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**DEPARTMENT OF THE NAVY**  
**USS INGRAHAM (FFG-61)**  
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From: Commanding Officer, USS INGRAHAM (FFG 61)  
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Subj: SHIP'S HISTORY -- COMMISSIONING TO PRESENT  
Encl: (1) USS INGRAHAM's (FFG 61) History - Commissioning to  
31 December 1990

1. Enclosure (1) is submitted for the USS INGRAHAM (FFG 61)  
history files.

  
C. S. VOGAN, JR.

## **USS INGRAHAM (FFG 61) History - Commissioning to December 1990**

USS INGRAHAM (FFG 61) began active duty as a warship of the United States Navy on 05 August 1989 when she was commissioned at Naval Station, Long Beach, California. Commissioning was attended by over 1500 people, including Senator Pete Wilson of California, the principal speaker, and Vice Admiral Robert K. U. Kihune, Commander, Naval Surface Force Pacific Fleet. Commander Charles S. Vogan, Jr., pre-commissioning Commanding Officer, assumed command of INGRAHAM.

In early September, INGRAHAM underwent her first major inspection, Light-Off Examination (LOE). Conducted by the CINCPACFLT Propulsion Examining Board (PEB), LOE certified INGRAHAM's engineering plant safety, and readiness to commence underway operations. For 70% of the sailors in the Engineering Department and throughout the ship, this was the first major inspection. All hands worked hard to prepare for main engineering space fire drills, and the Engineers focused on equipment readiness and prepared for oral and written exams. INGRAHAM satisfactorily completed the inspection.

Following LOE, INGRAHAM began Shakedown Refresher Training (REFTRA). This consisted of a series of ship wide training exercises culminating in completion of basic training in all mission areas. Fleet Training Group San Diego (FTG) supervised and evaluated INGRAHAM's crew during numerous drills and special evolutions. By the end of the three week training period, INGRAHAM's crew had made considerable progress in effectively countering all manner of fires, floods, enemy threats, and executing precision navigation and deck exercises. With every day of training the crew gained a growing sense of proficiency and safety in all shipboard events. FTG evaluated ship's company as extremely capable and exceptionally responsive to training.

The remaining months of 1989 were devoted to Combat Systems testing. This included Weapons Systems Acceptance Trials (WSAT) and Combat Systems Ship Qualification Trials (CSSQT). During WSAT, all weapons systems were tested to ensure that operational specifications and parameters were met. Once this was completed, Naval Ships Weapons Systems Engineering Station, Port Hueneme, California (NSWSES), began CSSQT. The purpose of CSSQT was to determine the ability of INGRAHAM's Combat Systems and Operations personnel to effectively operate the ship's combat systems. CSSQT was successful, and the data gathered by NSWSES proved what the ship's crew already knew; INGRAHAM's one-of-a-kind combat systems suite was in good hands.

To round out 1989, INGRAHAM made her first visit to a port outside of Southern California when she moored at San Francisco for a four day inport period. After leaving San Francisco, INGRAHAM returned to Long Beach to begin holiday leave and upkeep

in Long Beach. Many crew members departed to spend Christmas or New Year's with their families and friends, and take a well-earned rest before charging head-on into a new decade.

1990 proved to be an eventful, challenging, and ultimately rewarding year for INGRAHAM. The new year began with completion of Final Contract Trials in January. Conducted by the Washington Board of Inspection and Survey (INSURV), this inspection was highlighted by the success of the Combat Systems Department "detect to engage" sequence in tracking a simulated air target and evaluation of the ship's Electrician's Mates and electrical plant as "the finest ever seen". The overall outstanding results of these trials set the tone for the many inspections that were to follow throughout the year.

In February, INGRAHAM entered Long Beach Naval Shipyard for Post Shakedown Availability (PSA), which lasted until mid-June. During this period the crew moved aboard a berthing barge, and the ship spent nearly six weeks in drydock.

During PSA, INGRAHAM underwent extensive remodeling. A new boat deck was added, and a Rigid Hull Inflatable Boat (RHIB) replaced the more conventional motor whale boat as INGRAHAM's only ship's boat. Another important 'first', INGRAHAM thus became the first Navy ship in the Pacific to be outfitted with such a boat. A stern flap, or 'spoiler', was also added to decrease the ship's drag and improve fuel efficiency by increasing the effective hull length. Several modifications to the ship's combat systems were also completed; the MK 92 System received a Block 2 ORDALT which revamped its cooling system and provided additional Electronic Countermeasure (ECM) features, and Anti-Submarine Warfare (ASW) capability was enhanced by installation of the Sonar In-Situ Mode Assessment System (SIMAS), which enhanced sonar range prediction accuracy.

For much of the crew, time in the shipyard was spent standing fire watches or roving security watches. Many crewmen attended schools in Long Beach and San Diego. Combat Systems and Operations Departments concentrated on grooming CIC watch teams.

PSA ended in late June with successful Light-Off Assessment and post-availability sea trials. As INGRAHAM left the shipyard after PSA, the final step from Pre-Commissioning to active, 'fleet' status was complete. INGRAHAM was now a full-fledged Pacific fleet asset ready to go to sea and complete any mission.

Immediately after completion of PSA, INGRAHAM began CNO Project 107-2, MK 92 Mod 6 (CORT) AA Combat Systems Developmental/Operational Testing (DT/OT). The ship conducted many hours of air tracking exercises, which laid the groundwork for later phases of the project. The data collected and evaluated during this two week period justified the continuation of the project, which would resume in October and continue into 1991.

The first two weeks of July were spent in transit to and from the Naval Weapons Station Concord, California, where INGRAHAM loaded ammunition. Prior to the return transit to Long Beach, INGRAHAM visited San Francisco. This was the second time in eight months the ship had visited the city by the Bay.

After returning to Long Beach, INGRAHAM began the pre-deployment cycle of inspections and assist visits. In rapid succession, representatives from different agencies came aboard to look closely at all areas of the ship's organization and observe operational proficiency. By the end of October, INGRAHAM had completed an impressive list of required inspections, all with outstanding results. These included:

- Physical Security Inspection
- Shipboard Explosive Safety Inspection (SESI)
- Aviation Readiness Evaluation (ARE)
- Aviation Certification Inspection
- Mobile Training Team Phases I, II, and III
- Dental Readiness Evaluation
- Training Readiness Evaluation (TRE)
- Operational Propulsion Plant Examination (OPPE)
- Refresher Training (REFTRA)
- 3M Assist Visit
- Supply Management Assessment (SMA)
- Disbursing Audit

Of these events, OPPE, REFTRA and SMA were especially challenging, and were memorable for the amount of hard work and investment in time they required from all crew members.

OPPE only lasted three days in late August, however the preparations by the Engineering department and the entire ship's company began well in advance. Although this inspection focused primarily on Engineering Department's proficiency in performing routine engineering tasks and controlling casualties, every crew member was a contributor to the success of this inspection. All hands worked side by side preparing the engineering spaces and assisted in different tasks which guaranteed INGRAHAM put her best foot forward for the inspection team. INGRAHAM passed OPPE, and all hands gained a strong measure of pride for their part in this major success.

REFTRA consisted of three weeks of continuous exercises during September. Unlike Shakedown REFTRA which emphasized basic training, this event was intended to bring the ship to the intermediate level of training proficiency and certify readiness for advanced operations. Fleet Training Group (FTG) representatives put the entire ship's company through their paces each day, starting in the early morning and often ending late at night. All areas of the ship received intensive training. A multitude of exercises were completed which improved crew proficiency and teamwork in countering casualties and combat damage, plus dealing with all manner of air, surface and subsurface threat conditions. INGRAHAM successfully completed

the Training Battle Problem and every exercise in each warfare area. The final two days of REFTRA consisted of the Training Assessment. Under intensive, scenario-driven, combat conditions, INGRAHAM 'fought' her way in and out of 'Islandia', battled the Red, Pink, and Orange forces, and completed the mass conflagration exercise with comments from observers such as 'best ever'.

The focus shifted to supply related functions as INGRAHAM began Supply Management Assessment. Not only was the Supply Department carefully inspected, but supply-related areas within other departments were also closely scrutinized. This inspection, considered one of the most difficult to complete without major discrepancies, was completed with such success that INGRAHAM earned a grade of "OUTSTANDING". Two other key events closed out INGRAHAM's summer. During late July, INGRAHAM hosted the visiting British Warship HMS CLEOPATRA (F 28), a Leander Class Frigate. During her stay, the two ships' companies participated in a variety of events, including softball, soccer, and tours of popular Southern California attractions. On several occasions, CLEOPATRA hosted the officers and chiefs of INGRAHAM for receptions. The experience of meeting sailors from another navy was rewarding for both crews, and many new friends were made.

The second of these summer events was INGRAHAM's birthday celebration. On August 5, 1990, the crew gathered at Magic Mountain to mark the end of one full year in commission. Sponsored by the First Class Petty Officers' Association, this event was enjoyed by all participants.

In October, INGRAHAM returned to CNO Project 107-2. Testing of the unique MK 92 Mod 6 CORT Fire Control System continued through December, with simulated engagement scenarios against various types of air and surface targets which were presented in a multitude of approach patterns and profiles. The capabilities of this system, combined with the technical expertise and watchstanding prowess of the ship's Combat Systems and Combat Information Center teams, were proven to constitute a significant combat systems upgrade. As a result of the success of these initial tests, INGRAHAM was given the green light to sail for Hawaii in January for the missile and gun firing portions of the project.

In retrospect, the months since commissioning proved to be a huge success for the Navy's newest guided missile frigate. INGRAHAM encountered myriad challenges and didn't back down, successfully meeting and overcoming all obstacles in her way. Each and every crew member contributed to the ship's successes and accomplishments; the crew proved that INGRAHAM P-R-I-D-E runs deep and strong. All crew members ended the 1990 with an eager outlook toward 1991.