



DEPARTMENT OF THE NAVY

USS JOHN L. HALL (FFG-32)

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T.W. Moore
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COMMAND HISTORY FOR USS JOHN L. HALL (FFG 32): 1987

The first day of 1987 found the Oliver Hazard Perry-class guided missile frigate JOHN L. HALL (FFG 32) in her homeport of Mayport, Florida. Having recently completed a successful and exciting deployment to South America as part of UNITAS XXVII, JOHN L. HALL was in a stand down status for most of January.

On 16 January Commander Terry W. Moore relieved Commander Bob R. Patton as commanding officer. During his tenure as commanding officer, Commander Patton took JOHN L. HALL on one major deployment to South America and several Caribbean Sea operations. Rear Admiral Richard F. Donnelly, USN (ret.) was guest speaker for the retirement ceremony.

The first underway period was a short training cruise in the Jacksonville Operational Area (Jax Op Area) 3 - 6 February. JOHN L. HALL spent the rest of the month undergoing intensive training, schooling and upkeep in preparation for the upcoming underway time.

From 2-5 March JOHN L. HALL and USS AUBREY FITCH (FFG 34) participated in anti-submarine warfare exercises at the Atlantic Underwater Testing and Evaluation Center range near the Bahama Islands. During the simulated ASW conflicts many exercise torpedoes were fired. JOHN L. HALL returned to Mayport via Freeport for three days of liberty in the Bahamian resort 6-8 March.

Savannah, GA, was the next port of call 16-18 March after a week-long stay at home. The large Irish population of the city welcomed the JOHN L. HALL crew to participate in the nation's second largest Saint Patrick's Day celebration.

On the return home JOHN L. HALL received orders to participate in CHECKMATE 7 Law Enforcement Operations with the U.S. Coast Guard. Captain C. Murray, Commander Caribbean Squadron (COMCRIBRON), his staff and a Coast Guard Tactical Law Enforcement Team (TACLET) embarked in Guatanomo Bay, Cuba, for the six-week drug interdiction mission.

JOHN L. HALL had good luck quickly. On 27 March near the Yucatan Peninsula contact was made with the San Francisco II, a 60-foot Mexican fishing vessel-turned-drug runner. The Coast Guard TACLET boarded and discovered over 19 tons of marijuana. The San Francisco II and its crew were transferred to Mexican authorities on 28 March in the largest seizure of CHECKMATE 7.

Movement to the southern Caribbean resulted in a successful search and rescue mission. On 9 April JOHN L. HALL rendered assistance to the three-man crew of Venezuelan fishing vessel C.A. Franca I which had been lost at sea for 21 days. The happy and weary sailors were transferred the next day to a Columbian tug which transported them safely to Santa Marta, Columbia.

With the remainder of the Law Enforcement Operations passing without incident, COMCRIBRON and the TACLET were debarked in Roosevelt Roads 12 April.

The next day JOHN L. HALL sailed for Fort-de-France, Martinique. Three days of liberty provided a nice respite from the past five weeks of intensive operations. While in Martinique JOHN L. HALL and the American consulate co-sponsored a cocktail party onboard for French military and civilian officials. The ship also hosted children from L'Esperance orphanage. The crew treated the

children to a first-rate tour of the ship and donated sports equipment to the orphanage.

After almost six weeks of unexpected operations the return to Mayport on 20 April was a welcome homecoming.

From 4-7 May JOHN L. HALL was underway conducting ASW exercises with USS HYMAN G. RICKOVER (SSN 709). On 7 May orders were received to proceed south to the Caribbean Sea again to participate in Exercise Solid Shield, a biannual exercise designed to train U.S. forces for possible operations in support and defense of the Western Hemisphere. JOHN L. HALL joined USS SAIPAN (LHA 2), USS BAINBRIDGE (CGN 25) and other forces of the Atlantic Fleet in the Jax Op Area. On the transit south and throughout the period various fleet exercises and evolutions were conducted. Exercises such as communications drills, tactical maneuvering, flag hoists, underway replenishment, quarantine operations, anti-air, anti-surface, and anti-submarine warfare tactics all provided excellent opportunities to learn and experience battle group and escort operations. Solid Shield finished off the coast of Honduras with a mock invasion and quarantine exercises. Honduran forces participated in both final phases of the exercises.

JOHN L. HALL returned to Mayport 16 May. That Friday, 22 May, President Ronald Reagan participated in memorial services for USS STARK (FFG 31) held on base. The JOHN L. HALL family extended itself and provided many volunteers for services such as ushers and drivers to aid mourning families.

On 26 May JOHN L. HALL was underway once again, this time operating with USS FORRESTAL (CV 59) conducting air tracking and escort services. Six midshipmen from the U.S. Naval Academy were aboard for training on a summer cruise.

Two days later JOHN L. HALL detached and sailed for Bermuda. The three days of liberty (1-4 June) enabled the crew to enjoy the British colony. After a 36-hour stop in Mayport 6-8 June JOHN L. HALL conducted ASW operations in the Jax Op Area, returning 11 June and remaining inport until 21 June.

Operating with USS FORRESTAL 22-25 June, JOHN L. HALL conducted ASW operations with the carrier's S-3s and SH-3s. On 24 June JOHN L. HALL replenished underway with the Forrestal. On the afternoon of 25 June two rounds of chaff were launched for training. Port Everglades was the next liberty port, arriving 29 June after three days of independent steaming exercises.

The short inport period in Mayport in the beginning of July was a busy but rewarding one. On 1 July Chief Electronics Technician [REDACTED] was commissioned a Chief Warrant Officer. On 2 July Rear Admiral M. P. Kalleres, Commander Cruiser Destroyer Group Twelve (COMCRUDESGRU TWELVE), joined the wardroom for lunch and conducted an awards presentation ceremony honoring several of JOHN L. HALL's top performers. Chief Warrant Officer [REDACTED] and Data Systems Technician First Class (now Chief) [REDACTED] were presented a \$5,170.00 cash award for a joint cost and labor-saving beneficial suggestion concerning wear and tear on communications headsets.

USS JOHN L. HALL crewmembers enjoyed spending the 4th of July holiday with their families in Mayport. The ship returned to sea 6 July with her destination: the AUTEK range and southern Caribbean for more Law Enforcement Operations.

JOHN L. HALL moored in Puerto Rico 7 July to onload food, fuel and other supplies necessary for the upcoming employment. The midshipmen debarked, a Coast Guard TACLET embarked and the ship was underway on the 9th.

While steaming on patrol the crew was constantly tested with gun exercises, general quarters and man overboard drills. Training was given by the TACLET to members of the ship's self-defense security force in basic physical security principles.

Saturday 18 July saw a break in the law enforcement routine as JOHN L. HALL was called to answer a search and rescue cry from a ship off the coast of Nicaragua. The ship, a suspected drug runner, has run aground and an 18-hour trek at full speed began.

When the destination was reached the TACLET boarded the Columbian fishing vessel and discovered enough marijuana residue to arrest the crew of three. FFG 32 rendezvoused with the Columbian frigate Caldas and transferred the prisoners.

On 25 July the crew participated in a safety stand down. Three days later JOHN L. HALL pulled alongside USNS WACCAMAW (T-AO 109) for the last of three underway replenishments during the cruise. On completion of the refueling she detached and steamed for the Grenadine island of Carriacou.

Carriacou occupies barely 13 square miles of land but it was crowded with natives and visitors from as far away as Connecticut and France celebrating the annual Grenadine Regatta Festival.

JOHN L. HALL anchored two miles from the island on 2 August and was an immediate hit with the Carriacouans as a Regatta parade with the ship's color guard in formation drew cheers from onlookers. The next four days were filled with music, sports, and festival events.

JOHN L. HALL weighed anchor on the 5th and steamed through the Grenadines on her way to Bridgetown, Barbados. Arriving in Barbados on 8 August, she began several civic action projects to assist the townspeople.

After a three-day visit in Bridgetown the ship began a transit to Roosevelt Roads, Puerto Rico. August 11th saw JOHN L. HALL successfully complete 2 of 2 missile shots against drones on the Atlantic Fleet Weapons Range. The ship spent the night in Roosevelt Roads and pulled in lines enroute to Saint Thomas, U.S. Virgin Islands on 12 August. Three days in that port of call saw JOHN L. HALL end her Caribbean summer and begin a most welcome voyage home.

23 August began a very important week for JOHN L. HALL's Supply Department as the Supply Management Inspection began. The efforts expended in preparations for the inspection were rewarded, however, as JOHN L. HALL received six grades of outstanding and one of excellent. These results earned the ship her second consecutive Supply Blue "E" award, a first in Destroyer Squadron Eight's history.

The first half of September saw JOHN L. HALL undergoing an intermediate maintenance availability in Mayport to prepare for her trip to the shipyard. Four September was a busy day for the Phalanx Close-In Weapon System technicians as they worked for ten hours in a rainstorm to assist SIMA in removing the

Phalanx system for an overhaul in Louisville, Kentucky.

On 13 September JOHN L. HALL took in mooring lines at Naval Station Mayport for the last time in quite a while as she headed for an extended drydocked selective restricted availability (EDSRA) period to undergo maintenance and modifications at Avondale Shipyard near New Orleans, Louisiana.

On 15 September, after a 10 ½ hour trip up the Mississippi River, JOHN L. HALL moored at Wetdock #1 at Avondale Shipyard. Almost immediately shipyard workers swarmed aboard to commence work.

On 17 September three first class petty officers shed their dungarees for new sets of khakis. Chief Gas Turbine Systems Technician [REDACTED], Chief Fire Controlman [REDACTED], and Chief Data Systems Technician [REDACTED] were initiated into the ranks of JOHN L. HALL's Chief Petty Officer mess.

The next day saw the ship's engineers working side by side with Avondale workers as the overhaul of the Ship's Service Diesel Generators commenced. At the same time the other ship's departments were busy moving crates of gear to the Avondale warehouse provided for storage of JOHN L. HALL gear during her stay.

On 21 September the primary Mk 92 Fire Control System radar antennae were removed from the ship. Scaffolding began climbing the mast and all ventilation exhausts and intakes were covered to prevent exterior sandblasting particles from entering the ship.

The duration of September and the first half of October were filled with grinding, welding, pounding and cutting as Avondale prepared JOHN L. HALL to enter the drydock 16 October.

At 0750 on the 16th JOHN L. HALL took in the mooring lines for the short trip to the drydock. With the assistance of Avondale tugs and the expert seamanship of the dockmaster and the JOHN L. HALL duty section, the keel of the ship was "on the blocks" and the water was pumped from the floating drydock.

The major hull modifications started the next day. The ship's sonar dome was prepared for removal, as was the screw, rudder and various other underwater gear. Holes were cut in the hull to facilitate sandblasting the insides of fuel, water and ballast tanks and prepare for the installation of the fin stabilizers.

At the same time superstructure and interior work was also being done. Accesses were cut into the superstructure to aid removal of equipment from Combat Information Center, Sonar Control and other equipment spaces. The transformation of JOHN L. HALL into a LAMPS Mk III-capable warship was underway.

The 25th day of November was a milestone for ship's boatswain Senior Chief Boatswain Mate [REDACTED]. He ended his 34-year Navy career being piped ashore in a retirement ceremony at Viavant Village, the Avondale Shipyards Industries' berthing complex for the crew during the overhaul.

December 15th was a milestone for the ship as the 25 percent mark of the

EDSRA was reached. The 25 percent conference was held with Captain Glynn Q. Lane, Commander Destroyer Squadron Eight, in attendance from Mayport.

The first of two Christmas/New Year's leave periods for the crew began 17 December and JOHN L. HALL finished 1987 as she had started it, in a holiday leave standown.