



DEPARTMENT OF THE NAVY

USS GUARDIAN (MCM-5)
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From: Commanding Officer, USS GUARDIAN (MCM-5)
To: Director of Naval History, Naval Warfare Division
Navy Yard, 1242 10th Street, SE, Washington, DC 20374-5059

Subj: CY 2000 COMMAND HISTORY FOR USS GUARDIAN (MCM-5)

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command History covering period of 01 JAN 00
through 31 DEC 00

1. In accordance with reference (a), enclosure (1) is
submitted.


D. G. YORDY

USS GUARDIAN (MCM 5) COMMAND HISTORY

1. Command Composition and Organization. USS GUARDIAN (MCM-5) UIC 21406

Mission: To conduct minehunting, minesweeping and mine neutralization operations against moored and bottom mines of contact, magnetic influence, acoustic influence and combination influence varieties.

Organizational Structure: GUARDIAN's Immediate Superior in Command is
COMMANDER, MINE COUNTERMEASURES DIVISION ELEVEN
Sasebo, Japan.

Name of Commanding Officer: LCDR Bernard M. Gately, Jr. (26 MAY – 31 DEC)
CDR A. L. Woods (01 JAN – 26 MAY)

Units under GUARDIAN's operational/administrative command: None.

GUARDIAN is home-ported at Commander Fleet Activities Sasebo (CFAS), in Sasebo, Japan.

2. Chronology.

01JAN-10FEB:	HOLUPK, IPT SASEBO, JAPAN
10FEB-13FEB:	ENR KURE, JAPAN
13FEB-15FEB:	IPT KURE, JAPAN
15FEB-22FEB:	U/W SEA OF SUO NADA, JAPAN MINEX/EODEX 00-1JA
22FEB-22FEB:	ENR TOKUYAMA, JAPAN
22FEB-23FEB:	IPT TOKUYAMA, JAPAN
23FEB-24FEB:	ENR KAGOSHIMA, JAPAN
24FEB-28FEB:	IPT KAGOSHIMA, JAPAN
28FEB-29FEB:	ENR SASEBO, JAPAN
29FEB-19JUL:	IPT SASEBO, JAPAN
09MAR-22JUL:	SHIP'S RESTRICTED AVAILABILITY
26MAY:	CHANGE OF COMMAND
12JUL-14JUL:	IPT SASEBO, LIGHT OFF ASSESSMENT
15JUL-19JUL:	IPT SASEBO, JAPAN
19JUL-19JUL:	U/W SEA TRIALS EAST CHINA SEA
19JUL-02AUG:	IPT SASEBO, JAPAN
02AUG-04AUG:	U/W EAST CHINA SEA
04AUG-14AUG:	IPT SASEBO, JAPAN
14AUG-14AUG:	U/W EAST CHINA SEA
14AUG-17AUG:	IPT SASEBO, JAPAN
17AUG-18AUG:	U/W SASEBO BAY, JAPAN
18AUG-23AUG:	IPT SASEBO, JAPAN
23AUG-25AUG:	U/W SASEBO BAY, JAPAN

25AUG-28AUG:	IPT SASEBO, JAPAN
28AUG-30AUG:	U/W SASEBO BAY. JAPAN
30AUG-18SEP:	IPT SASEBO
18SEP-22SEP:	U/W EAST CHINA SEA TSTA II
22SEP-14OCT:	IPT SASEBO, JAPAN
14OCT-15OCT:	ENR POHANG, SOUTH KOREA
15OCT-17OCT:	U/W POHANG HARBOR, SOUTH KOREA
17OCT-21OCT:	IPT POHANG, SOUTH KOREA
21OCT-26OCT:	U/W POHANG HARBOR, SOUTH KOREA EXERCISE FOAL EAGLE
26OCT-28OCT:	IPT POHANG, SOUTH KOREA
28OCT-30OCT:	U/W POHANG HARBOR, SOUTH KOREA EXERCISE FOAL EAGLE
30OCT-31OCT:	IPT POHANG, SOUTH KOREA
31OCT-01NOV:	ENR SASEBO, JAPAN
01NOV-13DEC:	IPT SASEBO
13DEC-14DEC:	U/W EAST CHINA SEA
14DEC-31DEC:	HOLUPK, IPT SASEBO

3. Narrative. The following Command History for USS GUARDIAN (MCM-5) has been recreated from the Deck Log, Engineering Logs, and PODs.

01 January to 31 January

With the holidays over with, the GUARDIAN crew came back from visiting friends and family ready to face the daily challenges at work. The inport duty sections were increased to eight sections. GUARDIAN crewmembers began the process of preparing for the upcoming exercise MINEX/EODEX 00-1JA held annually in Suo Nada and reacquaint themselves with the daily routine of the ship.

01February to 28 February

February started with completion of final preparations for MINEX/EODEX 00-1JA. Enroute to the exercise, GUARDIAN had a challenging transit through Shimonoseki Straits that provided excellent training for all bridge watch-standers. GUARDIAN then put in at Kure to meet with the Japanese Counterparts before the exercise began. In addition to flexing every skill associated with mine sweeping, mine hunting and mine neutralization employed onboard GUARDIAN, the 2-phase exercise provided an excellent training aid for the crewmembers working on their Enlisted Surface Warfare Specialist qualifications. In addition, MINEX/EODEX 00-1JA helped deepen mutual understanding and cooperation for both the U.S. Navy and the Japanese Maritime Self-Defense Forces and demonstrate the importance of coordinating multinational airborne assets, ships and special operations forces in a mine warfare environment. In between the phases of the exercise, GUARDIAN moored in Tokuyama in order to refuel. Once the exercise was over, GUARDIAN transited Suo Nada Bay enroute to Kagoshima. Upon arrival in Kagoshima, GUARDIAN and PATRIOT were greeted by protestors on the pier. Being good ambassadors, GUARDIAN and PATRIOT were able to pacify the

protestors, and soon the protestors developed interest in visiting both ships and participated in the shipboard tours. After the long hours and hard work put into MINEX/EODEX, the crew was able to enjoy a couple of days of liberty while in Kagoshima. GUARDIAN then returned to Sasebo.

01 March to 31 March

After returning from Suo Nada, GUARDIAN commenced a Selected Restrictive Availability (SRA) in order to conduct major overhaul projects, maintenance, and new system integration. The closing of the Galley during SRA in support of the work onboard required crew members to subside out of the Base Galley. In addition to supervising contractors and conducting repairs throughout the availability GUARDIAN crewmembers trained diligently in basic damage control to replace key members of the Repair Party who transferred immediately after MINEX/EODEX. Daily training was scheduled, and General Quarters fire drills were held once a week early in the morning. Later in the month these drills expanded to twice a week.

01 April to 30 April

The month of April continued the SRA period. GUARDIAN entered a new era as the Integrated Ship's Control System (ISCS) was installed. ISCS replaced manually-operated lever and push-button control consoles in the Central Control Station with new keyboards and display screens that controlled and indicated the Engineering plant status with the click of a mouse-button. As the SRA advanced, the GUARDIAN crew slowly increased the training tempo in preparation for the Light Off Assessment (LOA) scheduled in July (Light Off Assessment is an inspection of a ship's Engineering plant that is required whenever the equipment has been out of use for 120 days or has undergone significant alteration, as was the case due to the installation of the ISCS system) and the start of the Interdeployment Training Cycle that would follow the LOA. The early morning General Quarters drills concentrated on fighting a main space fire in both the Auxiliary Machinery Room (AMR) and Main Machinery Room (MMR) with the ship's Repair Party. Other early morning drills also included training the At Sea Fire Party in combating class Alpha (burning items that emit white smoke and leave ash, such as wood, fabric and paper) and BRAVO (burning liquids that produce black smoke, such as oil and solvents) fires, ruptured piping, and toxic gas scenarios.

01 May to 31 May

GUARDIAN continued its SRA work and further increased the training tempo during the month of May. By the end of May, the ISCS installation was complete and ready to be tested. The damage control training expanded from fighting a main space fire in AMR and MMR to combating flooding due to underwater hull damage. The daily training also expanded to cover CBR (chemical, biological and radiological warfare) scenarios. On 26 May, GUARDIAN held a change of command ceremony. CDR A. L. Woods was relieved by LCDR B. M. Gately, Jr. Following the change of command, the crew was able to relax from the strenuous training schedule by observing Memorial Day Holiday.

01 June to 30 June

June was a time for GUARDIAN to complete the overhaul of its engineering plant and make final preparations for the LOA. The preparations also included preparing the ship's training records and training teams for the Command Assessment of Readiness and Training (CART-II) inspection scheduled in August. ISCS was tested in the beginning of June to ensure the newly integrated computer control system would work as designed. Other equipment in the engineering plant was also tested. Finally, as the shipyard workers removed their equipment and the ship began to come back to life the Galley reopened.

01 July to 31 July

July marked a return from focusing on maintenance work to training for operational readiness. At the beginning of the month an INMARSAT "B" antenna and IT-21 system installation was completed that enables at-sea connectivity to the internet and telephone communications. This upgrade vastly improved the quality of life onboard GUARDIAN by allowing crewmembers to check their personal electronic mail accounts and communicate with family members while underway. As the final jobs were signed off, GUARDIAN completed her Light Off Assessment. During LOA, assessors from the Afloat Training Group assessed GUARDIAN's ability to safely operate her engineering plant and her ability to train the crew to fight a class "B" fire in the main spaces. GUARDIAN satisfied the assessors in all respects and was able to start the training cycle. Once LOA was completed, GUARDIAN conducted Sea Trials. Sea Trials consisted of getting underway for a day to test equipment and refresh the crew's familiarity with underway operations. Training onboard rapidly extended beyond engineering and damage control to include seamanship and combat systems. Motivation levels were high as the crew trained to fight the ship and repair any damage that was imposed by the training teams. Although the days were long, the crew's developing ability to work as a team would pay off during the following months' assessments.

01 August to 31 August

GUARDIAN started the month of August by preparing for and performing the Command Assessment of Readiness and Training (CART-II) under the supervision of ATG. CART-II gave the GUARDIAN crew a better understanding of what areas of training they needed to improve in, and was quickly followed by Tailored Ship's Training Availability Phase I. Due to the limited time available between CART-II and TSTA I, numerous LTT's (Limited Team Training periods, during which specialized teams from the Afloat Training Group came onboard to train the crew on specific items) were scheduled. The hard work, training, and long hours during SRA had paid off as the Afloat Training Group evaluated TSTA I as effective. Near the end of August, GUARDIAN suffered an engineering casualty to its Magnetic Minesweeping Gas Turbine Generator (MMGTG). The MMGTG was OOC (out of commission) for the next couple of months. This casualty limited GUARDIAN's ability to maneuver and conduct minesweeping operations, as it removed the source of power for the ship's bow thruster, light load propulsion motors, and magnetic minesweeping tail.

01 September to 30 September

The month of September started off with the removal of the MMGTG during the first and second week. The removal involved a major shifting of gear and the shut down of the ship's Galley. ATG conducted numerous LTT D/Es (LTTs tailored to train the engineering and damage control aspects of GUARDIAN's operations) throughout the month. The hard work the crew had put in during the spring and summer months paid off during TSTA II when the ATG Inspectors certified the crew was proficient in fighting a Main Space Fire. This was a major step towards successfully passing the Underway Demonstration (final inspection of engineering department administrative programs, material condition, and proficiency in operating equipment) scheduled for early October. TSTA II also included a simulated chemical attack on the ship to assess the crew's performance of CBR-D (chemical, biological and radiological warfare defense) and decontamination procedures.

01 October to 31 October

The crew began the month by preparing for the Underway Demonstration, but due to lube oil contamination in 1A SSDG (ship's service diesel generator), 1A MPDE main propulsion diesel engine, and the Lube Oil Storage Tank, the Underway Demonstration was rescheduled. GUARDIAN then set her sights on two exercises in Pohang, South Korea: MIRAM and FOAL EAGLE 2000. During MIREM, the ship practiced hunting simulated mines while receiving training on what signatures the mines may receive from the ship. After MIREM, FOAL EAGLE 2000, a bilateral exercise with the ROK (Republic of Korea) Navy focused on securing Pohang Harbor and surrounding areas and landing amphibious forces, commenced. GUARDIAN's role in this exercise was to clear staging and transit lanes of simulated mines. As during MINEX/EODEX, the exercise provided the crew another excellent chance to practice fighting the ship in a realistic setting and to deepen mutual understanding and cooperation between U.S. and allied forces. It also gave the Officers of the Deck considerable experience at dodging and running over the fishing buoys that literally cover the harbor and surrounding approaches.

01 November to 30 November

November started with GUARDIAN returning to Sasebo. After FOAL EAGLE 2000, the crew enjoyed a well-deserved 4 day weekend before tackling an ever-mounting list of engineering repairs. In addition to the MMGTG and lube oil contamination in the storage tank and main and generator engines, both A/C plants failed. ATG suspended all visits during November in order to facilitate the performance of maintenance. By the end of the month, the MMGTG and both A/C plants were restored. Based on the month's progress in material readiness, ATG and GUARDIAN's ISIC tentatively scheduled the Underway Demonstration for January.

01 December to 31 December

GUARDIAN spent the last month of the century continuing routine maintenance and ship's upkeep. In order to maintain readiness and conduct training, GUARDIAN conducted underway type training from 13 December to 14 December. On 15 December prior to commencing a month-long holiday stand-down, GUARDIAN conducted an all-hands Safety Stand-down. The ship collapsed from four duty sections to three sections in order to maintain fire parties and security force as a large portion of the crew took leave.