



**DEPARTMENT OF THE NAVY**

USS GUARDIAN (MCM-5)  
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04 Aug 04

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

Subj: CY 2001 COMMAND HISTORY FOR USS GUARDIAN (MCM-5)

Ref: (a) OPNAVINST 5750.12H

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

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

A handwritten signature in black ink, appearing to read "D. G. YORDY".

D. G. YORDY

## USS GUARDIAN (MCM 5) COMMAND HISTORY

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

Mission: To conduct minehunt and minesweep 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: CDR Bernard M. Gately, Jr.

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

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

### 2. Chronology.

01JAN-09JAN:	HOLUPK, IPT SASEBO, JAPAN
10JAN-11JAN:	IPT SASEBO, JAPAN
11JAN-13JAN:	U/W EAST CHINA SEA
14JAN-17JAN:	IPT SASEBO, JAPAN
17JAN-19JAN:	U/W EAST CHINA SEA
19JAN-22JAN:	IPT SASEBO, JAPAN
22JAN-26JAN:	U/W EAST CHINA SEA
26JAN-01FEB:	IPT SASEBO, JAPAN
01FEB-03FEB:	ENR KURE, JAPAN
03FEB-05FEB:	IPT KURE, JAPAN
05FEB-09FEB:	U/W SUO NADA BAY, JAPAN MINEX/EODEX 01-1JA PHASE 1
09FEB:	ENR TOKUYAMA, JAPAN
09FEB-10FEB:	IPT TOKUYAMA, JAPAN
10FEB-14FEB:	U/W SUO NADA BAY, JAPAN MINEX/EODEX 01-1JA PHASE 2
14FEB-17FEB:	U/W ENR YOKOSUKA, JAPAN
17FEB-07MAR:	IPT YOKOSUKA, JAPAN
08MAR-09MAR:	UNDERWAY DEMONSTRATION
10MAR-14MAR:	ENR: SASEBO, JAPAN
15MAR-25MAR:	UPK: SASEBO, JAPAN
26MAR-29MAR:	INSURV
30MAR-18APR:	UPK SASEBO, JAPAN
19APR-20APR:	TYT ECHISEA
21APR-23APR:	UPK SASEBO, JAPAN

24APR:	TYT ECHISEA
25APR-26APR:	LTT ECHISEA
27APR-01MAY:	UPK SASEBO, JAPAN
02MAY-03MAY:	LTT ECHISEA, JAPAN
04MAY-08MAY:	UPK SASEBO, JAPAN
09MAY:	ANCH SASEBO, JAPAN
10MAY-11MAY:	LTT ECHISEA, JAPAN
12MAY-16MAY:	UPK ECHISEA, JAPAN
17MAY-18MAY:	IUNWEA ECHISEA
19MAY-23MAY:	UPK SASEBO, JAPAN
24MAY-26MAY:	GRUSL ECHISEA
27MAY:	IPT OKINAWA, JAPAN
28MAY-07JUN:	GRUSL SCHISEA
08JUN-11JUN:	IPT TUAS, SINGAPORE
12JUN-22JUN:	MINEX SINGAPORE
23JUN-01JUL:	IPT SEMBAWANG, SINGAPORE
01JUL:	IPT SINGAPORE
02JUL-03JUL:	GRUSL SOMALACCA
04JUL-06JUL:	IPT LUMUT
07JUL-08JUL:	GRUSL SOMALACCA
09JUL:	BSF SEMBAWANG, SINGAPORE
10JUL-12JUL:	GRUSL SCHISEA
13JUL-17JUL:	IPT SATTAHIP
18JUL-25JUL:	GRUSL SCHISEA
26JUL-29JUL:	IPT HONG KONG, PRC
30JUL-03AUG:	GRUSL SCHISEA
04AUG-07AUG:	IPT OKINAWA
08AUG-10AUG:	GRUSL ECHISEA
10AUG:	ARR SASEBO, JAPAN
11AUG-12AUG:	PKUPK SASEBO, JAPAN
13AUG:	ANCH ECHISEA
14AUG-26AUG:	PKUPK SASEBO, JAPAN
27AUG-19SEP:	UPK SASEBO, JAPAN
20SEP:	TRG ECHISEA
21SEP-30SEP:	UPK SASEBO, JAPAN
01OCT	UPK SASEBO, JAPAN
02OCT-04OCT:	GRUSL ECHISEA
05OCT-11OCT:	MINEX OKINAWA, JAPAN
12OCT-14OCT:	STMEV ECHISEA
15OCT:	EARR SASEBO, JAPAN
16OCT-19OCT:	UPK ECHISEA
20OCT-22OCT:	TRANSIT ECHISEA
23OCT-24OCT:	DEGUASS OKINAWA, JAPAN
25OCT:	TNG ECHISEA
26OCT-28OCT:	TRANSIT ECHISEA
29OCT	EARR SASEBO, JAPAN

29OCT-31OCT:	UPK SASEBO, JAPAN
01NOV-04NOV:	UPK SASEBO, JAPAN
05NOV-06NOV:	IPTEA SASEBO, JAPAN
07NOV-28NOV:	UPK SASEBO, JAPAN
29NOV:	TRN ECHISEA
30NOV-09DEC:	UPK SASEBO, JAPAN
10DEC-11DEC:	LTT SASEBO, JAPAN
12DEC-13DEC:	TYT ECHISEA
14DEC-31DEC:	HOLUPK SASEBO, JAPAN

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

Most of the crew onboard GUARDIAN was still on holiday leave visiting family and friends for the first 9 days of the new century. The first day back at work proved to be a busy day as GUARDIAN conducted a FAST CRUISE preparing the crew to get underway for most of January. The numerous underway periods were in support of the Engineering Department preparing for Underway Demonstration scheduled for 25-26 of January. But due to the opinion of the ISIC's representative, GUARDIAN was unable to conduct U/D as scheduled. The time was taken up by an LTT-E during which ATG personnel evaluated GUARDIAN's engineering team as U/D ready and questioned why GUARDIAN's ISIC had rescheduled the Underway Demonstration.

01 February to 28 February

With the disappointment of not having the U/D completed, GUARDIAN got underway for Kure, Japan. As the crew prepared for MINEX/EODEX 01-1JA, which lasted till the 14<sup>th</sup>. Once again the Kure curse struck when the engineers discovered a crack in the short block of 2B Main Propulsion Diesel Engine. Following the exercise, GUARDIAN headed to Yokosuka, Japan to complete two engine replacements and attend some needed schools. Most of the time was spent making preparations for the Board of Inspectors and Survey (INSURV) and going on liberty in Tokyo and Rappungi. Engineering spent the majority of the time busy with the engine replacements.

01 March to 31 March

With repairs complete, GUARDIAN again tried unsuccessfully to schedule U/D. On the 9<sup>th</sup> of March, GUARDIAN headed home for Sasebo. When she arrived, INSURV was just a week and a half away. Preparations continued for both U/D and INSURV. Liberty was secured for the crew during the week of INSURV, which was starting to effect crew's morale. Unfortunately, the inspection did not get off to a good start and went down hill from there. As tensions mounted between the inspectors and crew, every little detail was soon being analyzed and criticized.

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01 April to 30 April

With INSURV complete but not knowing how she had fared, GUARDIAN again made preparations to pass Underway Demonstration. These efforts would dominate the rest of the month, with the ship getting underway each week for training. Engineering drills began early in the morning and lasted late into the evening.

01 May to 30 May

Early in the month, the ship went through a pre-Underway Demonstration at the direction of Mine Countermeasures Division Eleven. Morale fell to an all time low as the inspection did not go well and liberty was secured indefinitely until the ship completed the Underway Demonstration. This marked the beginning of 12 days of continuous pierside engineering drills during which all hands remained onboard. Operations department personnel were regularly seen cleaning the bilges in the Auxiliary and Main machinery spaces. Many people became frustrated by the demanding schedule and restrictions on liberty. After staying late working towards INSURV, most felt that there would be a healthy stand down period prior to the summer deployment. This never came about due to the need to pass Underway Demonstration in order for the ship to deploy and meet its operational commitments. Finally on May 18<sup>th</sup>, the ship passed Underway Demonstration with flying colors. The crew was met at the pier with an ice cream social sponsored by the wives' association. Liberty call went down that weekend, and a two-day stand down began before the ship got underway with USS PATRIOT on the 24<sup>th</sup> for Okinawa. Once underway, the focus shifted from engineering drills to total ship survivability drills. Fire, Search and Rescue (SAR), flooding, small boat attack and CBR drills became a regular occurrence. Everyone was anxious to hit the commissary at Kadena, AFB in Okinawa to buy supplies and enjoy some fast food. Okinawa was only a one-day stop, however, and the ship continued south to the South China Sea.

01 June to 30 June

The transit south from Okinawa introduced several other ships to travel in company with GUARDIAN, including JDS BUNGO, JDS YAEYAMA, and USS INCHON. The event is commemorated in a famous photo-ex that resulted in a nice picture of all the ships together. This was the first time that the USS INCHON had set sail in the South Pacific since the Korean war. Numerous maneuvering exercises were held during mid-watches to practice interoperability between the US and Japanese forces. A great deal of time was spent refueling the ship while underway. There was much apprehension regarding doing an astern refueling (UNREP) since the ship had not done one in recent history. After two successful UNREP's on the 2<sup>nd</sup> and 6<sup>th</sup> the ship gained confidence in its ability to refuel at sea. After a long transit and a morale raising beard growing contest, the ship arrived in Tuas, Singapore on the 8<sup>th</sup> of June. SN [REDACTED] won the contest for the best looking beard as determined by the Commanding Officer. Singapore was a great working and liberty port for all. MINEX began on the 12<sup>th</sup> and lasted through the 22<sup>nd</sup>. It included another UNREP on the 17<sup>th</sup>. The ship was able to successfully locate all the practice mines placed in its operating area. The

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exercise was a huge success. It involved 14 navies from the South Pacific. The majority of the cooperation occurred on the planning level. GUARDIAN concentrated on hunting its assigned area. The highlight of the event was seeing 'MINEX/EODEX '02' written on the side of the mine shapes through the camera on the mine neutralization vehicle. It was exciting to see surface, air, and subsurface mine warfare occurring all at once. It was the first time that all three had been combined in a long time and it was a direct result of being able to operate with USS Inchon. The ship returned to Sembawang, Singapore on the 22<sup>nd</sup> for a week-long maintenance availability. A lot of work was completed including much needed lagging jobs.

01 July to 31 July

On the 2<sup>nd</sup> of July, GUARDIAN departed Singapore enroute to Lumut, Malaysia. To guard against pirates, the crew manned an additional aft lookout watch to ensure that nothing approached the ship from behind unseen. The transit proved to be less exciting than expected. Traffic was not as dense as had been reported in the Strait of Malacca nor in Singapore harbor. The ship arrived in Lumut, Malaysia on the 4<sup>th</sup> of July. Unfortunately, there were no fireworks this fourth. Force protection was a big issue in Malaysia. As a result of the Cole incident, a higher state of awareness was required in this Muslim dominated country. Even though the ship was berthed directly in front of the Malaysian Naval Headquarters, it was required to have barges completely surrounding it from the sea as well as large metal barricades on the pier. The crews of both GUARDIAN and PATRIOT were restricted to the base. In the midst of the spartan port visit conditions, the Malaysian Navy was very hospitable. They challenged the crews of both GUARDIAN and PATRIOT to a number of different athletic activities including soccer, rugby and softball. Ensign ██████████ decided to leave the base sometime on the 2<sup>nd</sup>. After reporting on board in Singapore a bare 6 days earlier, he left and did not return. The ship spent the majority of the rest of its visit looking for the lost Ensign. The concern was that he had been kidnapped or gotten lost somewhere on base. Later, NCIS officials apprehended him changing planes in Singapore enroute to Los Angeles. He quickly became the butt of all jokes onboard the ship. On the 6<sup>th</sup>, the ship left Lumut and headed back to Singapore for a brief stop for fuel. From Singapore, the ship left for Sattahip, Thailand arriving on the 13<sup>th</sup>. The port visit in Thailand was a highlight for most. The crew enjoyed getting suits made at bargain prices. On the 18<sup>th</sup> the ship left for Hong Kong. This would be the first time a US ship would visit China since the EP-3 incident. The ship arrived in the middle of downtown Hong Kong, Ocean Terminal, with much fanfare on the 26<sup>th</sup> following two UNREPs with the USNS WALTER S. DIEHL on the 20<sup>th</sup> and 23<sup>rd</sup>. The port visit in Hong Kong allowed the crew an opportunity to fill any empty space remaining in their lockers with cheap electronics and clothes. The media closely covered the visit, and with the exception of an article in the South China Morning Post discussing the allegedly raucous nightlife enjoyed by US Navy sailors reported favorably on the ships' presence. The ship left Hong Kong on the 30<sup>th</sup> heading back to Okinawa and home.

01 August to 31 August

The focus of the sail back to Okinawa was preparations for TSTA / FEP. Several integrated training team drills were held in preparation for the big event. The ship arrived on the 4<sup>th</sup> of August and went straight into the inspection. TSTA went well and on the 5<sup>th</sup>, the ship passed its Final Evaluation Problem. It was a huge relief to finally finish the training cycle after having INSURV and UD drag on for so long. The ship was exhausted and ready to head back to Sasebo to see family and relax. The transit back to Sasebo was quick and uneventful. Everyone was anxious to get home and see loved ones. The ship pulled into India Basin on the 10<sup>th</sup>. Two days later the ship was underway for a day to offload ammunition at anchorage. The rest of the month was spent in an upkeep period. The crew finally had a chance to take some leave and spend time completing jobs that were now stacking up in the CSMP (Continuous Ship's Maintenance Project, a summary of all material items requiring attention).

01 September to 30 September

GUARDIAN continued the low-key tempo of its upkeep period until the September 11th terrorist attacks. The attacks marked a sharp change in the way Guardian did business, and for the rest of the month the crew waited to see just how this change would impact them. The crew was recalled that evening and stayed at security alert most of the night. Liberty was secured for the entire base, and Japanese police were called in to guard the gates. No longer would the base be open to Japanese nationals and non-military ID holders. Most of the crew didn't complain about the restrictions, people understood that there was indeed a dangerous threat. Although none of the crew lost close friends or family members in the attacks, they shared the sense of shock and loss that prevailed throughout the nation. After a few days, people were allowed to go home but nowhere else in town. Vehicles were not allowed on or off base. Nimitz park was used for parking. After several weeks of biking groceries home everyday, the base finally opened once more to vehicle traffic.

01 October to 31 October

GUARDIAN left for Okinawa on the 2<sup>nd</sup>. The intent was to conduct a mine exercise in conjunction with the Blue/Green SOCEX. The exercise was cut short about halfway through due to raising tension in the war against terrorism, however. There was a lot of talk about the entire ARG (the amphibious ships homeported in Sasebo) moving south either to Singapore or East Timor. On the 9<sup>th</sup>, the ARG was recalled to Okinawa to onload supplies. Most thought that GUARDIAN would also head south on an extended deployment. Due to concerns about mine countermeasures vessels ability to protect themselves, maintain speed with the ARG, and self-sustain during a prolonged deployment, however, GUARDIAN and PATRIOT ended up returning to Sasebo. On the way, GUARDIAN deployed a double "O" mechanical mine sweep and practiced firing the .50 caliber machine guns. After a short stop in Sasebo, GUARDIAN made preparations to return to Okinawa to complete a run of the degaussing range. PATRIOT was unable to get underway due to problems with their shaft seal. This was one of the first times that GUARDIAN had gotten underway without PATRIOT. The ship pulled into Okinawa on the 22<sup>nd</sup> and proceeded to offload an entire Conex box worth of

magnetic material. The range was set up on a north-south course directly off the pier. It was difficult to run the south leg because the ship had to maneuver right next to the pier. The range was only 50 feet wide, so there was not much room for error with our 39 foot beam. After two days of deguassing range runs and an overheating bow thruster, the ship finally passed the check. After some practice mine hunting, the ship left Okinawa for Sasebo on the 26<sup>th</sup>; arriving in Sasebo on the 29<sup>th</sup> just in time for Halloween. Fortunately, many of the restrictions on the base due to increased force protection had been lifted by the time GUARDIAN returned to Sasebo.

01 November to 30 November

GUARDIAN spent most of November tied to the pier. The crew enjoyed the relaxing of restrictions that had occurred since the ship had left as it prepared to complete the Navigation Assessment. After one botched attempt, the ship was able to pass. After a stern look at necessary watch stations and duty section requirements, the Command's determination that heightened force protection requirements did not preclude GUARDIAN from returning to 4 section duty met with much rejoicing from the crew.

01 December to 31 December

December allowed some time for a much-needed Holiday stand down period. A mid-cycle engineering assessment was instituted as a result of the problems faced with passing Underway demonstration. The inspection went well in the beginning of the month. The ship got underway on the 12<sup>th</sup> and 13<sup>th</sup> in order to practice deploying the 6H combination influence sweep gear in preparation for the joint Japanese/ US mine exercise in February. The sweep's deployment and retrieval went well, but the electricians identified problems with the Magnetic Cable and Constant meggering device. After returning to port, everyone on board who wanted to take leave was able to take leave during one of two two-week blocks of time. The half of the crew remaining onboard concentrated on completing maintenance. Electricians completely changed out the magnetic cable. Repair Division and workcenter Damage Control Petty Officers overhauled watertight doors throughout the ship, while other engineers refinished the engineering passageway.