



DEPARTMENT OF THE NAVY  
USS DUBUQUE (LPD-8)  
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Ser LPD 8/0037  
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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) USS DUBUQUE (LPD 8) Command History 1996  
(2) Commanding Officer's Biography  
(3) Commanding Officer's Photograph  
(4) Ship's Photograph

1. Per reference (a), enclosures (1) through (4) comprise the 1996 Command History submission for USS DUBUQUE.

  
S. C. JASPER

Copy to:  
COMPHIBGRU ONE  
COMPHIBRON ELEVEN

## USS DUBUQUE (LPD 8) COMMAND HISTORY 1996

### 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 Forward Deployed Naval Forces (FDNF).

USS DUBUQUE's immediate superior in command (ISIC) is Commander, Amphibious Squadron ELEVEN (COMPHIBRON ELEVEN). COMPHIBRON ELEVEN reports to Commander, Amphibious Force Seventh Fleet (COMPHIBFORSEVENTH FLEET) 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).

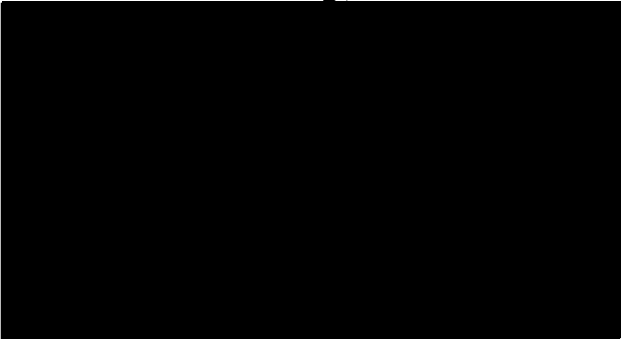
USS DUBUQUE's mission is to transport and land U.S. Marines with their essential equipment and supplies by means of embarked landing craft or by helicopter lift. The ship can accommodate over 900 troops and carry over 2,500 tons of equipment. From the well deck, USS DUBUQUE can launch and recover landing craft utility (LCU), light amphibious recovery craft (LARC), 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 (RHIB), 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 command, control, communications, and intelligence (C3I) facilities to support both commanders during amphibious operations.

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

Executive Officer  
Operations Officer  
First Lieutenant  
Engineer Officer  
Air Officer  
Navigator  
Supply Officer  
Medical Officer  
Dental Officer  
Chaplain  
Combat Cargo Officer

Martin J. Bodrog, LCDR



**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  
                                         Anc            Anchored

Location Guide:                Okinawa    Japan  
                                         Sasebo     Japan  
                                         Pohang     Republic of Korea

<u>Evt#</u>	<u>Dates</u>	<u>Status</u>	<u>Location</u>	<u>Synopsis</u>
1	01Jan-03Jan	Ipt	Sasebo	Holiday Leave and Upkeep
2	04Jan-05Jan	U/w	East China Sea	Transit to Okinawa
3	05Jan-08Jan	Ipt	Okinawa	Troop Onload
4	08Jan-14Jan	U/w	East China Sea	Blue-Green Workups/TSTA IV
5	14Jan	Ipt	Okinawa	Refueling
6	14Jan-18Jan	U/w	East China Sea	Blue-Green Workups/TSTA IV
7	19Jan-27Jan	U/w	East China Sea	VALIANT USHER 96-1/SOCEX
8	27Jan-29Jan	Ipt	Okinawa	Troop Off-load
9	29Jan-30Jan	U/w	East China Sea	Transit to Sasebo
10	30Jan-02Feb	Anc	Sasebo Ko	Ammo Off-load
11	02Feb-10May	Ipt	Sasebo	SRA '96
12	10May-11May	U/w	East China Sea	Sea Trials
13	11May-13May	Ipt	Sasebo	Upkeep
14	13May-14May	Anc	Sasebo Ko	Ammo On-load
15	15May-17May	U/w	East China Sea	ISE
16	17May-28May	Ipt	Sasebo	Upkeep
17	28May-31May	U/w	East China Sea	Mid-Cycle Assessment
18	01Jun	U/w	East China Sea	Dependent's/Guest Cruise
19	02Jun-10Jun	Ipt	Sasebo	Upkeep
20	11Jun-14Jun	U/w	East China Sea	Enroute Okinawa
21	14Jun-15Jun	Ipt	Okinawa	Troop On-load
22	16Jun-27Jun	U/w	East China Sea	Blue-Green Workups
23	27Jun	Ipt	Okinawa	Brief Stop for Fuel
24	27Jun-29Jun	U/w	East China Sea	Blue-Green Workups
25	30Jun-06Jul	U/w	East China Sea	SOCEX
26	06Jul-08Jul	Ipt	Okinawa	Reconfiguration
27	08Jul-11Jul	U/w	E. China/Yellow Sea	Enroute Pohang
28	11Jul-13Jul	Ipt	Pohang	Port Visit
29	13Jul-15Jul	U/w	Yellow Sea	VALIANT USHER 96-5K
30	15Jul-16Jul	Anc	Yellow Sea	VALIANT USHER 96-5K
31	16Jul-19Jul	U/w	Yellow/E. China Sea	Enroute Okinawa
32	19Jul-22Jul	Ipt	Okinawa	Troop Off-load
33	22Jul-25Jul	U/w	East China Sea	Enroute Sasebo/LTT (C/D)
34	25Jul-13Aug	Ipt	Sasebo	Upkeep/RAV USS FRANK CABLE
35	13Aug-14Aug	Anc	Sasebo Ko	Ride out Typhoon Kirk

36	14Aug-07Oct	Ipt	Sasebo	Upkeep
37	07Oct-09Oct	U/w	East China Sea	Sea Trials
38	09Oct-10Oct	Anc	Sasebo Ko	Ammunition Onload
39	10Oct-11Oct	U/w	East China Sea	INSURV UMI Rehearsal
40	11Oct-15Oct	Ipt	Sasebo	Upkeep
41	15Oct-16Oct	U/w	East China Sea	Enroute Okinawa
42	16Oct-19Oct	Ipt	Okinawa	Troop On-load
43	19Oct-22Oct	U/w	Yellow Sea	Enroute Pohang
44	22Oct-25Oct	Ipt	Pohang	Port Visit
45	25Oct-02Nov	U/w	Yellow Sea	FOAL EAGLE 96
46	02Nov	Ipt	Pohang	Pre-Sail Conference with ROKN
47	02Nov-04Nov	U/w	Yellow Sea	FOAL EAGLE 96
48	04Nov	Anc	Yellow Sea	Amphibious Landing Rehearsal
49	04Nov-05Nov	U/w	Yellow Sea	FOAL EAGLE 96
50	05Nov-07Nov	Anc	Yellow Sea	FOAL EAGLE 96 Amphibious Assault
51	07Nov-09Nov	U/w	Yellow/E. China Sea	Enroute Okinawa
52	09Nov-10Nov	Ipt	Okinawa	Troop Off-load
53	10Nov-11Nov	U/w	East China Sea	Enroute Sasebo
54	11Nov-03Dec	Ipt	Sasebo	Upkeep
55	03Dec-04Dec	U/w	East China Sea	Enroute Okinawa
56	04Dec-06Dec	Ipt	Okinawa	Troop On-load
57	06Dec-16Dec	U/w	East China Sea	Blue/Green Workups
58	16Dec-18Dec	Ipt	Okinawa	Troop Off-load
59	18Dec-19Dec	U/w	East China Sea	Enroute Sasebo
60	19Dec-31Dec	Ipt	Sasebo	Holiday Leave/Upkeep

List of Embarked Units:

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

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

05Jan-28Jan (Blue/Green Workups/TSTA IV):

Special Boat Unit TWELVE (SBU-12)  
Fox Company, 2nd Battalion, 5th Marines (BLT 2/5)  
Golf Company, 2nd Battalion, 5th Marines (BLT 2/5)

14Jun-19Jul (Blue/Green Workups/SOCEX/VALIANT USHER 96-5K):

Ground Combat Element, 3rd Battalion, 5th Marines (GCE/BLT 3/5)  
MEU Service Support Group THREE ONE (CSSE/MSSG-31)  
H&S Company, 3rd Battalion, 5th Marines (BLT 3/5)  
India Company, 3rd Battalion, 5th Marines (BLT 3/5)  
Lima Company, 3rd Battalion, 5th Marines (BLT 3/5)  
AAV Platoon, 3rd Battalion, 5th Marines (BLT 3/5)  
Special Boat Unit TWELVE (SBU-12)  
Hotel Platoon, SEAL Team THREE

17Oct-10Nov (FOAL EAGLE 96):

MEU Service Support Group THREE ONE (CSSE/MSSG-31)  
HMM-265  
H&S Company, 1st Battalion, 3rd Marines (BLT 1/3)  
Weapons Company, 1st Battalion, 3rd Marines (BLT 1/3)  
Alfa Company, 1st Battalion, 3rd Marines (BLT 1/3)  
Charlie Platoon, SEAL Team THREE  
Special Boat Unit TWELVE (SBU-12) Det Kilo

05Dec-17Dec (Blue/Green Workups/VALEX 97-1):

MEU Service Support Group THREE ONE (CSSE/MSSG-31)  
HMM-265  
H&S Company, 2nd Battalion, 4th Marines (BLT 2/4)  
Echo Company, 2nd Battalion, 4th Marines (BLT 2/4)  
Golf Company, 2nd Battalion, 4th Marines (BLT 2/4)  
AAV Platoon, 2nd Battalion, 4th Marines (BLT 2/4)

**PART THREE: Narrative**

1. (01 Jan - 03 Jan) DUBUQUE began 1996 pierside at Berth India 6, Fleet Activities Sasebo. Holiday leave and upkeep continued while preparations were being made to get underway for Blue-Green Water Workups and Tailored Ship Training Availability IV (TSTA IV).

2. (04 Jan - 05 Jan) On the morning of 4 January, DUBUQUE got underway enroute Okinawa, the Landing Craft Utility (LCU) was recovered on the way out of the basin and preparations were made for a Close-In-Weapons-System Pre-Aiming Calibration Firing (CIWS PACFIRE). On the evening of 4 January, the ship conducted a very successful PACFIRE and a Navigation briefing was held for entering port on the 5th of January. At 1630 on 5 January, DUBUQUE moored at the East Army pier on White Beach, Okinawa port side to.

3. (05 Jan - 08 Jan) On 5 January, as soon as the brow was across, the ship commenced onload of elements of the 31st Marine Expeditionary Unit including Fox and Golf Company, 2nd Battalion, 5th Marines (BLT 2/5) along with 13 Amphibious Assault Vehicles and over 300 Marines. Special Boat Unit TWELVE (SBU-12) also embarked with six personnel and two Rigid Hull Inflatable Boats (RHIBs).

4. (08 Jan - 14 Jan) On the afternoon of 8 January at 1530, DUBUQUE got underway from White Beach, Okinawa and immediately set condition 1A and anchored in Buckner Bay to recover the LCU and perform three stern-gate marriages for onloading additional equipment. The purpose of this cycle of Blue-Green Water Workups was Amphibious Refresher Training (AMPHIBREFTRA) also known as TSTA IV (Tailored Ship Training Availability IV). On 9 January the ship launched the Combat Rubber Raiding Craft (CRRC's) for a practice boat launch, with their destination the USS FORT MCHENRY (LSD-43). Later that evening the boats were safely recovered while the ship conducted Night Vision Goggle (NVG) Flight Operations. On 10 January, the ship launched the LCU, CRRC's and provided the deck for Deck Landing Qualifications (DLQ's). On 11 January, the intensity level of the exercise was turned up a notch as the Amphibious Assault Vehicles (AAV's) were brought into play. The AAV's were launched and recovered three times for practice, each launch and recovery occurred with precision and without incident. On 12 January, the ship conducted additional AAV launches and recoveries and launched the CRRC's for a night boat raid. On Saturday, 13 January, DUBUQUE spent the afternoon launching and recovering aircraft for practice at AIR Amphibious Refresher Training (AIR AMPHIBREFTRA).

5. (14 Jan) On 14 January, DUBUQUE set sea and anchor detail for return to White Beach, Okinawa in order to refuel. The ship moored at East Army Pier port side to at 1100 and then got underway at 1500.

6. (14 Jan - 18 Jan) After getting underway on 14 January, the ship continued Amphibious Refresher Training. On 15 January, DUBUQUE supplied the deck for DLQ's and launched the CRRCs. At 2000, the crew and troops of DUBUQUE celebrated the birthday of Dr. Martin Luther King, Jr. with a presentation followed by cake and ice cream for all hands. On the morning of 16 January, the ship anchored in Buckner bay for AAV recovery. Various air and amphibious operations continued throughout the day including Landing Craft Air Cushion (LCAC) operations. DUBUQUE does not normally embark LCAC's, but the well deck and the crew are well equipped to handle them. The LCAC operations went smoothly and all aspects of the operations went according to plan. On 18 January, the ship got underway from anchorage and prepared for the next phase of the exercise, Special Operations Capable Exercise (SOCEX) which is purely scenario driven and tests the Special Operations capability of both the Amphibious Ready Group (ARG) and the Marine Expeditionary Unit (MEU).

7. (19 Jan - 27 Jan) From 19 January through 27 January, DUBUQUE conducted more amphibious operations and Flight operations with numerous CRRC boat raids, AAV launches and recoveries and a number of other drills. RADM Walter F. Doran, Commander Amphibious Forces Seventh Fleet embarked from 20-22 January to observe the exercise and spend time with the crew. At the end of the SOCEX the ARG and the MEU were declared fully Special Operations Capable.

8. (27 Jan - 29 Jan) At 0915 on 27 January, DUBUQUE moored at White Beach, Okinawa at East Army Pier port side to . The embarked Marines immediately began their off-load of equipment and troops.

9. (29 Jan - 30 Jan) DUBUQUE got underway at 0830 on 29 January and began the transit to Sasebo. Preparations were already in the works for the long Selected Restricted Availability (SRA) about to begin on 3 February.

10. (30 Jan - 02 Feb) On the afternoon of 30 January at 1600, DUBUQUE anchored in the Sasebo Ko anchorage area for Ammunition Off-load in preparation for entering the yards. On 31 January, the ship conducted a Safety Stand-down to reintroduce the entire crew to all the dangers of a yard period. At 1000 on 1 February, the ship got underway and shifted to the Yokose Fuel pier in order to off-load the majority of the ship's fuel supply. Enough fuel was retained to return the ship to India Basin. The ammunition and fuel had to be removed due to the amount of welding and grinding that would be taking place during SRA '96.

11. (02 Feb - 10 May ) DUBUQUE got underway from Yokose Fuel pier on 2 February at 0900 and shifted to India Basin berth Six at 0945. The ship would remain at India Six throughout the period of Selected Restricted Availability '96 (SRA '96). During SRA, the Command made a number of changes in order to improve the quality of life. One of those changes was the institution of five section duty. This required a juggling of personnel and some changes in the watch rotations, but it greatly improved crew

morale by allowing them to spend four days without duty rather than just three. In addition, each department gave up some of their personnel to serve on a fire watch crew to provide a more efficient pool of personnel for fire watch duty throughout the ship. During SRA, the Auxiliaries and Repair Division berthing was completely overhauled with new racks, lockers and refurbished heads. Both Main Machinery Rooms 1 and 2 were overhauled with extensive preventative maintenance accomplished in order to extend the life of the ship. The Main Galley, Wardroom Galley, Vegetable Preparation Room and Bakery along with a number of heads all over the ship were resurfaced with new Terrazzo. Flag Plot was renovated and the Joint Operation and Tactical System (JOTS) was realigned with expanded communications abilities. A number of spaces were retiled and repainted. The well deck received new batterboards and portions of the Flight Deck were resurfaced with new non-skid. Overall the ship received a face-lift that improved appearance, enhanced capabilities and extended its life.

While in SRA, the ship also underwent a Cargo-Weapons Elevator Assessment, a Logistics Training Review (LTR), a Pay, Personnel and Administration Training Assist (PPAT), and an Intermediate Maintenance Availability with the USS HOLLAND (AS 32). During this inport period, DUBUQUE also took the opportunity to perform several Community Relations projects at the Tenshin Ryo Orphanage in Sasebo. Over the inport period, DUBUQUE visited the orphanage three times to paint their playground equipment and provide other minor maintenance tasks. Some of the Sailors also volunteered to help lead the Base Middle School and High School students in athletics during the lunch breaks.

During the period from 30 April to 2 May, DUBUQUE was tasked with a Light Off Assessment (LOA) to test the ship's capabilities and the crew's training for resuming underway steaming operations. This assessment was especially important in light of the long cold iron period and the turnover of personnel that occurred during SRA. The ship passed the LOA with flying colors and was approved for Light-Off.

From 3-6 May, DUBUQUE began the next critical phase in preparing to complete SRA, steam testing. On 7 May, the ship underwent Dock Trials and on 8 May Fast Cruise, both designed to simulate all the operations necessary for getting the ship underway, especially in light of the long period in port. On 9 May, Rear Admiral Doran (COMPHIBGRU ONE) and Vice Admiral Clemins (COMSEVENTHFLT) embarked the ship for a brief visit and tour.

12. (10 May - 11 May) On the afternoon of 10 May at 1500, DUBUQUE got underway for Sea Trials. The trials lasted until 11 May and included a full power demonstration, a quick reversal astern, full power astern, quick reversal ahead, as well as a steering system test and a test of the Flight Deck Sprinkler groups. At 1700 on 11 May, DUBUQUE moored at India Six to continue upkeeps and complete SRA repairs.

13. (11 May - 13 May) DUBUQUE remained at India Six for the weekend of 11-12 May.



14. (13 May - 14 May) On 13 May at 0800, DUBUQUE got underway enroute to Sasebo Ko Anchorage for Ammunition On-load via a barge from the Maebata Ordnance Facility.

15. (15 May - 17 May) At 0800 on 15 May, DUBUQUE got underway for Independent Steaming Exercises (ISE). The ship practiced a number of evolutions, including Engineering Taskings, Air Tracking exercises, Stream Nixie, and Engineering Casualty Control Drills. On 17 May, the ship moored at Akasaki Fuel Pier to take on a full load of fuel and then got underway at 1600 for the transit to India Six, mooring at 1700.

16. (17 May - 28 May) After mooring at 1700 on 17 May, DUBUQUE spent the next 10 days pierside continuing a few minor repairs and maintaining the general upkeep of the ship. On 18 May, the ship held Ship Tours in celebration of Armed Forces Day. Fleet Activities Sasebo had an open house, inviting the local community to come and tour the base and the ships in port. DUBUQUE had hundreds of visitors who were able to see the freshly painted and resurfaced decks and bulkheads after an extensive repair period. On 21 May, DUBUQUE held a Spouse Appreciation Dinner at the Fleet Activities Sasebo Harbor View Club. It was a free dinner for all the married personnel and their spouses. It also served as a great opportunity for some predeployment discussions. On 22 May, the whole Sasebo Community mourned the loss of our Chief of Naval Operations, Admiral Boorda. A Memorial Service was held in his honor at the Showboat Theater on that afternoon.

17. (28 May - 31 May) On the evening of 28 May, at 1600 DUBUQUE got underway in order to conduct a Mid-Cycle Assessment. The Staff of Commander, Amphibious Squadron ELEVEN and members of the Afloat Training Group from Yokosuka embarked to make the assessment. The assessment validated our training capabilities for Engineering Casualty Control Drills, Damage Control Training Drills and Integrated Training Drills. DUBUQUE passed this assessment with flying colors. At 1400, DUBUQUE moored at India Six.

18. (1 Jun) On the morning of 1 June, DUBUQUE got underway with over 150 civilian guests for a Dependent's/Guest Cruise. The guests were treated to tours of the ship, a Flight Deck Picnic, demonstrations of the small arms, the monorail system, Combat Information Systems and a Flight Deck Fire fighting drill. In addition, 89 of the guests took the helm and were photographed to commemorate the occasion. Many of the children also got the chance to operate the Flight Deck Fire Fighting Hoses for a thrill they want soon forget. At 1600, DUBUQUE returned to India Six and moored port side to.

19. (02 Jun - 10 Jun) DUBUQUE remained at India Six from 2-10 June for general upkeep and preparation for the upcoming deployment.

20. (11 Jun - 14 Jun) On 11 June, DUBUQUE got underway at 1000 manning the rails in whites. The ship played "Anchors Aweigh" as

the ship slowly eased out to sea to be gone from Sasebo for a two month deployment. During the four day transit to Okinawa, the ship practiced a number of drill scenarios include General Quarters, Integrated Training Team, Engineering Casualty Control, Damage Control Training Team and Junior Officer Ship Handling.

21. (14 Jun - 16 Jun) On the morning of 14 June at 1000, DUBUQUE moored at the East Army pier in White Beach, Okinawa to begin Troop On-load. The total onload for the exercise included 11 Amphibious Assault Vehicles (AAVs), 22 Combat Rubber Raiding Craft (CRRCs), three Rigid Hull Inflatable Boats (RHIBs), and 495 embarked personnel. On 15 June, the ship hosted a ship tour for 18 civilian and military guests from the Kadena Chapel Community. That morning other DUBUQUE Sailors were visiting a local Okinawa Retirement Home and performing a clean-up project in a local Okinawa neighborhood.

22. (16 Jun - 27 Jun) DUBUQUE got underway from Okinawa on the morning of 16 June at 0900, recovered the AAVs which splashed from the beach and recovered the LARCs, LCU and RHIBs. For the next two weeks, DUBUQUE launched and recovered AAVs, LARCs, CRRCs, RHIBs, the LCU while maintaining a ready deck for almost continuous Flight Operations throughout the exercise. In the exercise with us were the USS BELLEAU WOOD and USS FORT MCHENRY. On 19 and 24 June, DUBUQUE embarked two groups of Distinguished Visitors from the Okinawa and American Chamber of Commerce via CH-46 Helicopter for ship tours and receptions. The second group on 24 June included Rear Admiral Walter F. Doran, Commander Amphibious Forces Seventh Fleet and Mr. Al Oneill, U.S. Consul General, Naha.

23. (27 Jun) On the morning of 27 June, DUBUQUE moored at White Beach, the East Army Pier for a brief stop for fuel.

24. (27 Jun - 29 Jun) After refueling, the ship got underway at 1500 on 27 June to continue Blue-Green Workups. On 29 June, the ship conducted a Safety Standdown by holding a Damage Control Olympics on the Flight Deck. Competitions included Emergency Escape Breathing Device (EEBD) escape races, Oxygen Breathing Apparatus (OBA) donning races and Flight Deck Fire Fighting speed races. It was quite a successful event.

25. (30 Jun - 06 Jul) Beginning on 30 June and concluding on 6 July, DUBUQUE participated in a Special Operations Capable Exercise. This exercise involved all the amphibious capabilities and aircraft handling capabilities of the ship. On 2 July, Rear Admiral Doran embarked for a two day visit. While aboard, he observed all the amphibious operations and flight operations. On the 4th of July, the ship celebrated Independence Day by having a Flight Deck picnic. As the exercise drew to a close, DUBUQUE and the 31st Marine Expeditionary Unit (MEU) were declared fully Special Operations Capable. On Friday evening 5 July, the ship held a Pizza and Ice Cream social on the Mess Decks to celebrate the success of the exercise.

26. (06 Jul - 08 Jul) On 6 July at 1500, DUBUQUE moored at the East Army pier at White Beach, Okinawa to reconfigure for VALIANT USHER 96-5K.

27. (08 Jul - 11 Jul) At 0800 on 8 July, DUBUQUE got underway to begin the transit to Pohang, Korea. In transit with DUBUQUE was USS BELLEAU WOOD and USS FORT MCHENRY. On the morning of 10 July, at 0800 DUBUQUE rendezvoused with USNS GUADALUPE for a underway replenishment (UNREP) and a Vertical Replenishment (VERTREP) to receive fuel and stores. The UNREP was professionally and expertly carried out, though the weather was less than optimal. Even sea spray driven from the 12 foot seas by a 30 knot headwind did little to hamper the operation. That afternoon DUBUQUE rendezvoused with the Republic of Korea Navy (ROKN) Destroyers and Frigates.

28. (11 Jul - 13 Jul) At 1100 on 11 July, DUBUQUE moored in Pohang, Korea at Pier 5, Berth 1 for a two day port visit and equipment reconfiguration. On 12 July, 21 DUBUQUE Sailors and Marines visited the Sin Rin Won orphanage in Pohang, Korea to distribute Project Handclasp Materials and perform a Community Relations Project.

29. (13 Jul -15 Jul) On the morning of 13 July at 0800, DUBUQUE got underway enroute to Ha Sa Ri for the 14 July Amphibious Assault Rehearsal which included the launch and recovery of AAVs, CRRCs, RHIBs and Flight Operations. On 15 July, the planned Amphibious Assault took place at Tok Sok Ri. It was a successful amphibious exercise with Republic of Korea Navy Ships and the three ships of the BELLEAU WOOD Amphibious Ready Group all participating in a joint amphibious exercise.

30. (15 Jul -16 Jul) On the evening of 15 July, DUBUQUE Anchored in the vicinity of Pohang to begin the backload of Troops and equipment.

31. (16 Jul -19 Jul) At 1200 on 16 June, the decision was made to get underway and leave the vicinity of Pohang rather than make a planned port visit to evade the Super Typhoon "Eve". The winds were projected at over 150 knots and the track placed her in our path. The ARG got underway and headed South then East to avoid the storm. On 19 July, at 0800 DUBUQUE embarked Commodore Silvers, Commander, Amphibious Squadron ELEVEN as an observer for the Junior Officer Shiphandling Competition. Lieutenant [REDACTED] was selected as DUBUQUE's candidate. He performed a flawless precision anchorage in Buckner Bay followed by an outstanding Man-Overboard ship recovery. Lieutenant [REDACTED] was later named PHIBRON ELEVEN's Junior Officer Shiphandler of the Year. DUBUQUE launched the AAVs, LARCs and LCU and proceeded into port.

32. (19 Jul - 22 Jul) On the afternoon of 19 July, DUBUQUE moored port side to at East Army pier on White Beach, Okinawa for Troop Off-load.

33. (22 Jul - 25 Jul) DUBUQUE got underway at 0900 enroute to Sasebo. Personnel from the Afloat Training Group embarked to conduct a Limited Training Team visit focusing on Combat Systems and Damage Control (LTT C/D). Soon after getting underway, the ship conducted a Close-In-Weapons-System (CIWS) Pre-Aiming Calibration Fire (PACFIRE) Shoot and a weapons test on the 25 MM and .50 Cal gun systems followed by a Man-Overboard Drill (Boat Recovery). On 23 July, the ship conducted a General Quarters (Battle Scenario) and a Man-Overboard Drill (Ship Recovery) as part of the LTT C/D.

34. (25 Jul - 13 Aug) On the afternoon of 25 July, at 1400, DUBUQUE moored in Sasebo port side to pier India Six. Upon arrival DUBUQUE began a Repair Availability (RAV) with USS FRANK CABLE. On the 3rd and 4th of August, the Sasebo Community held the Saikai-America Festival, an annual event which brings together the Japanese and American Communities. Fleet Activities Sasebo held an open house and USS DUBUQUE offered visit-ship tours on both Saturday and Sunday. Approximately 500 visitors toured the ship on both days. On 7 August, USS BLUE RIDGE (LCC 19) visited Sasebo with Vice Admiral Clemins, Commander, Seventh Fleet, embarked.

35. (13 Aug - 14 Aug) At 1600 on 13 August, DUBUQUE got underway to prepare for the arrival of Super Typhoon "Kirk." The ship dropped anchor in Sasebo Ko near Akasaki and remained at anchor until the storm passed on 14 August. Kirk's eye passed within 45 nautical miles of DUBUQUE's position, and had maximum sustained winds of 45 knots, with gusts to 60 knots. Everyone on board was happy to see Kirk pass without causing any serious damage.

36. (14 Aug - 01 Oct) On 15 August, DUBUQUE got underway from anchorage at 0900 and returned to India Six at 1000 to continue repairs to three out-of-commission Forced Draft Blowers and preparations for Engineering Limited Training Team (LTT (E)) and other inspections. During this inport period, DUBUQUE held Enlisted Advancement Examinations on the Mess Decks for E-4 on 5 September, E-5 on 10 September, and E-6 on 12 September. The first in a series of Zone Inspections began on 9 September in preparation for the upcoming INSURV inspection scheduled for January 1997. On the same day, 20 DUBUQUE Sailors participated in a Community Relations Project at Shirahama Beach. On Monday, 16 September, Commander, Naval Surface Forces Pacific Fleet, Vice Admiral Krekich, arrived in the Sasebo area along with a number of key Staff personnel. Rear Admiral Doran, Commander, Amphibious Forces Seventh Fleet, joined VADM Krekich for the visit. At 0930, the Admirals visited DUBUQUE for a tour of the ship and a visit with Captain Jasper. On the same day, DUBUQUE began a Logistics Management Assessment (LMA) which assessed the Supply Department's various management capabilities. The assessment concluded on 19 September with an overall Excellent grade. DUBUQUE qualified for the Blue "E" for excellence in Logistics Management. Repairs to the Forced Draft Blowers went smoothly, and by 6 October, the entire crew was raring to go. On 4 October, the Navy Ball was held at Huis Ten Bosch Amusement park, and

all hands had a wonderful evening. By 5 October, all repairs to the engineering plant were complete, and the crew was ready to get underway again.

37. (07Oct-09Oct) At 0930 on 7 October, DUBUQUE got underway from Pier India Six, and headed to the East China Sea to conduct sea trials. From 1800 to 2200, the ship conducted a full power trial to test the recently repaired Forced Draft Blowers, and all went smoothly. All departments tested their respective equipment, and it was determined the ship was ready in all respects to resume fleet operations.

38. (09Oct-10Oct) At 1700 on 9 October, the ship anchored at the ammunition anchorage in Sasebo Ko, and commenced on loading additional ammunition for the upcoming underway period.

39. (10Oct-11Oct) At 0615 on 10 October, DUBUQUE set Sea and Anchor detail and by 0715 was underway for a full day of INSURV Underway Material Inspection Rehearsal. The day was beneficial toward preparing for INSURV scheduled in January 1997.

40. (11Oct-15Oct) The afternoon of 11 October, DUBUQUE moored port side to Berth India Two, secured the forward plant, and began the embarkation of the AMPHIBIOUS SQUADRON ELEVEN staff. The crew had a quiet weekend, then were back hard at it Monday morning. The evening of 14 October, fires were relit in the forward boiler, and all hands prepared for getting underway and operational again.

41. (15Oct-16Oct) At 0900 15 October, the ship got underway from Sasebo, and began the transit to Okinawa. The ship conducted another set of zone inspections in preparation for the upcoming INSURV inspection, had a welcome dinner for the newly embarked staff of AMPHIBIOUS SQUADRON ELEVEN, conducted Engineering drills, and held the Navigation and 1A brief for entering Buckner Bay.

42. (16Oct-19Oct) On 16 October, the ship moored port side to the east side of Army Pier, in White Beach, Okinawa. From 16 to 19 October, DUBUQUE onloaded Marines of the 31ST Marine Expeditionary Unit, the SEALs of SEAL Team 3 Platoon C, and Special Boat Unit Twelve Det Kilo in preparation for Foal Eagle '96.

43. (19Oct-22Oct) On 19 October, DUBUQUE welcomed aboard a television crew from NHK TV. NHK was on board to film part of a special news broadcast about the relationship between the United States Military and Japanese society. They were able to film the ship as it got underway from White Beach, recovered the LCU, conducted helicopter crash and fire drills and flight operations. After a full morning of filming, including an interview with Captain Jasper on the Starboard Bridgewing, the entire news crew was very impressed with all we do aboard ship. At 1400, the news crew departed the ship via USMC CH-46, and DUBUQUE continued it's transit to Pohang, Republic of Korea. Along the way, the ship

found time to conduct an ACE fly-on of four CH-46 helicopters, conduct engineering drills, General Quarters drills to practice defense of the Amphibious Operating Area, and communications and operations drills with the USS GERMANTOWN.

44. (22Oct-25Oct) From 22 to 25 October, the ship was in port, Pohang, Republic of Korea. During the time pierside at pier 8, berth 2, the crew enjoyed some time off. The ship conducted flight operations several times during the in port period, crewmembers participated in two Comrels to orphanages near Pohang, and everyone was able to prepare for the upcoming exercise. On 25 October, the ship launched two RHIBs in order to familiarize the Special Boat Unit with our procedures and so they could begin their portion of the exercise.

45. (25Oct-02Nov) On 25 October, at 0900, DUBUQUE got underway from Pohang to begin Exercise Foal Eagle '96. During Foal Eagle, DUBUQUE participated in Maritime Interdiction Operations with USNS GUADALUPE, Close-in Weapons System (CIWS) tracking exercises with P-3's, Aerial Resupply exercises with an Air Force C-130, and conducted a General Quarters Drill for a Main Space Fire. The Marines on board conducted several live fire exercises, fast roped in the Cargo and Weapons Elevator trunk, rehearsed troop call-aways, and held training on Nuclear, Chemical, and Biological threats. Halloween night the ship hosted a cake and ice cream party on the mess decks for all hands to enjoy.

46. (02Nov) At 0800 the ship moored port side to pier 8 berth 2 in Pohang to conduct a pre-sail conference with the Republic of Korea Navy and Deck Landing Qualification Safety Brief with United States Army and Republic of Korea Navy helicopter pilots. Also, Major General Lee, the Commanding General of First Marine Division, Republic of Korea Marine Corps, visited the ship at 1300 along with about fifty Republic of Korea Marines. He was escorted on a tour of the ship, and was very impressed with the ship's and embarked landing craft's capabilities.

47. (02Nov-04Nov) At 1700 on 2 November, the ship was underway again to continue Foal Eagle. On 3 November, Vice Admiral Yu, the Commander-in-Chief of the Republic of Korea Navy Fleet, embarked the ship via helicopter lift. He was welcomed aboard at 1110 with rainbow sideboys on the flight deck, attended a brief covering the upcoming Amphibious Operations, and departed the ship at 1230.

48. (04Nov) At 0600, 4 November, DUBUQUE anchored in the vicinity of Ha Sa Ri, to conduct an amphibious landing rehearsal. At 0645 the ship launched the LCU and LARCs, and from 0650 until 1500 the ship conducted flight operations in support of the rehearsal. At 0800, the first wave reached its simulated landing point, turned away, and returned to ship.

49. (04Nov-05Nov) By 1030, all landing craft had been recovered, and the ship was underway again to move to the vicinity of Tok Sok Ri to conduct the actual landing. At 2200 the ship

launched two RHIBs and two CRRCs to insert SEALs into Tok Sok Ri to begin the surf observations and reconnaissance.

50. (05Nov-07Nov) At 0615 on 5 November, the ship anchored in the vicinity of Tok Sok Ri to prepare for D-Day. At 0645, the ship launched the LCU and LARCs and began flight operations. H and L hour was 0800, and the operation went off without a hitch. From 1100 to 1200, the ARG conducted a Defense of the Amphibious Operation Area (AOA) against surface attack with two Republic of Korea Navy Fast Patrol Boats. The Republic of Korea Navy made a good attempt at disrupting operations, but were no contest for the USS CURTIS WILBUR, which was riding shotgun in her Sea Echelon Area. From 1500 to 1540, the ARG conducted a Defense of the AOA against air attack. Air Force F-16's acted as aggressors while F/A-18's from the USS INDEPENDENCE and the CURTIS WILBUR acted as defenders. The Air Force was never able to close within 30 miles of DUBUQUE's position, and the operation continued almost flawlessly. The ship remained at anchor the night of 5 November, then at 0745, 6 November, launched two CRRCs to send Marines ashore in support of the landing. From 1000 to 1045 and 1500-1540, two more Defense of the AOA exercises were held, both with the same results as the day before. At 1200, the backload and washdown began, and at 1700 the ship got underway to conduct housekeeping operations for the night. At 0530 on 7 November, the ship was anchored again, and the backload continued. Overall, the operation was very successful.

51. (07Nov-09Nov) At 1100, the decision was made to get underway early and depart the area due to two developing Typhoons and one Tropical Depression nearing the ship's intended track. By 1330, the ARG had finished backloading all the USMC gear that had been sent ashore, and was underway beginning the transit back to Okinawa. On 8 November, despite the rough seas, the ship conducted Engineering drills, a General Quarters Drill for Main Space Fire, a USMC Birthday dinner and cake cutting ceremony, a pizza and ice cream party, and several briefs in preparation for entering port and dropping off the embarked Marines. At 0645, 9 November, the ACE began their fly off, and at 0930 the ship set Sea and Anchor Detail to prepare for entering port.

52. (09Nov-10Nov) At 1200, DUBUQUE moored port side to the east side of Army Pier at White Beach, Okinawa and at 1230 began refueling. As soon as refueling was complete, the offload began, and by 2345, the offload was complete.

53. (10Nov-11Nov) At 1000 on 10 November, the ship got underway to begin the transit home. The ride was rough, and the wind was blowing fiercely, so all topside spaces were secured, and the ship concentrated on getting home as quickly as possible. The morning of 11 November, the ship conducted alcohol and HIV awareness training, and in the afternoon, damage control training was conducted. At 1530 the LCU was launched, and by 1630 the ship was moored port side to pier India Six.

54. (11Nov-03Dec) The upkeep period from 11 November to 3 December was a busy one for DUBUQUE. On 18 November, the ship held a "Damage Control Stand-down" to focus on the Damage Control portion of the upcoming INSURV inspection. Other areas that underwent inspections during this period included all deck department machinery (including fork trucks, stern gate, anchor windlass, monorail system, and countless other areas), the 16K Cargo and Weapons Elevator, and nearly every piece of rotating machinery on board underwent vibration analysis. One officer had a successful Officer of the Deck (Underway) board and two officers had successful Combat Information Center Watch Officer Boards. The ship held training on Enlisted Goal Cards, as well as Enlisted Surface Warfare Specialty amongst other topics, and held several successful ESWS boards and a number of reenlistments. The ship actively supported the Combined Federal Campaign by making donations to select charities. DUBUQUE continued on its trend of striving to always improve material and personnel readiness by holding another set of pre-INSURV zone inspections. Everyone on board was happy to be able to take a couple of days over the Thanksgiving Holiday Period to spend with family, because shortly after this special time, DUBUQUE was underway again for Blue/Green Workups.

55. (03 Dec-04 Dec) At 0900 on Tuesday, 3 December, the ship got underway from Sasebo and at 0930 LCU-1665 was recovered, and DUBUQUE began the transit to Okinawa, to pick up Marines for the final underway period of the year. During the transit, the ship conducted a General Quarters for Main Space Fire Drill, and as we neared Okinawa, Deck Landing Qualifications with members of HMM-265. During Sea and Anchor Detail on the way into White Beach, Okinawa, PHIBRON ELEVEN conducted an Annual Navigation Check Ride to reinforce good navigation techniques and habits, and DUBUQUE passed with flying colors. By 1600, 4 December, the ship was safely moored port side to the east side of Army Pier, White Beach, Okinawa, Japan.

56. (04 Dec-06 Dec) From 4 December through 6 December, DUBUQUE unloaded members of the thirty-first MEU, including H&S, Echo and Golf Companies, MSSG-31, and HMM-265. While in port, the ship refueled and moved LCPL-1 to the rail in preparations for upcoming operations. At 0800 on 6 December, the ship got underway to pick up the AAV's at Oura Wan.

57. (06 Dec-16 Dec) At 1200 the AAV's splashed from the beach at Oura Wan, and starting at 1300, DUBUQUE recovered all 11 AAV's. DUBUQUE conducted flight operations from 1400 to 2000 to fly on the ACE and conduct DLQ's. The ship conducted Engineering drills from 2000-2300. On 7 December at 0945, DUBUQUE conducted a 10 knot U-turn launch of 10 AAV's at Oura Won. The AAV's turned away at the first channel marking buoys, then were recovered. As this was the first time DUBUQUE had operated with this group of Marines, operations were scheduled to provide slower-paced practice events before fast-paced scenario driven events began. During the afternoon and evening, the ship conducted flight operations. On 8 December the ship had a flight deck



picnic, conducted Junior Officer ship handling drills (Man Overboard), and held the Pre-Sail conference in the Wardroom. On 9 December the ship conducted another practice launch and recovery of the AAV's, conducted flight deck crash and salvage drills, and flight operations all afternoon and evening. On 10 December the ship conducted live fire training with the new 9mm pistols for all in port deck watch standers. On 11 December the Marines on board conducted fastrope training in the 16K elevator trunk and the ship held flight operations. On 12 December, the ship held an Underway Replenishment walk-through for the upcoming UNREP with USNS Yukon, flight operations for an Air Raid and Non-combatant Evacuation Operation, and Junior and Senior Sailor of the Quarter Boards. On Friday, 13 December, the ARG conducted DIVTACs and a photo exercise in the morning, and launched the AAV's into Oura Won in the evening for a Mech Raid operation. On 14 December, DUBUQUE and FORT MCHENRY conducted an UNREP with USNS YUKON from 0800-1200, and conducted flight operations in support of Marine operations on the beach for the remainder of the day. On 15 December the ship held briefs and prepared for the AAV launch and subsequent troop off-load. 16 December was a long day for DUBUQUE. It started at 0430 with the launch of the LCU and two LARCs. When the ship was headed back towards the beach to launch AAVs, the word came that first one, and then the other LARC developed mechanical problems, and subsequently sank. Fortunately, no personnel were injured in the sinkings. Despite the loss of two LARCs, the day is remembered as one where prompt professional action by all involved averted any personnel injury. The launch of AAVs was cancelled, and DUBUQUE proceeded into port with all AAVs still on board. At 1330 DUBUQUE moored port side to the east side of Army pier in White Beach, Okinawa and shortly after mooring, secured #2 Boiler.

58. (16 Dec-18 Dec) After mooring in White Beach, the ship immediately began the off-load of troops. The evening of 17 December, the engineers relit fires in #2 Boiler, and by 0815 the morning of 18 December, the ship was underway to Oura Wan to launch the AAVs and then begin the transit back to Sasebo for the Holidays.

59. (18 Dec-19 Dec) During the transit back to Sasebo, the ship held an awards ceremony to honor all the individuals who were advanced by the last exam cycle, the Senior and Junior Sailors of the Quarter, and several other awards. At 1630 on 19 December, the ship moored starboard side to Pier India six in Sasebo to begin the holiday stand down and upkeep period.

60. (19 Dec-31 Dec) The ship finished the year where it began the year, home in Sasebo. The holiday period was mostly unremarkable with the exception of a couple of items. On 20 December, the crew enjoyed a full blown Christmas party at the Harbor View Club. There was a full buffet dinner, dancing, door prizes, and fun for all who attended. One crew member even took the opportunity to propose to his girl friend in front of all his ship mates, and other crew members showed off some of their varied talents to entertain those present. It was a highly

successful and fun evening for everyone. On 23 December the ship was underway for a very short period of time to shift seventy feet aft in her berth so the Japanese could use the heavy duty crane that is situated between berths India Five and India Six. On 26 December DUBUQUE was honored to receive a Kadomatsu (traditional Japanese symbol of good luck for the new year) from her sister ship, the JDS HARUNA (DDH-141). On 27 December about 20 crewmen went to the Tenshin Ryo Orphanage to spread Christmas cheer to those who sorely needed it. The crew of DUBUQUE enjoyed the short break prior to the end of the year, and begins the new year full of vigor and life, ready to take on all of life's challenges.