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DEPARTMENT OF THE NAVY

USS GARY (FFG 51)

FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA 96666-1505

IN REPLY REFER TO:

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12 Aug 91

From: Commanding Officer, USS GARY (FFG 51)
To: Director of Naval History (OP-09BH), Washington Navy Yard,
Washington, DC

Subj: COMMAND HISTORY 1990 ICO USS GARY (FFG 51) (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS GARY (FFG 51) Command Composition and Organization
(2) USS GARY (FFG 51) Chronology for 1990
(3) USS GARY (FFG 51) Command Narrative
(4) USS GARY (FFG 51) Ship's Picture
(5) USS GARY (FFG 51) Change of Command Booklet
(6) CDR Gary W. Schnurpusch Biography and Photo
(7) CDR Ronald E. Ratcliff Biography and Photo
(8) USS GARY Welcome Aboard pamphlet
(9) USS GARY Welcome Aboard Booklet
(10) Familygram dated 01 Jan 90
(11) Familygram dated 15 Jun 90
(12) Selected "Kudo" Messages and Letters

1. In accordance with reference (a), enclosures (1) through (12) are forwarded.

R. E. Ratcliff
R. E. RATCLIFF

Copy to:
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USS GARY (FFG 51)
COMMAND COMPOSITION AND ORGANIZATION

Homeported in Long Beach, CA, USS GARY (FFG 51) is the forty-fifth ship of the Oliver Hazard Perry (FFG 7) class of guided missile frigates. Her primary mission is to provide anti-air, anti-submarine, and anti-surface protection for military and merchant convoys, amphibious task forces, and underway logistics groups.

The Commanding Officer has the ultimate authority, responsibility, and accountability for the performance of the ship and her crew. The Executive Officer, as second in command, is responsible for the implementation of Navy policies and regulations as applicable to the ship. Each Department Head reports to the Commanding Officer via the Executive Officer.

USS GARY was under the administrative command of Commander, Naval Surface Group Long Beach while Commander, Destroyer Squadron NINE was deployed who then resumed command upon return in July 1990. Destroyer Squadron NINE is homeported in Long Beach, CA.

SHIP ORGANIZATION FOR 1990

COMMANDING: CDR Gary W. Schnurrrpusch (3rd Commanding Officer)
(Relieved 18 August by CDR Ronald E. Ratcliff, 4th
Commanding Officer)

EXECUTIVE OFFICER: LCDR Edward J. Gilmore

DEPARTMENT ORGANIZATION

OPERATIONS OFFICER: LT [REDACTED]

NAVIGATION OFFICER / ON Division
COMBAT INFORMATION CENTER OFFICER / OI Division
COMMUNICATIONS OFFICER / OC Division
FIRST LIEUTENANT SCPO) / 1st Division

WEAPONS OFFICER: LT [REDACTED]
Relieved by LT [REDACTED]

ANTI-SUBMARINE WARFARE OFFICER / AS Division
ORDNANCE OFFICER / ORD Division
ELECTRONIC MATERIALS OFFICER / WX Division

ENGINEER OFFICER: LT [REDACTED]

MAIN PROPULSION ASSISTANT / M Division
DAMAGE CONTROL ASSISTANT / R Division
AUXILIARIES OFFICER / A&E Division

Encl (1)

SUPPLY OFFICER: LT [REDACTED] [REDACTED]

STOREKEEPERS (CPO) / S-1 Division
FOOD SERVICES (CPO) / S-2 Division
DISBURSING OFFICER / S-3 Division
EXECUTIVE ASSISTANT / X Division

SENIOR CHIEF PETTY OFFICER OF THE COMMAND: BMCS(SW) Thomas R. Vigil
Relieved by: QMCS(SW) James A. Lockett

1989 - 1990 AIR DETACHMENT

OIC HELO DETACHMENT: LCDR [REDACTED]

OPERATIONS OFFICER
ADMINISTRATIVE OFFICER
MAINTENANCE OFFICER
TACTICS OFFICER
MAINTENANCE AND AIRCREW PERSONNEL

Helicopter Antisubmarine Squadron Light Four Seven Detachment FIVE was embarked for the 89-90 Persian Gulf Deployment. The detachment embarked on 15 September and was onboard until 17 March 1990. They operated two SH-60B aircraft, SABERHAWK 66 and SABERHAWK 67, and the detachment was comprised of six pilots, three aircrewmembers, and eleven enlisted maintenance technicians.

The primary mission of the air detachment during 1989 was to support Persian Gulf surveillance and anti-mining operations, with a lesser emphasis on logistics requirements. The aircraft effectively and capably extended the "eyes of the ship," through utilization of the LAMPS SRQ-4 data link. They patrolled areas in the vicinity of the ship on the lookout for mines, as well as for friendly (usually British and French combatants), Soviet and Iranian shipping activity. They correlated contacts visually and through RADAR and ESM.

USS GARY (FFG-51)
COMMAND HISTORY 1990
CHRONOLOGICAL SUMMARY

1-27 Jan Assigned to Commander, Joint Task Force Middle East.

31 Dec-1 Jan Independent transit inbound through the Strait of Hormuz;
Earnest Will escort of tankers CHESAPEAKE and COURIER outbound
through the Strait of Hormuz.

2 Jan On patrol, Strait of Hormuz Eastern Patrol Area. Brief excursion
to within 50NM of Masquat, Oman, for transfer of MEDEVAC patient
to the ship via SABREHAWK 67.

3 Jan Transit of Strait of Hormuz, enroute Bahrain.

4 Jan Arrived at Mina Sulman Port, Bahrain. Minor damage to starboard
side from impact on the pier due to strong winds off the port
beam.

4-7 Jan Inport Mina Sulman.

8 Jan Underway from Mina Sulman. Rendezvous with USS DEWEY (DDG 45)
for transfer of mail. Enroute Strait of Hormuz.

9 Jan Rendezvous with USS CARR (FFG 52) in Southern Persian Gulf for
mail transfer. Transit Strait of Hormuz, duties assumed in
Strait of Hormuz Eastern Patrol Area.

10-14 Jan On patrol, Strait of Hormuz Eastern Patrol Area.

10 Jan Earnest Will escort of MV OCEAN CHALLENGER inbound through
Strait of Hormuz; outbound transit independent.

12 Jan Earnest Will escort of USS LA SALLE (AGF 3) inbound through the
Strait of Hormuz for turnover with USS DEWEY (DDG 45) inside the
Strait; outbound transit independent.

13 Jan Rendezvous with MV GIANELLA and MV OVERSEAS VIVIAN for inbound
Earnest Will escort. Turned over to USS MERRILL (DD 973) outside
of the Strait of Hormuz; return to patrol.

14 Jan Brief Stop for Fuel, Fujairah, UAE. Commenced transit of the
Strait of Hormuz enroute Central Persian Gulf.

15 Jan Arrived in Central Persian Gulf for P-3 demonstration exercise.
Mail received from Bahrain via SABREHAWK 67.

15-18 Jan On station, Central Persian Gulf, to provide air control for P-3
demonstration exercise.

19 Jan Arrived at Mina Sulman Port, Bahrain.

Encl (2)

19-24 Jan Inport Mina Sulman. Mast Mounted Sight system removed.
25 Jan Underway from Mina Sulman, enroute Strait of Hormuz.

26 Jan Transit Strait of Hormuz outbound. Personnel Transfer with USS MERRILL (DD 973) within Strait of Hormuz Eastern Patrol Area.

27 Jan Persian Gulf Turnover with USS THACH (FFG 43) at anchor off Fujairah; Rendezvous with USS McCLUSKY (FFG 41) for commencement of transit back to SOCAL.

27-31 Jan Enroute Columbo, Sri Lanka, under tactical command of USS McCLUSKY.

28 Jan UNREP (RAS) with USNS PONCHATOULA (T-AO 148)

30 Jan Chop to Commander, Seventh Fleet.

1 Feb Brief Stop for Fuel, Columbo, Sri Lanka.

1-3 Feb Enroute Phuket, Thailand, under tactical command of USS McCLUSKY (FFG 41).

4-8 Feb Port Visit, Phuket, Thailand.

9-10 Feb Enroute Singapore; Transit of Malacca Strait.

10 Feb Brief Stop for Fuel, Singapore, overnight stop.

11-13 Feb Enroute, Subic Bay, Philippines, under tactical command of USS McCLUSKY (FFG 41).

12 Feb Casualty to blades in Gas Turbine Engine 1A will require the engine be changed out.

14-18 Feb Upkeep and maintenance availability, NAVSTA Subic Bay, RP. Change-out completed on Engine 1A.

18 Feb USS McCLUSKY (FFG 41) departs Subic Bay enroute Hong Kong.

19-20 Feb Enroute Hong Kong, steaming independently.

20-25 Feb Port Visit, Hong Kong.

26 Feb Enroute Pearl Harbor, HI, under tactical command of USS McCLUSKY (FFG 41).

27 Feb Detached from USS McCLUSKY (FFG 41) due to casualty to Gas Turbine Engine 1A. Proceeding independently to Subic Bay, RP.

28 Feb-1 Mar Inport NAVSTA Subic Bay, RP, for change-out of Engine 1A.

2-11 Mar Enroute Pearl Harbor, HI, steaming independently.

3 Mar Transit of the San Bernadino Strait.

7 Mar UNREP (RAS) with USNS HASSAYAMPA (T-AO 145). Chop to Commander, Third Fleet.

9 Mar Crossed International Date Line; Brief Stop for Fuel, Midway Island.

11-12 Mar Inport, NAVSTA Pearl Harbor, HI. Embarked 23 Tigers for 1990 Tiger Cruise.

12-17 Mar Enroute Long Beach, CA, steaming independently.

17 Mar Arrived at NAVSTA Long Beach, CA, completing 1989-90 Persian Gulf deployment.

17 Mar-8 Apr Post Overseas Movement (POM) Leave and Upkeep period, NAVSTA Long Beach, CA.

9-10 Apr Upkeep, NAVSTA Long Beach, CA

10-13 Apr Underway, SOCAL for torpedo exercise and missile firing exercise.

13 Apr Full Weapons Offload, Naval Weapons Station, Seal Beach, CA.

14-15 Apr Upkeep, NAVSTA Long Beach, CA.

14 Apr Pre-SRA defueling, Long Beach, CA.

16 Apr Dead-stick move to Southwest Marine, Inc., San Pedro, CA.

16 Apr-28 Oct Selected Restricted Availability (SRA), Southwest Marine, Inc., San Pedro, CA.

23 Apr Main office spaces and crew berthing move off ship as ongoing work makes several spaces uninhabitable; office space is provided in a trailer on the pier, and crew berthing is provided in trailers at Todd Shipyards, San Pedro, CA.

1 May Commenced Docking, Selected Restricted Availability (DSRA), Southwest Marine Inc., San Pedro, CA.

23 Apr Main office spaces and crew berthing move off ship as ongoing work makes several spaces uninhabitable. Office space is provided in a trailer on the pier, and crew berthing is provided in trailers at Todd Shipyard, San Pedro, CA.

1 May Newly arrived personnel check-in with the Commanding Officer.

7 May Navy Relief Fund Drive Kickoff meeting.

10 May Flight Deck Cookout-All Hands for Southwest Marine Employees and SUPSHIP personnel working on the GARY.

14 May Commanding Officer's OOD Inport Qualification Board.

17 May Commanding Officer's call for the Engineering department.

18 May Commanding Officer's call for the Supply department and ILO team.

19 May GARY Drill Team participates in the Torrance Armed Forces Day Parade. DSRA and IMAV continue to progress well.

21 May Observed National Maritime Day.

27 May Promotion ceremony conducted on the flight deck.

28 May Observed Memorial Day.

29 May Centralia School District awards ceremony presentation for GARY's "Partnership in Education" with Los Coyotes Elementary School.

31 May Quarterly Safety Stand-down.

1 Jun Commanding Officer's check in for newly arrived personnel

11 Jun GARY receives message from Commodore Dyck for the outstanding performance in TMA training. The team received a final grade of 95.12 percent.

Eleven members of the GARY including the Commanding Officer went "back to school" to participate in Los Coyotes Elementary Schools "Technology Days".

14 Jun Physical Readiness Test Weigh-in for the entire crew. Duty Section Two has the Physical Readiness Test.

15 Jun Duty Sections One, Three, and Four have the Physical Readiness Test. Overall assessment for DSRA progress is unsatisfactory because of USS DUNCAN's delay in getting out of drydock. The completion date has been pushed back.

19 Jun Flight deck cookout for all hands, South West Marine employees, and SUPSHIP personnel.

22 Jun Ship's picnic at Mole Park.

25 Jun Small arms qualification for the crew.

27 Jun GARY Day at the Big "A." California Angels vs Chicago White Sox.

29 Jun Overall assessment of DSRA progress is SAT for revised completion date of 21 Sep 1990. however discounting the drydocking delay, DSRA work progress remains slightly ahead of time expended and planned progress.

4 Jul Observed Independence Day.

5 Jul Combat Systems Integrated Test Plan Info Security Meeting.

6 Jul Drydocking

7 Jul Petty Officer indoctrination course onboard.

12 Jul Commanding Officer's Engineering Department 3M spotcheck.

19 Jul July Birthday Cake Cutting Ceremony.

23 Jul Frocking ceremony conducted on the foc'sle.

24 Jul Welfare and Recreation's "Medieval Times" trip to Buena Park.

26-27 Jul Pre-Lightoff Examination Assist.

29 Jul COMDESRON NINE embarks.

30 Jul Surface Warfare Training Week damage control exercises brief.

1 Aug Rooftop Classification/Localization exercises.

2 Aug Welfare and Recreation's Fishing Trip Prebrief.

3 Aug Welfare and Recreation's Fishing Trip. The trip was very successful.

10 Aug Ship's picnic at Mole Park, NAVSTA, Long Beach.

13 Aug CDR R. E. Ratcliff, USN, PCO, reports aboard for duty. Commenced ILO backload.

14 Aug Change of Command personnel inspection.

17 Aug Change of Command ceremony set-up and rehearsal.

18 Aug CDR R. E. Ratcliff relieves CDR Gary W. Schnurrrpusch as Commanding Officer.

20 Aug Refueled. CO's Review of LOE preparations. Administration officer briefs the Commanding Officer.

21 Aug SIMA SHIPSUP briefs the Commanding Officer.
All hands meeting with the Commanding Officer. In-call with Commander, Naval Surface Group Long Beach (COMNAVSURFGRU) and COMNAVSURFGRU Commanding Officer's.

22 Aug Southwest Marine Production meeting. Retention Team meeting.

23 Aug DC Olympics at USS Peleliu.

24 Aug Command Duty Officer meeting with the Commanding Officer. Ombudsman meeting with the Commanding Officer.

27 Aug-7 Sep Gauge Calibration by SIMA, Long Beach.

27 Aug Space Management meeting. Commenced Field Day for Crew Move Aboard.

28 Aug Crew Moves Aboard.

29-31 Aug Pre-Light Off Examination III.

29 Aug Aviation Assist Visit.

30 Aug SIMA Progress Meeting. Combat Systems Integrated Test Package.

31 Aug Pre-Light Off Examination III Debrief.

3 Sep Holiday-Labor Day

4 Sep AAV Preparation meeting.

6 Sep Navy Wide Petty Officer Third Class Examination.

7 Sep Gauge Calibration Out brief.

10 Sep NAVSEA Magazine Sprinkler Inspection. Chief Petty Officer Indoctrination.

11 Sep Navy Wide Petty Officer Second Class Examination.

13 Sep CAPT Janov, COMNAVSURFPAC, ACOS for Maintenance and Engineering visits.

17 Sep Safety Stand Down.

18 Sep Commander, Naval Surface Group Long Beach Chaplain Visits.

20 Sep Aviation Assist Visit.
 21 Sep Crew Certification/Fast Cruise.
 24-26 Sep Light Off Examination.
 28 Sep Retirement Ceremony for MSC(SW) [REDACTED].
 1 Oct ASIR.
 2-5 Oct Food Management Assist Visit.
 8 Oct Holiday-Columbus Day.
 13 Oct Navy's Birthday.
 16-17 Oct Re-Light Off Examination.
 17 Oct Re-Light Off Examination debrief.
 18 Oct SOCAL OPAREA brief.
 19 Oct Fast Cruise.
 22 Oct Sea Trials. Moored Naval Station, Long Beach.
 26 Oct Ship's Picnic Mole Pier
 1 Nov LINKEX
 2 Nov Underway. Shiphandling Bumper Drills Pier 12E.
 Moored Naval Station, Long Beach Pier 15.
 3-12 Nov Training Availability at San Diego.
 8 Nov Aviation Readiness Examination.
 12 Nov Veterans Day-Holiday.
 16 Nov Seal Beach. Ammunition Onload. Seal Beach.
 19 Nov ASIR. Ship's 6th Birthday Celebration-Disneyland.
 20 Nov Inclining Experiment.
 21 Nov SEMMES-PMT (Performance Monitoring Team).
 22 Nov Thanksgiving-Holiday.
 28 Nov Aviation Readiness Examination.

30 Nov-13 Dec Law Enforcement Operations.

9 Dec Holiday Routine. UNREP with USNS NAVASOTA (AO-106).

12 Dec Swing Ship.

13 Dec Moored Naval Station, Long Beach

14 Dec-31 Dec Holiday Leave and Upkeep.

14 Dec Children's Christmas Party-Messdecks. Ship's Party at the Enlisted Man's Club at Naval Station, Long Beach.

15 Dec Dependents Cruise. Steel Beach Picnic and Award Ceremony. Moored Naval Station, Long Beach.

17 Dec Joined Battle Group "F"

24 Dec Christmas Eve.

25 Dec Christmas.

31 Dec New Year's Eve.

USS GARY (FFG-51)
COMMAND HISTORY 1990
HISTORICAL NARRATIVE

Persian Gulf Deployment: 1989-90

1990 began for USS GARY (FFG 51) midway through a Persian Gulf deployment. The ship had spent the last two months of 1989 assigned to Commander, Joint Task Force, Middle East, with one month remaining of scheduled Mid-East service. In true GARY fashion, the year began conducting an Earnest Will mission in the now-familiar waters of the Southern Persian Gulf operating area, with the crew preparing to go to Condition IA for an outbound transit of the Strait of Hormuz.

Condition IA was set when the ship was within the Silkworm envelope in the Strait, and would be set whenever hostile units were close enough to be a possible threat. During Condition IA, the watch was port and starboard for the entire ship, providing half manning of the repair lockers and manning of other critical stations not normally manned during Condition III.

With the cease-fire in effect, the primary focus of Persian Gulf operations was the escort of merchant vessels and other ships needing protection through the more dangerous portions of the Gulf. The crew had to remain alert, as the region is still volatile. To counter the mine threat, a mine watch was posted around the clock at the bow of the ship. Material Condition "Modified Zebra" was set main deck and below, until GARY outchopped CMEF.

In addition to the forward and aft .50 CAL machine guns mounted port and starboard, the ship carried 40mm grenade launchers on the port and starboard side amidships, and a 25mm bushmaster chain gun on the port side, all to augment the standard armaments. These were manned during Condition IA, as additional protection against small high-speed surface craft operated by the Iranian Revolutionary Guard.

GARY conducted numerous Earnest Will escort missions through the Strait of Hormuz and the Southern Persian Gulf during the month of January. The rest of the time was spent on patrol in the various designated Persian Gulf operating areas. Logistics requirements were easily met and coordinated with GARY's embarked helicopters, SABERHAWK 66 and 67, helicopters from other ships, the CMEF helicopter DESERT DUCK, and also by the ocean going tug STRIKER.

Numerous port visits to Al Manama, Bahrain, moored at Mina Sulman port, allowed the ship to catch up on maintenance requirements and afforded the crew some liberty. Two such visits in January provided a break in the action prior to departing the Middle East Force in late January.

After departing Mina Sulman for the last time, GARY transited the Southern Persian Gulf, and independently through the Strait of Hormuz into the SOH Eastern Patrol Area in the Gulf of Oman. The ship anchored off the coast

of Fujairah, UAE, to conduct a turnover with USS THACH (FFG 43), and turned over a myriad of items, most of which had been received in October from USS KINKAID (DD 965). These included FLAK jackets, Kevlar armor, sandbags, stinger missiles, and a stinger detachment. Turnover briefs were also conducted for THACH's officers and other key personnel.

The transit home

Following the turnover, GARY rejoined sister ship USS McCLUSKY (FFG 41) for the return transit to Southern California. The ships had transited together from SOCAL in September and October of 1989. Entering the Indian Ocean, an Underway Replenishment (UNREP) was conducted with USNS PONCHATOULA (T-AO 148) to provide some training for the crew, prior to chopping to Seventh Fleet. GARY and McCLUSKY then stopped briefly in Colombo, Sri Lanka, for fuel, then proceeded on to Phuket, Thailand, for a four-day port visit. Good weather prevailed in Patong Beach, and afforded some good liberty for the crew.

After Thailand the ships transited the Strait of Malacca on the way to Singapore for another brief stop for fuel. The moon was full during most of this nighttime transit through one of the busiest shipping lanes in the world, but a full lunar eclipse negated the helpful effects of moonlight for several hours during the transit.

GARY and McCLUSKY remained at anchor in Singapore for the night before commencing the transit into the South China Sea and on to the Naval Station at Subic Bay, Philippines, for a scheduled maintenance availability. In transit, it became apparent that a casualty to Gas Turbine Engine 1A had damaged some of the blades in the turbine's compressor, and the turbine would have to be changed out. Arrangements were made to have a replacement engine shipped to Subic Bay.

Due to delays in receiving the replacement engine, GARY remained in Subic Bay for an extra day. Since McCLUSKY had completed her scheduled maintenance, she departed for Hong Kong on time, with GARY following about eighteen hours behind with a new engine. GARY arrived in Hong Kong only six hours behind McCLUSKY.

After six cold and rainy days in Hong Kong, the ships departed Victoria Harbor and set sail for Pearl Harbor, HI. That day, a subsequent casualty occurred to the engine previously replaced. GARY detached from McCLUSKY and proceeded independently back to Subic Bay to get another new engine.

The crew's gas turbine mechanics now had experience in changing out an engine, and the second change-out required only two days. GARY was promptly underway and enroute independently to Pearl Harbor, HI, via the San Bernadino Strait. The ship lost three days on the return transit.

To save time and minimize the delay of GARY's return to Long Beach, the oiler HASSAYAMPA (145) was diverted to refuel GARY enroute, prior to chopping to Third Fleet. However, HASSAYAMPA was almost empty, and was unable to give

GARY a complete refueling. As a protective measure against a possible excessive expenditure of fuel in reported high seas on the track ahead, GARY was directed to stop briefly at Midway Island to refuel prior to proceeding to Pearl Harbor.

What had been scheduled as a two-day stop at Pearl Harbor was reduced to one, just enough to get mail, pick up the tigers, and commence the 1990 Tiger Cruise on the track back to Long Beach, CA. GARY arrived at NAVSTA Long Beach on 17 March, completing the 89-90 deployment only two days behind schedule.

After a warm welcome by family and friends, the ship entered a three week post-deployment leave and upkeep period, as the ship prepared for its scheduled Docking Selected Restricted Availability (DSRA) to commence in mid-April. Prior to that, however, the ship got underway one last time in early April to conduct a live-firing torpedo exercise and a missile firing exercise. The week concluded with a full weapons offload at the Naval Weapons Station in Seal Beach, as a preparation for overhaul.

Overhaul

A few short weeks ago the major concern was having a full tank of gas as a hedge against heavy weather. Now, the attention would turn to defueling for a scheduled five-month overhaul. After this was accomplished, GARY was moved, deadstick, to Southwest Marine Inc., in San Pedro, California, who was contracted to accomplish the DSRA. This would be GARY's first SRA in six years of fleet service (normally every two)--a statement about the quality of the crew who have served on GARY since its commissioning.

The DSRA would be a multi-faceted approach to depot-level maintenance. All work would be conducted within the guidance of SUPSHIPS Long Beach. Depot-level work would be conducted by Southwest Marine, Inc., and IMA-level would be conducted by SIMA NRMF, Long Beach. Because the commanding officer felt the scheduled Integrated Logistics Review (ILR) was inadequate for the ship's current condition, he successfully negotiated with the TYCOM to conduct a full Integrated Logistics Overhaul (ILO), to be conducted at FLTILO, Long Beach. In addition to sub-contractors and varying technical authorities, who assisted through-out the DSRA, the bulk of organizational-level work fell upon GARY's ship's force.

All hands knew that the DSRA was going to present adverse living conditions, long hours, and frustrations, but they also knew that a successful DSRA was critical to the ship's future. The largest jobs were: 4100 ton modification and all dry dock-related work on the hull.

Due to the extensive work accomplished on the ventilation, firemain and other systems, the crew was moved off the ship in late April to be berthed in trailers on the grounds of Todd Shipyard and to the Naval Station. Office space and berthing for the duty section was set up in trailers near the ship at Southwest Marine. Garyville had a complete galley operated by the GARY's mess specialists. The crew was served breakfast and supper at Garyville on work days. Lunch was provided by USS DUNCAN's "Duncanville" which was a trailer facility at Southwest Marine.

During the availability, the GARY had to maintain and upgrade its state of readiness. This task was accomplished by the continued training of the crew onboard and sending personnel to schools. The Engineering Department conducted Light- Off Exam (LOE) training and the Operations and Weapons Departments conducted combat systems training in preparation for crew certification. The Supply Department increased its effectiveness through the Integrated Logistics Overhaul (ILO).

During the DSRA period, the crew did not spend all of their time working. Eleven members of the GARY went "back to school" to participate in Los Coyotes Elementary School's "Technology Day." They gave lectures about technology in the Navy, life aboard the ship, and general information about the ship and general information about the ship. The Welfare and Recreation officer organized trips and ship's picnics during the DSRA to promote ship's morale and teamwork.

Towards the end of the extended DSRA on 18 August, CDR Ronald E. Ratcliff relieved CDR Gary W. Schnurppusch as Commanding Officer. GARY completed her extended DSRA and was moved to Naval Station, Long Beach in September. Then she completed an extremely demanding Light Off Examination (LOE). GARY now was authorized to light off her engines and get underway. The ship was required to return to Southwest Marine to finish some minor repairs.

Back to the fleet

During October and November, GARY operated at sea for a brief period. She made a 10-day visit to San Diego for training and a brief stop in Seal Beach to onload ammunition. During this month, GARY was named as the Golden Anchor nominee to represent all the ships from Long Beach. This was a force wide competition for the ships which have the best re-enlistment program in the Pacific Fleet. Due to the efforts of 1st Division and the Engineering department, GARY also successfully passed ASIR, AAV, and ARE, thus permitting helicopter operations.

In December, GARY conducted two weeks of operations in the Eastern Pacific along the Mexican and Southern California coasts. This period represented the first significant underway time for GARY since her return from deployment. This period was used to conduct several hundred formal training exercises to prepare the GARY for her next deployment. The Engineers completed an extensive Engineering Casualty Control drill package. The Ship's Control Department worked closely with an embarked Coast Guard detachment while conducting mission operations. The Combat Systems department was especially active with numerous target tracking and weapons firing exercises that tested most of the weapons. The Supply and Administrative departments were busy catching up in their work. GARY conducted UNREP operations with the USNS NAVASOTA (AO-106).

When GARY returned from Law Enforcement Operations, we began a well deserved holiday leave and upkeep period. The ship did get underway one day for a Dependents Cruise. The guests had an enjoyable time and had an opportunity to observe an anchoring evolution off Santa Catalina Island.

While at anchor, the crew had an awards ceremony and afterwards had a barbecue on the flight deck. The GARY had a highly successful Children's Christmas Party on the messdecks, and also a ship's Christmas party at the Enlisted Men's Club at Naval Station, Long Beach. During the leave and upkeep period the crew worked hard preparing for an upcoming MIT Phase II and TRE. All crewmembers also took a Physical Readiness Test.

On 27 December, the crew turned over for the second half of the leave and upkeep period, and the year ended quietly for the GARY at Pier 16, Naval Station, Long Beach.