



DEPARTMENT OF THE NAVY

USS GUARDIAN (MCM-5)
FPO AP 96666-1925

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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 2003 COMMAND HISTORY FOR USS GUARDIAN (MCM-5)

Ref: (a) OPNAVINST 5750.12H

Encl: (1) Command History covering period of 01 JAN 03
through 31 DEC 03

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 Stanley O. Keeve

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:	IPT SASEBO, JAPAN. Holiday Upkeep.
10JAN:	IPT SASEBO, JAPAN. Fast Cruise
11JAN-14JAN:	U/W SASEBO OPAREA. ECC Drills.
15JAN:	IPT SASEBO, JAPAN. Refueling.
16JAN-30JAN:	IPT SASEBO, JAPAN. HM&ERA/C5RA.
31JAN-01FEB:	U/W SASEBO OPAREA. LTT-E.
02FEB-04FEB:	IPT SASEBO, JAPAN.
05FEB:	IPT SASEBO, JAPAN. Repairs commence on Anchor Windlass.
06FEB-09FEB:	IPT SASEBO, JAPAN. Maintenance.
10FEB-11FEB:	IPT SASEBO, JAPAN. LTT-E.
12FEB-17FEB:	IPT SASEBO, JAPAN. Maintenance.
18FEB:	IPT SASEBO, JAPAN. Refueling.
19FEB-20FEB:	IPT SASEBO, JAPAN. LTT-E. Replacement of Anchor Windlass Complete.
21FEB:	U/W SASEBO OPAREA. LTT-E.
22FEB-25FEB:	IPT SASEBO, JAPAN. Engineering Maintenance.
26FEB-01MAR:	U/W SASEBO OPAREA. LTT-E.
02MAR:	IPT SASEBO, JAPAN. Refueling.
03MAR:	IPT SASEBO, JAPAN. TSTA-II.
04MAR-06MAR:	U/W SASEBO OPAREA. TSTA-II/LTT-E.
07MAR:	IPT SASEBO, JAPAN. TSTA-II.
08MAR:	IPT SASEBO, JAPAN. Refueling.
09MAR:	IPT SASEBO, JAPAN.
10MAR-11MAR:	U/W SASEBO OPAREA. Degaussing Range.
12MAR-13MAR:	IPT SASEBO, JAPAN. Engineering Maintenance.

14MAR:	U/W SASEBO OPAREA.
15MAR:	U/W SASEBO OPAREA. Underway Demonstration.
16MAR-17MAR:	IPT SASEBO, JAPAN.
18MAR-19MAR:	ENR POHANG, ROK.
20MAR:	IPT POHANG, ROK. Refueling.
21MAR-25MAR:	U/W POHANG OPAREA. FOAL EAGLE '03.
26MAR-27MAR:	IPT POHANG, ROK.
28MAR:	ENR PUSAN, ROK. Main Space Fire Drill.
29MAR-31MAR	IPT PUSAN, ROK. Refueling.
01APR:	ENR SASEBO, JAPAN.
02APR-07APR:	IPT SASEBO, JAPAN.
08APR-10APR:	IPT SASEBO, JAPAN. FP TSTA.
11APR-13APR:	IPT SASEBO, JAPAN.
14APR-18APR:	U/W SASEBO OPAREA. TSTA III.
19APR-20APR:	IPT SASEBO, JAPAN
21APR-22APR:	U/W SASEBO OPAREA. *FEP.
23APR-02MAY:	IPT SASEBO, JAPAN. Upkeep.
03MAY-04MAY:	IPT SASEBO, JAPAN.
05MAY-07MAY:	IPT SASEBO, JAPAN. 3M LTT.
08MAY:	IPT SASEBO, JAPAN. Fast Cruise.
09MAY-14MAY:	IPT SASEBO, JAPAN. Upkeep.
15MAY:	ENR OKINAWA. STT Drills.
16MAY:	ENR OKINAWA. Man Overboard Drill, CSTT Drills, Main Space Fire Drill.
17MAY:	ENR OKINAWA. Intel. Drills.
18MAY:	IPT WHITE BEACH, OKINAWA. MWR Trips.
19MAY:	IPT WHITE BEACH, OKINAWA. Refueling, MWR Trips.
20MAY:	IPT WHITE BEACH, OKINAWA. MWR Trips.
21MAY:	U/W OKINAWA OPAREA. Unordered acceleration aft pierside, crew member MEDEVAC.
22MAY:	U/W OKINAWA OPAREA. Astern Refueling with USNS TIPPECANOE.
23MAY:	ENR FUKUOKA, JAPAN. Swing Ship.
24MAY:	ENR FUKUOKA, JAPAN.
25MAY:	IPT FUKUOKA, JAPAN. Refueling. COMREL orphanage visit.
26MAY-27MAY:	IPT FUKUOKA, JAPAN.
28MAY:	ENR PUSAN, ROK.
29MAY:	IPT PUSAN, ROK. Class C Fire in pierside service generator, loss of power to ship.
30MAY-01JUN:	IPT PUSAN, ROK.
02JUN:	ENR INCHEON, ROK. STT Drills.
03JUN:	ENR INCHEON, ROK. EOCC Drills.
04JUN-06JUN:	IPT INCHEON, ROK.

07JUN: IPT INCHEON, ROK. Soccer game between GUARDIAN crew and ROKN sailors; wardroom social with ROKN officers.

08JUN: IPT INCHEON, ROK. MWR Trip to DMZ with ROK Naval personnel.

09JUN-11JUN: ENR KAGOSHIMA, JAPAN.

12JUN: IPT KAGOSHIMA, JAPAN. Refueling.

13JUN-14JUN: IPT KAGOSHIMA, JAPAN. MWR trips.

15JUN: IPT KAGOSHIMA, JAPAN. COMREL visit to orphanage.

16JUN: ENR SASEBO, JAPAN. STT Drills, Maneuvering Transit, EOCC Drills.

17JUN: ENR SASEBO, JAPAN. Mine hunting/neutralization trng., EOCC Drills, Main Space Fire Drill.

18JUN: IPT SASEBO, JAPAN.

19JUN: IPT SASEBO, JAPAN. Refueling.

20JUN-24JUN: IPT SASEBO, JAPAN.

25JUN: ENR OKINAWA. Man Overboard Drill, Fan Coil Unit casualty.

26JUN: ENR OKINAWA.

27JUN: U/W OKINAWA OPAREA. Refueling White Beach.

28JUN: U/W OKINAWA OPAREA. Locate and mark sunken USMC AAV with EOD DET 53.

29JUN: U/W OKINAWA OPAREA. Refueling White Beach. Swim Call.

30JUN: ENR SASEBO, JAPAN. .50 Cal. Machine gun fire, EOCC Drills, Man Overboard Drill.

01JUL: ENR SASEBO, JAPAN. Early morning near-boarding of odd fishing contact, minehunting trng., General Quarters Drill.

02JUL: IPT SASEBO, JAPAN. Refueling.

03JUL-07JUL: IPT SASEBO, JAPAN.

08JUL: U/W SASEBO OPAREA. Mechanical sweep, Man Overboard Drill, EOCC Drills.

09JUL: U/W SASEBO OPAREA. CSTT Drills, General Quarters Drill, MNV operations.

10JUL: U/W SASEBO OPAREA. Combination influence sweep.

11JUL-12JUL: IPT SASEBO, JAPAN. Refueling.

13JUL-16JUL: IPT SASEBO, JAPAN.

17JUL: IPT SASEBO, JAPAN. Safety Survey.

18JUL: IPT SASEBO, JAPAN. Commanding Officer, FTSCPAC visits GUARDIAN.

19JUL-20JUL: IPT SASEBO, JAPAN.

21JUL: IPT SASEBO, JAPAN. MIW LTT.
 22JUL-25JUL: U/W SASEBO OPAREA., MIW LTT.
 26JUL: IPT SASEBO, JAPAN. Refueling.
 27JUL-31JUL: IPT SASEBO, JAPAN. 3M BLA.
 01AUG-04AUG: IPT SASEBO, JAPAN.
 05AUG: U/W SASEBO OPAREA. CSTT Drills, Mine
 hunting/neutralization drills. Mine check shape
 cable parted, preventing check shape recovery.
 06AUG: U/W SASEBO OPAREA. Getting underway from
 anchorage with a duty section drill, Man Overboard
 Drill, Set General Quarters for Class C Fire in
 Number 2 Switchboard.
 07AUG-08AUG: IPT SASEBO, JAPAN. Navigation LTT
 09AUG-10AUG: IPT SASEBO, JAPAN.
 11AUG-17AUG: IPT SASEBO, JAPAN. Sonar TECHAV.
 18AUG-22AUG: IPT SASEBO, JAPAN. Sonar TECHAV, Supply
 LTT, SAR LTT.
 23AUG-28AUG: IPT SASEBO, JAPAN.
 29AUG: IPT SASEBO, JAPAN. Fast Cruise.
 30AUG: IPT SASEBO, JAPAN.
 31AUG-01SEP: IPT SASEBO, JAPAN. Magnetic Offload.
 02SEP: U/W SASEBO OPAREA. FACDAR Range.
 General Quarters due to major lube oil leak 1A
 SSDG. Casualty tainted both potable water tanks
 with salt water.
 03SEP: U/W SASEBO OPAREA. FACDAR Range. Main
 Space Fire Drill.
 04SEP: U/W SASEBO OPAREA. FACDAR Range. 2B
 MPDE rendered inoperable due to torque limiting
 interlock problem, Class C Fire in UCHS
 Ventilation Controller.
 05SEP: U/W SASEBO OPAREA. Recovered Mine Check
 Shape.
 06SEP-07SEP: IPT SASEBO, JAPAN.
 08SEP: IPT SASEBO, JAPAN. Refueling, Main Space Fire
 Drill.
 09SEP: IPT SASEBO, JAPAN.
 10SEP: IPT SASEBO, JAPAN. LTT D/E.
 11SEP: U/W SASEBO OPAREA. STT Drills. LTT D/E
 12SEP: IPT SASEBO, JAPAN. LTT D/E. Main Space Fire
 Drill.
 13SEP-14SEP: IPT SASEBO, JAPAN.
 15SEP-17SEP: IPT SASEBO, JAPAN. 3M Certification
 Inspection, CBR RIP, Supply LTT.
 18SEP: U/W SASEBO OPAREA. STT Drills, FACDAR
 Range.

19SEP-22SEP: IPT SASEBO, JAPAN. MIW LTT.
 23SEP: ENR OKINAWA. CSTT Drills, MIW LTT.
 24SEP: ENR OKINAWA. MIW LTT.
 25SEP: IPT WHITE BEACH, OKINAWA. Refueling.
 26SEP: U/W OKINAWA OPAREA. JTF WARNET
 testing, VBSS Exercise, MIW LTT.
 27SEP: U/W OKINAWA OPAREA. JTF WARNET
 testing, MIW LTT, Mechanical sweep.
 28SEP: U/W OKINAWA OPAREA. JTF WARNET
 testing, EOCC Drills, MIW LTT, Mine hunting
 trng.
 29SEP: IPT WHITE BEACH, OKINAWA. Refueling.
 30SEP: ENR SASEBO, JAPAN. LTT-N, STT Drills, Man
 Overboard Drill, EOCC Drills, Main Space Fire
 Drill.
 01OCT: ENR SASEBO, JAPAN. Test Counter-measure
 Washdown System.
 02OCT: IPT SASEBO, JAPAN.
 03OCT: IPT SASEBO, JAPAN. Toxic Gas Drill.
 04OCT-10OCT: IPT SASEBO, JAPAN.
 11OCT: ENR YOKOSUKA, JAPAN. STT Drills.
 12OCT-13OCT: ENR YOKOSUKA, JAPAN via Shimonoseki
 Straits, Inland Sea.
 14OCT: ENR YOKOSUKA, JAPAN. EOCC Drills, Main
 Space Fire Drill, CSTT Drills.
 15OCT-21OCT: IPT YOKOSUKA, JAPAN. TRAV.
 22OCT: IPT YOKOSUKA, JAPAN. TRAV. Deadstick
 berth shift.
 23OCT-31OCT: IPT YOKOSUKA, JAPAN. TRAV.
 01NOV: ENR SASEBO, JAPAN. STT Drills
 02NOV: ENR SASEBO, JAPAN. .50 Cal Machine Gun
 Exercise, Man Overboard Drill
 03NOV: ENR SASEBO, JAPAN. General Quarters Drill,
 Flag Hoist/Divisional Tactics Drills.
 04NOV: ENR SASEBO, JAPAN. Mechanical sweep, At-
 Sea Fire Party Drill.
 05NOV: IPT SASEBO, JAPAN. STT Drills, Rules of the
 Road Exam, Refueling.
 06NOV: U/W SASEBO OPAREA. Navigation Certification
 Inspection/Junior Officer Shiphandling
 Competition.
 07NOV-09NOV: IPT SASEBO, JAPAN. Engine Maintenance.
 10NOV-12NOV: IPT SASEBO, JAPAN. EMI CERT, Engine
 Maintenance.
 13NOV: U/W SASEBO OPAREA. EMI CERT, MMTGTG
 Optest.

14NOV-16NOV:	IPT SASEBO, JAPAN. ISCS/Main Engine Governor Groom.
17NOV-18NOV:	IPT SASEBO, JAPAN. CSOSS Implementation, ISCS/Main Engine Governor Groom.
19NOV-23NOV:	IPT SASEBO, JAPAN. ISCS/Main Engine Governor Groom.
24NOV-25NOV:	IPT SASEBO, JAPAN. CTF 76 Force Protection Exercise.
26NOV-03DEC:	IPT SASEBO, JAPAN. ISCS/Main Engine Governor Groom.
04DEC-05DEC:	U/W SASEBO OPAREA. Swing Ship, ISCS/Main Engine optest.
06DEC-07DEC:	IPT SASEBO, JAPAN
08DEC-12DEC:	IPT SASEBO, JAPAN. Admin LTT.
13DEC-31DEC:	IPT SASEBO, JAPAN. Holiday upkeep.

3. Narrative. While the following Command History for USS GUARDIAN (MCM-5) has been recreated from the Deck Log, and Engineering Logs, it can perhaps be best summarized in the lyrics of a song written by a member of the GUARDIAN wardroom during the year to the tune of "Bye, Bye Miss American Pie":

"A long long time ago, I can still remember how that GQ (general quarters drill) used to make me smile.

For I knew that I'd get a chance to see our Repair Party dance, and maybe we'd set ZEBRA (close off compartments for greater survivability) just in time.

But message routing made me shiver, with every folder I'd deliver (up the chain of command for release)

Bad news on U/D preps, time to route more CASREPS (casualty reports sent out for broken equipment)

I quite remember how I cried when 1-2 Bus Tie Breaker fried,
But through it all we stay alive, onboard MCM-5.

Oh my, my to be a GUARDIAN guy,

Enroute to Anchorage 26 (for engineering drills) give the Gas Turbine a try
(started out the year reliable, slowly stopped working until by mid-year it wouldn't ever start and wasn't repaired until November).

We're iron men on wooden ships of non-magnetic design,
But please don't fill our (potable water) tanks up with brine,
No please don't fill our tanks up with brine.

Did you write the meal eval, and did you correct the gage cal (an engineering program) like ATG told you to?

Well you won't believe how we rock and roll (if you've never been on a small wooden ship you can't appreciate this line),

How Fireman Gbonah bought the laptop Seaman Dockendorf stole (he apparently took a ship's laptop, removed the sticker and sold it to his unknowing shipmate for \$500 shortly before detaching. The transaction went unnoticed until a barracks inspection months later.)

But we can show you how to steam real slow (max speed 14.6 knots).
Well I know you heard the 1MC (ship's public address system) blaring
"Engineering Casualty S&S (sounding and security watch) to AMR (auxiliary
machinery room), to CCS (central control station) with CRT (casualty response
team).

Well we've got a three-man A Gang (auxiliaries division), had busted fan coil
units and leaky stern cranes, but we all know that Larry (our Port Engineer who
manages our maintenance) holds the reigns to repairs on MCM-5.

He's even singing My, my to be a GUARDIAN guy
Enroute to Anchorage 26 give the Gas Turbine a try.
We're iron men on wooden ships of non-magnetic design,
But please don't fill out tanks up with brine,
No please don't fill out tanks up with brine.

Helter skelter at 1 Mike Hotel (the name of our watches while conducting mine
neutralization)

The (mine neutralization) vehicle cable (from the ship to the vehicle) is not
tending well. 150 (degrees aft of the bow) and heading aft... (in danger of getting
tangled in the ship's propellers)

All Stop's just not good enough (the propellers still turn at All Stop even though
they don't push any water due to the blade angle being straight up and down in
the water), the rubber coating (on the cable) is not that tough.

Declutch and brake both shafts (to stop the propellers from turning).

But all the stress explodes in glee when we blow the Mission Package 3 (charge
that neutralizes mines).

The mission was completed, UCHS (the space housing the winch that pays out the
Vehicle's cable) neither flooded nor overheated (both of which have been known
to happen).

And MN2 (mineman second class who mans the sonar console) confirms our
hopes when he reports a clear sonar scope.

So now our eye will not get poked (a favorite idiom of the Commanding Officer)
by the ISIC (Immediate Superior in Command) of MCM-5 (Mine
Countermeasures Division ELEVEN). He's even singing.

My my to be GUARDIAN guy
Enroute to Anchorage 26 give the Gas Turbine a try.
We're iron men on wooden ships of non-magnetic design,
But please don't fill our tanks up with brine,
No please don't fill our tanks up with brine."

01 January to 31 January

Half of the crew onboard GUARDIAN was on leave visiting family and friends
for the first 9 days of the new year. The first day back at work proved to be a busy day as
GUARDIAN conducted a FAST CRUISE (manning up all watch stations and conducting
as much actual underway actions as are possible pierside) preparing the ship to get
underway the next day. The underway period supported the Engineering Department's

Encl (1)

preparations for the Underway Demonstration scheduled 10 February. Based on the ISIC representative's negative assessment of GUARDIAN's readiness for the inspection following this underway period, however, GUARDIAN was forced to schedule many engineering drills in the evenings after the technical representatives making up the HM&ERA/C5RA (hull, mechanical and electrical readiness assessment/combat systems command, control, communications and computers readiness assessment) finished their daily work. Much significant work was completed during this visit, including the rebuilding of 1B Ship's Service Diesel Generator (SSDG), recommendations to replace all major galley equipment and inspection of the ship's ventilation system. Overall, 271 maintenance actions were identified and started during the final two weeks of January.

01 February to 28 February

With the completion of HMER/C5A, GUARDIAN began what it hoped would be the final preparations for an Underway Demonstration that had already been delayed two months. At GUARDIAN's ISIC's request, however, the scheduled date came and went without the N82 inspection team arriving to conduct the inspection. The discovery of a crippling crack on the Anchor Windlass Bull Gear ensured that GUARDIAN would not get underway as planned to participate in MINEX/EODEX '03 in Suo Nada Bay during the final two weeks of February, giving GUARDIAN time not only to ship a cannibalized anchor windlass from Texas but also to prepare more for the Underway Demonstration (U/D). Nearly every day saw the running of engineering drills, and all hands participated in cleaning the Engineering spaces while a specially picked "tiger team" worked all night painting, repairing and beautifying the engine rooms. By the end of the month the old anchor windlass had been removed and the replacement taken from the USS OSPREY (MHC-51), shipped from Texas to Sasebo, craned on, installed and tested. While the crew was disappointed at having missed out on MINEX, the Engineers had successfully fine-tuned their skills and improved their spaces' material condition.

01 March to 31 March

At the beginning of the new month with repairs complete, GUARDIAN moved ahead with its training cycle and once more prepared to complete the U/D. During the first week of March the ship completed Tailored Ship's Training Availability (TSTA-II), during which it conducted further shiphandling and damage control evolutions. The most involved of these was mooring to a buoy, an evolution that GUARDIAN almost never does yet twice executed flawlessly. Its performance during the Afloat Training Group (ATG) Engineering limited team training periods (LTT-E) in February and early March satisfied the Afloat Training Group and ISIC representatives who had been basically living onboard for the previous several months that GUARDIAN was ready. After receiving their blessing, GUARDIAN prepared for the final inspection scheduled for the 15th. On the 12th, however, a massive casualty to one of the two breakers that link the ship's two switchboards threatened to scuttle the inspection once more. Working around the clock for two days, GUARDIAN's electricians performed the heroic feat of discovering and correcting the problem in time to get the ship underway for anchorage on the 14th for a night of physical and mental preparation. After the months of painful preparation, the Underway Demonstration was rather anti-climactic. GUARDIAN successfully completed 15 of 16 drills and 12 of 12 evolutions, garnering an assessment

of engineering space cleanliness and material condition "above fleet standards" as it earned the N82 team's first grade of "Outstanding" for 2003. With this major hurdle behind her in an impressive fashion, GUARDIAN set off for Korea to participate in FOAL EAGLE '03. Once more, the crew and equipment performed brilliantly, meeting all taskings, including completing bottom mapping of Pohang Harbor, completing hunting and sweeping clearance of all assigned ocean sectors, successfully detonating both MP-3 and MP-2 ordnance, and completing a formation mechanical sweep with a ROKN minesweeper. LTJG [REDACTED] and MN3 [REDACTED] completed day-long exchanges with the ROK Navy. Following an exhilarating, if exhausting ten days of nearly around-the-clock operations, the crew enjoyed "beer on the pier" in soggy, isolated Pohang harbor before heading south for a plusher three-day port visit in Pusan.

01 April to 30 April

After the frenetic pace of preparing for U/D and conducting FOAL EAGLE '03, the ship spent more time pierside during April completing the final requirements for certification by its ISIC. To this end, upon completion of an extremely rough day-long transit home from Korea that saw a box of inert ordnance wash overboard, GUARDIAN conducted a Force Protection TSTA. This TSTA certified GUARDIAN's ability to conduct force protection drills and properly respond to a wide variety of force protection threats inport and at anchor. GUARDIAN also completed its final Tailored Ship's Training Availability (TSTA-III) for general operations, during which it conducted a Chemical, Biological, Radiological Warfare Defense (CBR-D) drill and several General Quarters drills. A week later, the ship conducted a two-day Final Evaluation Problem (FEP) that proved the ability of all hands to work together in combating complex damage control scenarios and of the training teams to coordinate their actions and evaluations through the Integrated Training Team. As it was concluding these requirements, this ship received notification that it had received all of the Type Commander Warfare Excellence Awards (Engineering/Survivability, Maritime Warfare, Command and Control and Logistics Management) for CY 2002, but had not been selected for the Battle E. With the completion of all required inspections, GUARDIAN finished up the month preparing for its summer deployment.

01 May to 30 May

GUARDIAN started off the month of May preparing to sail to Singapore to participate in MCMEX '03 and make port calls in Thailand, Vietnam, the Philippines and Okinawa. Unfortunately, concerns about force protection and exposure to the SARS virus as well as the commitment of crucial refueling logistical support to operations supporting Operation ENDURING FREEDOM scuttled this promising deployment days before it was to commence. Instead, the ship prepared on short notice to get underway for an abbreviated deployment much closer to home. The first half of the month was spent repairing equipment and completing all remaining items on the POM (Planned Overseas Movement) check sheet, as well as enjoying a few days of stand down just prior to leaving on the 15th. The ship also hosted a team of inspectors from ATG to look at GUARDIAN's 3M (Maintenance Material Management) program. For three days, inspectors examined records and spot-checked actual maintenance in order to offer the crew beneficial insight on how to improve the program in preparation for the 3M

Baseline Assessment (BLA) scheduled for July. Finally, on the 15th GUARDIAN got underway for Okinawa. Although the crew ran drills and conducted important equipment checks underway, inport time in each of the five ports visited during deployment was reserved for maximum liberty. In Okinawa, two vans were reserved for the crew's use, and the MWR (morale, welfare and recreation) officer planned trips for each of the days and operated a continuous shuttle service to Kadena AFB and other popular destinations on the island. When the ship got underway from the pier in Okinawa, it encountered an unusual acceleration astern when it had ordered an ahead bell on the starboard shaft. The tug attached to GUARDIAN's starboard quarter did not help matters by pulling the stern towards the pier as it backed down. Fortunately, the ship did not hit the pier and the sea and anchor detail continued uneventfully after its exciting start. Approximately an hour later, however, MSSN [REDACTED] was standing in the wrong place at the wrong time when the manual hoist lever on the electric boat davit spun around upon the re-energizing of the system following its tripping off-line. It struck him in the torso, causing him to have trouble breathing. Fearing a ruptured spleen, the ship decided to medevac him back to Okinawa. Feeling a helicopter lift or small boat transfer to the nearby USNS Tippecanoe was needlessly risky, GUARDIAN turned around and headed back for the pier at White Beach at full speed. The evacuation and subsequent return to open waters was completed uneventfully. MSSN [REDACTED] injury turned out to be much less serious than feared, and GUARDIAN continued to prepare for the next day's astern refueling evolution with USNS Tippecanoe. The final ten days of the month were spent transiting from Okinawa to port visits in Fukuoka and Pusan. The port visit in Fukuoka was particularly popular because family members from Sasebo were able to travel less than two hours by bus to spend time with their loved ones. Fifteen crew members also participated in a wildly enjoyed visit to a local orphanage in Fukuoka.

01 June to 30 June

On the 2nd of June, GUARDIAN departed Pusan and commenced an extremely foggy 3-day transit to Incheon. The low visibility detail was manned and the fog horn sounded every 2 minutes for most of the first 2 days. Fortunately the fog lifted for the final 5-hour sea and anchor detail through the islands and locks leading into Incheon. GUARDIAN safely navigated all hazards, losing only a chunk of wood on the port side toward the stern where a lock came too close. Once inport, GUARDIAN sailors enjoyed the liberty available in Incheon, nearby Seoul and Osan AFB. GUARDIAN fielded a soccer team that was beaten soundly by a ROK Navy team consisting largely of Korean SEALs, and the wardroom enjoyed an evening social with ROK Navy officers who enthusiastically filled the glasses with highly-alcoholic soju every time they started to empty and then proceeded to drink a toast to empty them so they could be filled again. MWR also provided two opportunities for GUARDIAN sailors to travel to the demilitarized zone separating North and South Korea. GUARDIAN then left Incheon, completed a slightly-less foggy transit through the Yellow Sea and proceeded to Kagoshima, Japan. The ship encountered a number of protestors on the pier, but nothing worse than a picture in the local newspaper showing GUARDIAN pulling into port in the background with an angry protestor shaking his fist in the foreground resulted. A number of Japanese reporters toured the ship and GUARDIAN and PATRIOT Commanding officers conducted an abbreviated press conference. Once more, despite the rain the

GUARDIAN crew took advantage of the regular bus service arranged by the Supply Officer and an MWR trip to the nearby volcano. On the third night inport, several GUARDIAN sailors on the last bus back from liberty became loud and unruly. When confronted by the GUARDIAN Chief Engineer, they became downright disrespectful. The PATRIOT Executive Officer ordered all PATRIOT sailors to disembark the bus. After an argument between the two ships' senior members on the bus, all crew members of both ships eventually returned to their ships and preparations for Captain's Masts were initiated for several crew members. Once more, GUARDIAN crew members visited an orphanage to clean the facility and play with the children. Ending its short deployment, GUARDIAN departed Kagoshima and returned to Sasebo. The focus for the rest of the month was improving mine warfare proficiency. The crew enjoyed a unique ability to apply this skill toward the end of the month when it was tasked with locating and marking for retrieval a Marine Corps Amphibious Assault Vehicle off the coast of Okinawa. Within hours of commencing the search in shallow reef-pitted waters, the sonar operators had marked the vehicle's location and the MNV pilots had successfully identified it visually. GUARDIAN then served as a command and control center for the EOD detachment 53 who attached a position beacon buoy to the vehicle in preparation for USS SAFEGUARD (ARS 50) to haul it out of the water the following month. Casualties to a fan coil unit caused temperatures in many spaces onboard to soar above 100 degrees, making underway operations extremely fatiguing. The return to Sasebo was celebrated by an underway swim call and gunnery drills.

01 July to 31 July

GUARDIAN's rescue and assistance detail started off the month at 0200 on the 1st by responding to what the Officer of the Deck interpreted as a vessel in distress. After manning and launching the small boat, coming alongside the small fishing boat and training high powered floodlights on it, however, the boarding party concluded that the boat was nothing more unusual than a Japanese fisherman who had fallen asleep and allowed his small craft to drift during the night. Upon returning to Sasebo, the crew continued to stress mine warfare training. A team of experts arrived from Texas to conduct training and evaluate the crew's proficiency. GUARDIAN also completed a Safety Survey that secured the Green H and Yellow E Safety Awards for CY 2003 during July. Finally, at the end of the month GUARDIAN fielded another ATG contingent to complete the 3M Baseline Assessment. Although the ship completed the administrative review of all of its maintenance with flying colors, the inspectors determined that maintenance checks demonstrated by the ship's damage control, engineering and medical work centers were not satisfactory. The team left with the understanding that an abbreviated team would return in September to complete the unsatisfactory items during a final Certification Inspection.

01 August to 31 August

A rather calm if dusty August was punctuated by extensive pierside maintenance work and assorted training visits. The entire ship was soon covered in a thick black dust as an army of shipyard workers that resembled a swarm of locusts in appearance and sound ground off the nonskid from all of the weather decks. A team of sonar experts also reported onboard to complete much-needed maintenance and upgrades to the SQQ-32

sonar. The Navigation team prepared for the Nav Check Ride scheduled in September during an LTT, while the Supply Department continued to prepare for the Supply Management Assessment (SMA) in January by receiving training from an S1 (stores) ATG team. The ship's Search and Rescue (SAR) swimmers also completed an LTT that satisfied all requirements for certification.

01 September to 30 September

After a month of solid maintenance and admin, GUARDIAN sprang to life with some mechanical fits and starts. In the course of a single underway period designed to record its magnetic and acoustic signatures, GUARDIAN lost all electrical power in restricted waters, contaminated both of its potable water tanks (something that had been a recurring problem based on the distiller's unreliability), lost use of one of its main engines, suffered a casualty to the freezer's King Solenoid Valve that resulted in the loss of \$17,000 worth of food stores and experienced an electrical fire in a ventilation controller. Engineers from ATG came onboard once more to measure the ship's proficiency six months following its highly successful Underway Demonstration, and the 3M inspectors returned for the promised Certification Inspection. This time, the crew performed nearly flawlessly and the inspectors certified ship's 3M program. The ship received all-new CBR defense personal protective equipment through the newly-instituted RIP (Readiness Improvement Program), and the Supply Department received training from an S2 (food service) ATG team. The mine warfare experts from Texas returned to GUARDIAN on the 19th to conduct further training during GUARDIAN's upcoming participation in SOCEX with the USS ESSEX (LHD-2) Expeditionary Strike Group. During this exercise, GUARDIAN became the first MCM ship to operationally test the JTF WARNET communications suite. GUARDIAN also served as the host vessel for a VBSS (visit, board, search and seizure) exercise with a special operations team that was making final preparations to combat insurgents in the southern Philippines. Despite heavy seas, GUARDIAN completed all required actions in support of all of its purposes and set sail for Sasebo on the 30th.

01 October to 31 October

During October GUARDIAN conducted its annual Training Availability (TRAV) in Yokosuka. In order to avoid a tropical cyclone southeast of Kyushu, the ship transited the Shimonoseki Straits and the Inland Sea from Sasebo enroute to Yokosuka. The three weeks pierside in Yokosuka enabled the crew to attend many schools that are unavailable in Sasebo. Significant schools included General and Advanced Shipboard Firefighting, Radar Navigation Team Trainer, First Class Leadership, Senior Quartermaster Refresher, Force Protection Team Trainer and Small Boat Coxswain. Additionally it provided time for the engineers to repair the freezer and troubleshoot the ailing main engine governors that restricted GUARDIAN to the unbalanced use of three of four main engines. Members of the crew participated in trips to Disneyland and a Linkin Park concert, as well as seeking out liberty in Tokyo.

01 November to 30 November

GUARDIAN began November by getting underway for Sasebo on the 1st. Immediately after returning to home port, the ship got underway once more on the 6th for

the Nav Check Ride. Overall, the ship scored a level of 98.1% and received a grade of "outstanding". LTJG ██████████ represented GUARDIAN in the annual Junior Officer Shiphandling competition by conning the ship during getting underway from the pier, man overboard, precision anchorage and mooring pierside evolutions. Aside from a single day underway to complete Electro-Magnetic Interference (EMI) certification of its communications equipment, GUARDIAN spent the remainder of the month pierside conducting much-needed engineering maintenance. Specialists from the United States came onboard to repair the Magnetic Minesweeping Gas Turbine Generator (MMGTG), which had not functioned in six months, and conduct a groom on the propulsion plant's electrical control system and main engine governors. By the end of November, GUARDIAN's engineering plant was functioning better than it had at any time in the previous year and a half. As the Supply Department continued to work the majority of each weekend preparing for SMA, the only ship-wide event to take place as the month concluded was a 2-day Force Protection Exercise that closely resembled the spring's Force Protection TSTA.

01 December to 31 December

December began by concluding the repairs and adjustments to the propulsion plant's control system. On the 4th and 5th, GUARDIAN got underway to verify proper functioning of the systems and to conduct a required periodic test of the ship's magnetic compass. Following the return to port, one final team from ATG reported onboard to assess the ship's office. Quietly winding down the year, GUARDIAN crew held a Christmas party on the 10th at the Harbor View Club prior to commencing a holiday upkeep period on the 12th. Unlike the party the previous year, this one was well-attended. For the remainder of the month, half of the crew took time off while the other half manned the duty sections in three-section duty and oversaw completion of maintenance work. As a year of significant accomplishments and numerous nights hard at work came to an end, the GUARDIAN Officer of the Deck closed out the deck log with the following entry:

"Tis the start of a new year on MCM-5.
We've survived another year, thank God we're alive.
Section 2 of 3 stalwartly mans the ship's spaces,
While the rest of the crew sleeps in more interesting places.
We're moored PORT side-to at East India-9 (our berth in Sasebo)
Securely lashed fore and aft by doubled lines.
Various units of the U.S. SEVENTH Fleet stand by,
And more of JMSDF outside do lie. (Japanese Maritime Self Defense Force)
OOD (officer of the deck) is alert, Sounding and Security (roving watch) set.
All is secure, you can safely bet.
At times our water may be hard to swallow,
Yet at present the pleasant (engineering) plant status is as follows:
The iron is cold (no engines running), the consoles are black (off-line),
In the Galley no mold, no smoke from the stack.
While MN2 parties and EN3 flirts,
Current flows through the ship from #1 400 Hertz (generator).
While QM1 jogs, CHENG (chief engineer) kicks back with a beer,

GUARDIAN receives water and firemain from the pier. .
Online #2 A/C and #1 Fridge
Chilling and begging a keg or a smidge-
Of today's scrumptious chocolate chip cookies to ice.
The impact of #1 MPAC (air compressor) is nice.
Of CHT (sewage) herein we'll make mere small mention
-The Basin tells fully its fish food and stenchin' (pumped directly overboard in
Sasebo)
The EDO (engineering duty officer) ensures no department forgets
The closure log to sign; MODIFIED ZEBRA to set (by closing certain doors and
hatches an signing as having done so).
Ashore the CO (Commanding Officer) is snuggled all warm in his bed
While visions of ZIDLs (zone inspection discrepancy listings) dance in his head.
If out on the foc'sle (front of the ship) should arise any clatter,
CDO (Command Duty Officer) (Lieutenant) JG [REDACTED] will see what is the
matter.
To Captain Van Tol he'll report, to the SOPA (senior officer present afloat)
afloat-
A quite senior man on a much bigger boat (the USS ESSEX LHD-2).
Happy New Year to all, and as the old year ends, the offgoing OOD his heartfelt
best wishes sends."