



DEPARTMENT OF THE NAVY

USS GARY (FFG 51)  
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From: Commanding Officer, USS GARY (FFG-51)  
To: Director of Naval History (OP-09BH), Washington Navy Yard  
Washington, D.C. 20374-0571

Subj: Command History (OPNAV REPORT 5750-1)

Ref: (a) OPNAVINST 5750.12 Series

Encl: (1) Command Composition and Organization  
(2) Chronological Summary  
(3) Historical Narrative  
(4) Commanding Officer Biography  
(5) 2001 Press Releases  
(6) Ship's photograph  
(7) Ship's Welcome Aboard Pamphlet

1. Per reference (a), enclosures (1) through (7) are forwarded.

A handwritten signature in black ink, appearing to read "M. R. OLMSTEAD", is positioned above the printed name.

M. R. OLMSTEAD

## **USS GARY (FFG51)**

### **COMMAND COMPOSITION AND ORGANIZATION**

USS GARY, the namesake of Congressional Medal of Honor recipient Commander Donald Arthur Gary, is the forty-fifth ship of the Oliver Hazard Perry (FFG-7) class of guided missile frigates. GARY's mission is to provide air, surface, and sub-surface protection for merchant and military convoys, aircraft carriers, logistics battle groups, and amphibious task forces, operating either independently or as part of a Surface Action Group. GARY was built by Todd Pacific Shipyards Corporation, Los Angeles, California. Her keel was laid on 18 December 1982. The ship was christened on 19 November 1983, and commissioned on 17 November 1984.

The Commanding Officer has the ultimate authority, responsibility, and accountability for the performance and welfare of the ship and her crew. Second in command, the Executive Officer implements policies and regulations as applicable to the ship and her mission. Each Department Head reports to the Commanding Officer via the Executive Officer.

USS GARY is under the administrative command of Commander Destroyer Squadron FIFTEEN in Yokosuka, Japan.

Encl (1)

**SHIP'S ORGANIZATION, 01JAN-31DEC 2001**

COMMANDING: CDR Michael R. Olmstead (11th Commanding Officer)

EXECUTIVE OFFICER: LCDR J. J. Duke  
Relieved by LCDR M. V. Metzger

**DEPARTMENT ORGANIZATION**

COMBAT SYSTEMS: LT [REDACTED]  
Relieved by LT [REDACTED]

Ordnance Officer (CW Division)

Electronic Materials Officer (CE Division)

Undersea Warfare Officer (CA Division)

OPERATIONS: LT [REDACTED]

First Lieutenant (First Division)

Combat Information Center Officer (OC Division)

Communications Officer (OC Division)

Navigation Division (NAV Division)

ENGINEERING: LT [REDACTED]  
Relieved by LT [REDACTED]

Main Propulsion Assistant

Damage Control Assistant (R Division)

Auxiliaries Officer (A Division)

Electrical Officer (E Division)

M-Division Officer

SUPPLY: LT [REDACTED]

Storekeepers (S-1 Division)

Food Service (S-2 Division)

Ship's Servicemen (S-3 Division)

Disbursing (S-4 Division)

ADMINISTRATIVE:

LTJG [REDACTED]

Admin (X- Division)

Medical

CMAA

3MC

COMMAND MASTER CHIEF: MMCM(SW/AW) Miguel Cisneros

USS GARY (FFG-51)  
COMMAND HISTORY 2001  
CHRONOLOGICAL SUMMARY

01 JAN CHRISTMAS HOLIDAY LEAVE AND UPKEEP PERIOD CONTINUES  
22 JAN UNDERWAY TSTA II  
26 JAN INPORT YOKOSUKA  
29 JAN UNDERWAY ENROUTE HAKODATE, JAPAN  
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22 MAR INPORT SINGAPORE  
26 MAR UNDERWAY ENROUTE PATTAYA, THAILAND  
05 APR INPORT PATTAYA, THAILAND  
08 APR UNDERWAY SAIPAN  
20 APR INPORT SAIPAN  
30 APR UNDERWAY SYDNEY, AUSTRALIA  
24 MAY INPORT SYDNEY, AUSTRALIA  
29 MAY UNDERWAY TSTA III  
04 JUN FEP  
07 JUN INPORT GUAM  
08 JUN UNDERWAY TIGER CRUISE  
11 JUN INPORT YOKOSUKA JAPAN  
12 JUL UNDERWAY CSOF-EX  
22 JUL INPORT YOKOSUKA  
23 AUG UNDERWAY MULTI-SAIL  
27 AUG INPORT NAGOYA, JAPAN  
30 AUG UNDERWAY YOKOSUKA, JAPAN  
01 SEPT INPORT YOKOSUKA, JAPAN  
01 OCT UNDERWAY OPERATION ENDURING FREEDOM  
10 OCT OUTCHOP 7<sup>TH</sup> FLT/ INCHOP 5<sup>TH</sup> FLT

08 DEC           OUTCHOP 5<sup>TH</sup> FLT/ INCHOP 7<sup>TH</sup> FLT  
13 DEC           INPORT PHUKETT, THAILAND  
16 DEC           UNDERWAY ENROUTE YOKOSUKA, JAPAN  
24 DEC           INPORT YOKOSUKA, JAPAN  
24 DEC           BEGIN HOLIDAY LEAVE AND UPKEEP PERIOD

**USS GARY (FFG-51)  
COMMAND HISTORY 2001**

**HISTORICAL NARRATIVE**

USS GARY (FFG-51) began 2001 in a holiday leave and upkeep period. Following that, GARY left Yokosuka for a Total Ship Training Availability (TSTA II) on the 22 January. Upon completion of TSTA II, GARY departed enroute Hakodate, Japan. Underway Demo, an intense engineering exam and testing evolution, was conducted on the 6 and 7 February and GARY returned to Yokosuka on 9 February for a short up keep period prior to deployment.

On 2 March GARY got underway for the spring deployment as part of KITTY HAWK Battle Group. GARY's first assignment was to accompany the KITTY HAWK while the carrier conducted flight deck qualifications. The seas became increasingly rough with each passing day; GARY endured 30 plus degree rolls and 15 degrees pitch as the seas tossed the ship for the next two weeks. Soon however southern waters would bring relief.

Two weeks later the battle group left home waters for Singapore. On the transit south, the ship carried out numerous exercises to enhance combat and operational readiness. For example, GARY and Helicopter Squadron 51 (Detachment 5), Flying Warlord 07, teamed up to conduct an undersea (USW) warfare exercise. GARY's USW team tracked the mobile-mini target, while

Warlord 07 followed with the prosecution. Exercises such as these continued throughout the deployment with each one growing in its complexity.

Early in the transit south, the battle group joined with the Japanese Maritime Self Defense Force (JMSDF) to conduct surface warfare exercises. The exercises with JMSDF gave GARY very valuable training, and both navies left with confidence in each other's capabilities. GARY also sailed by two Russian naval vessels. The passing was courteous and quite a different atmosphere than one during the Cold War.

The crew was busy conducting exercises and training events during this period. Some of these activities included: flight quarters, underway replenishments, air/surface/subsurface exercises, plane guard duties, gunnery exercises, small arms training, preventive maintenance, and personnel qualifications. Despite this incredible optempo, 22 sailors onboard GARY qualified to wear the enlisted surface warfare pin and 17 completed their re-qualification.

Upon arrival in the vicinity of the Strait of Malacca, GARY and the KITTY HAWK Battle Group conducted multi-national exercises with the Royal Singapore and French navies with resounding success. After a month at sea, the battle group conducted a well-deserved port visit to Singapore. Sailors not only took advantage of the unique shopping but also sampled



cuisine from all over the world. Additionally, GARY Sailors volunteered for a community relation's project at a local school. Crewmembers lent a helping hand to a local Singapore elementary school by painting and refurbishing it. After hours of interacting with the children, a unique bond was developed between the two groups.

Upon leaving Singapore, exercises were conducted with the Royal Thai Navy. Days later GARY conducted Visit Board Search and Seizure exercises (VBSS) using the USNS RAPPAHANNOCK acting as the target ship. Boarding exercises continued throughout the deployment allowing GARY to become highly proficient in VBSS. Throughout the deployment, GARY's communications link with the battle group's radar pictures remained second to none, while combat systems continued to perfect their operational stature in the battle group.

Over the next few weeks, GARY conducted port visits in Thailand and Saipan. Many GARY Sailors not only enjoyed port visit but also participated in COMREL projects to help the local communities. In Thailand, about 20 Sailors visited a local orphanage and helped out by cleaning and repairing the facility. They also had a great time just playing with the kids. In Saipan, GARY Sailors participated in two COMREL projects. The first project was a joint effort with American Red Cross. The Sailors actively contributed in raising money for walk-a-thon by

appearing on the local TV and radio to promote the event. Moreover, the Sailors participated in clean up around the island. The end result of these COMREL projects was a lot of fun and also the promotion of good will and gestures between the U.S. and the host countries.

After the port visit to Saipan, the Battle Group headed south towards Australia, and GARY held the "crossing the line" ceremony. It was a unique experience for all those who had never crossed the equator and the "Shellbacks" who had.

Days after crossing the equator, the battle group joined forces with the Royal Canadian Navy and the Royal Australian Navy in support of exercise "Tandem Thrust". The Canadians, Australians, and U.S. forces were divided up into opposing forces for the purpose of the exercise. GARY was assigned to be opposing force (OPFOR) along with three Canadian ships (ALGONQUIN, VANCOVER, REGINA) and the Australian replenishment ship WESTRALIA. GARY and team OPFOR were "silent and dark" throughout the exercise, making it nearly impossible for the KITTY HAWK Battle Group to find them. OPFOR took advantage of the unique littoral geography inside the Great Barrier Reef maintaining advantage of surprise throughout the exercise. Both teams did extraordinarily well and valuable training was gained from Tandem Thrust.

Following the completion of the exercise the battle group

reunited and conducted a port visit in Sydney, Australia. The ships were open to the public for tours; GARY alone had over 6000 visitors in two days.

Upon leaving Sydney, a Hulk Exercise (Hulk-Ex) was conducted. The target was a decommissioned naval vessel, Ex-USS REEVES. The REEVES took surface gunnery fire from CHANCELLORSVILLE, GARY, and JOHN S. MCCAIN after bombing runs from Carrier Air Wing 5 and then quickly sank to the depths of the ocean.

Following the Hulk-Ex all four ships--GARY, CHANCELLORSVILLE, JOHN S. MCCAIN, and the KITTY HAWK--headed north to pick up "Tigers" in Guam.

The transit to Guam was anything but quiet on GARY. The Afloat Training Group (ATG) Western Pacific boarded in Australia to conduct a TSTA III and Final Evaluation Period (FEP) while en-route. Following the TSTA phase, GARY immediately rolled into FEP. During FEP, the ship's training teams carried out a three-day simulated war scenario. It evaluated the watchteam response to hostile attacks, damage, and damage control.

GARY and the battle group arrived in Guam and picked up their Tigers and set course for home. The transit back to homeport allowed the Tigers the unique opportunity to see a real warship in action. Helicopter operations, drills and live

gunfire were just a few of many opportunities experienced. GARY returned home on 11 June.

After a brief leave and upkeep period, GARY left port on 12 July for a ten-day Counter Special Operations Forces (CSOF) Exercise. Though short, the exercise involved working with the Republic of Korean Navy and Army helicopters and allowed the crew to continue to hone their operational status prior to a month long inport period.

GARY was again underway on 23 August for COMDESRON FIFTEEN Multi-Sail. The Multi-Sail's primary focus was on USW with actual submarine utilization as the main focus. GARY's USW team out-performed all other participating ships with total contact time. Following Multi-Sail, GARY made a port visit to Nagoya, Japan on 27 August. Three days later on 1 September, GARY departed Nagoya and returned to Yokosuka.

After the terrorist attacks in New York and Washington D.C., GARY deployed with one day's notice with the KITTY HAWK and CURTIS WILBUR in support of Operation ENDURING FREEDOM. KITTY HAWK, escorted by GARY and CURTIS WILBUR, left homeport 1 October. The transit was quick, lasting 12 short days, but each was filled with exercises and tense moments. On 7 October, a small wooden fishing vessel was discovered floating helplessly in the Strait of Malacca near Singapore. The fishermen clung to broken pieces of the wooden hull and were using wreckage as a floatation

device. As true mariners, GARY maneuvered in the dark, congested waters of the Strait, recovered the men, and provided them with food, water, and clothing. GARY's HSL-51 Squadron's SH-60B later flew them to the KITTY HAWK for further transfer to their homeland of Indonesia. The crew performed flawlessly, and the rescued Indonesians were very grateful.

Following the rescue at sea, GARY, KITTY HAWK, and CURTIS WILBUR continued northwest through the Indian Ocean and into the North Arabian Sea for stationing off the coast of Pakistan. GARY's initial mission was to act as an air and surface defense escort for KITTY HAWK in support of her mission as a forward staged Joint Force Afloat Base. GARY was sent to conduct Maritime Interdiction Operations in support of United Nations sanctions against Iraq in the North Arabian Gulf with British and Australian forces. GARY provided a superb surface picture for shipping and tracked suspected smugglers. This allowed Navy SEALS and Boarding Teams to search for smugglers and contraband. GARY boarded two vessels, providing invaluable experience for her two VBSS teams. GARY was later tasked with a new mission: to provide surface and air defense for the PELELIU Amphibious Ready Group (ARG) in support of the World Trade Organization meeting in Qatar. After the conclusion of the conference, GARY escorted the PELELIU ARG through the Strait of Hormuz enroute to the North Arabian Sea. GARY remained with the ARG for several weeks as an

escort for surface/air defense, while the Marines prepared for and executed Operation RHINO and the movement of forces into Afghanistan. Soon after being relieved by Canadian ships, GARY was ordered to the coast off Pakistan as part of the Al Qaida Leadership Interdiction Operations. GARY queried all vessels in and around Gwadar in effort to stop and deter fleeing Taliban.

After several days, GARY was sent on additional Al Qaida interdiction in the Southern Gulf of Oman. GARY chased down suspicious small boats and queried over 351 vessels in the area, proving the seriousness of U.S. and Coalition Forces response to terrorism. During this time, scheduling also allowed GARY also was able to send some of it's crew in exchange to the French Frigate, COURBET, also performing interdiction operations. These operations were a great show of the unity between coalition and allied forces; throughout the whole effort, GARY worked with forces from England, France, Canada, Italy, and Australia.

As events in Afghanistan progressed in favor of coalition forces, GARY, KITTY HAWK and CURTIS WILBUR received the order to out-chop and return to Yokosuka. Vice Admiral Moore, FIFTH Fleet Commander, had this to say about GARY's performance: "as you head home for a well deserved reunion with family and friends, go with your heads high in great pride of a job exceptionally well done, and go with our best wishes for a safe trip home and continued success in all your various missions. All the best and

with greatest respect." After 74 straight days at sea GARY was given one final tasking -- PORT CALL! GARY spent three days in Phuket, Thailand -- a well-deserved break for a well deserving crew. After a rough weather transit through the Strait of Taiwan, GARY arrived in Okinawa for a brief stop for fuel, prior to making the final push to Yokosuka.

On 24 December 2001 GARY pulled back into Yokosuka, Japan. GARY was finally home for the holidays with her family. The crew was rightfully proud for the opportunity to have participated in the war against terrorism; something they'll never forget.