRY sustained no significant damage and there were no personnel casualties or injuries.

On the evening of 7 November, Liberty Call went down for all hands not on duty. DUBUQUE spent four days of relaxing liberty in the beautiful port city of Pusan, Korea. On 9 November, Commodore Kline, Commander, Amphibious Squadron Eleven, shifted his pennant from DUBUQUE to FORT MCHENRY.

71. (11 Nov - 13 Nov) On the morning of 11 November, at 0800, DUBUQUE got underway enroute to White Beach, Okinawa. On 13 November, the embarked Marines were

offloaded by conducting an amphibious assault for training. The LCU, LARC's, AAV's, and RHIB's were launched while the ACE detachment commenced their fly-off. At 1000 on the 13th, DUBUQUE moored at the White Beach Army pier, starboard side to.

72. (13 Nov - 14 Nov) Immediately upon arrival, the off-load of all additional equipment and troops commenced and the Final Evaluation Period (FEP) preparations began.

73. (15 Nov - 18 Nov) DUBUQUE got underway on the morning of 15 November for the Final Evaluation Period (FEP) and transit to Sasebo. FEP drills began immediately and continued throughout the transit. The ship underwent a number of no-notice drills including, small boat attacks, missile attacks, swept channels, Chemical Biological Radiological (CBR) drills and Total Ship Survivability Evaluation (TSSE) drills. All the preparation over the last year paid off and DUBUQUE successfully completed FEP.

74. (18 Nov - 30 Nov) On the morning of 18 November, at 1000, DUBUQUE pulled into India Basin of Fleet Activities Sasebo and moored at India 6, port side to for general training and upkeep. On 27 November, USS BELLEAUWOOD got underway after completing her SRA period and DUBUQUE shifted to her India 7 berth starboard side to in order to prepare for a weight test on the ship's B&A crane. On 28 November, the ship commenced an Industrial Hygiene Survey which successfully concluded on the 29th of November. The B&A crane was successfully tested on 29 November. One of the tests involved lifting over 90,000 pounds, far more than the weight of the Personal Launches and RHIBS it is normally required to lift. All tests proved the repairs made to the crane were successful. On the afternoon of 29 November, Captain Jasper addressed the crew for the "Good Order and Discipline Standdown." This was a requirement from the Chief of Naval Operations to do some "preventative maintenance" in the area of personal discipline especially in light of recent events in the military community-at-large. On 30 November, a Safety Survey Team from Norfolk, VA came aboard to begin a Safety Survey.

75. (1 Dec - 2 Dec) On the morning of 1 December, DUBUQUE got underway enroute to White Beach, Okinawa for troop onload in preparation for PHIB Training 96-1. The Safety Survey concluded on 2 December. At 1730 that evening, 2 December, DUBUQUE moored at White Beach Army pier and commenced onload of elements of the 31st MEU for PHIB Training 96-1.

76. (3 Dec) On 3 December, DUBUQUE continued the onload of troops and equipment while inport White Beach, Okinawa. That morning four DUBUQUE Sailors went to the Katsuren Town Association Christmas Party to sing Christmas carols to the handicapped children of Katsuren and their families.

77. (4 Dec - 12 Dec) On the morning of 4 December, DUBUQUE departed White Beach to commence PHIB Training 96-1. The Marines of Golf and Fox Company conducted numerous highly successful Amphibious Assault Vehicle (AAV) raids and Combat Rubber Raiding Craft (CRRC) raids. Many of the exercises were conducted at night. Some involved integration with SEAL teams assigned from the shore and ACE Helicopter detachments also assigned from the shore. The AAV's splashed from Oura Wan beach on the morning of 5 December to be

recovered on board and after a number of perfect launches and recoveries they departed the ship for their last raid on 7 December. That same day, the ship conducted its first ITT drill with Main Space Fire drill since OPPE with outstanding results. On 8 December, DUBUQUE conducted a Close-In-Weapon-System (CIWS) PAC Fire and utilized the Flight Deck for Deck Landing Qualifications (DLQ's) and Marine and Seal fast-roping and rappelling from Helicopters.

On Saturday, 9 December, DUBUQUE performed a flawless Underway Replenishment with the USNS GUADALUPE and successfully facilitated a record 139 Deck Landing Qualifications (DLQ's) involving four different types of aircraft in one single day. On Monday 11 December, the ship conducted more DLQ's for the shore based ACE detachment.

78. (12 Dec - 13 Dec) On the morning of 12 December, DUBUQUE moored at White Beach Army pier and commenced offload of equipment and troops. Admiral Doran came aboard on 13 December to host a luncheon with Captain Japsen, Captain Clarkson, CFAO and Captain Donlon, COS and 10 members of the Chamber of Commerce, five American and five Okinawan.

79. (13 Dec - 15 Dec) At 1530 on the 13th of December, DUBUQUE got underway enroute to Sasebo. During the underway period, DUBUQUE conducted a Full-Power run, achieving 20 knots at 213 RPM.

80. (15 Dec - 31 Dec) DUBUQUE arrived Sasebo on the morning of 15 December and moored at India Six, India Basin, port side to and commenced Holiday leave and upkeep. On 17 December, DUBUQUE celebrated Christmas with a great Christmas party at the Fleet Activities Sasebo Harborview Club. On 23 December, the Ship held a Christmas party for the children of DUBUQUE Sailors on the Mess Decks. Santa embarked the ship and passed out gifts to almost 100 children. It was a highly successful and well-attended party. That same afternoon, 65 DUBUQUE Sailors and their families participated in a Christmas Community Relations Project for the children of the Tenshin Ryo Orphanage. Upon arrival they prepared a delicious Bar-B-Q lunch for the children and workers. After the meal, the workers took turns playing Basketball, Soccer, Softball and other sports with the children. They also did an outstanding touch-up job on some of the playground equipment. As the day came to a close, they presented over 100 Christmas gifts to the 59 children. DUBUQUE saw the year come to a close in Sasebo with all systems operating at peak efficiency and personnel readiness at its best.