



DEPARTMENT OF THE NAVY

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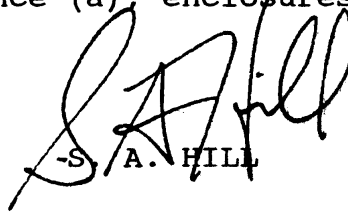
From: Commanding Officer, USS KLA KRING (FFG 42)
To: Director of Naval History (N09BH), Washington Navy Yard

Subj: 1994 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS KLA KRING History
(2) USS KLA KRING Command Narrative
(3) Supporting Documentation

1. In accordance with reference (a), enclosures (1), (2), and (3) are submitted.


-S. A. HILL

Copy to:
COMDESRON FOUR

COMMAND HISTORY OF USS KLAKRING (FFG 42) FOR 1994

I. Command Composition and Organization:

USS KLAKRING, CDR Steve A. Hill commanding, the thirty-second Oliver Hazard Perry class guided missile frigate built for U. S. Navy service, and the first of its class to be home ported in Charleston, South Carolina, performs an extremely wide range of missions. Her varied complement of weapons and sensors, the embarked LAMPS MK III helicopters, and the Tactical Towed Array Sonar System give her the widest mission applicability of any ship her size. The mission of the FFG-7 class is to provide anti-air warfare (AAW), anti-surface (ASUW), and anti-submarine (ASW) self-defence and to effectively provide local area protection to underway replenishment groups (URGs), amphibious groups, and other military shipping against subsurface, surface, and air threats.

KLAKRING is attached to Commander Destroyer Squadron Four, Charleston's active readiness squadron of nine Perry class frigates, six Spruance class destroyers. Under the new fleet reorganization, KLAKRING is also attached to the USS DWIGHT D EISENHOWER Battle Group, which is under the command of Commander Cruiser Destroyer Group Eight.

KLAKRING's employment during the year was dominated by three major events, the United Nations Naval Blockade of Haiti (Operation Support Democracy), preparations for deployment, and finally the deployment to the Mediterranean with the Eisenhower Battle Group Joint Task Group 95.1. KLAKRING was also busy with several command inspections including Combat Systems Assessment, Operational Propulsion Plant Examination, Logistics Management Assessment, and Aviation Certification/Aviation Readiness Evaluation. In July, the ship also hosted a foreign naval ship, CAPITAN MIRANDA. KLAKRING also participated in rescuing the Cuban refugees fleeing to Florida in OPERATION ABLE VIGIL. Ten days after KLAKRING returned from the Caribbean they were underway off Cape Hatteras participating in Fleet Exercise. KLAKRING enjoyed a three week stay inport Charleston before deploying to the Mediterranean on 20 October 1994.

II. Chronology

Jan 1-3	Holiday Routine
Jan 5	Combat Systems Assessment (CSA) Planning Meeting COMDESRON FOUR Training meeting
Jan 6	OMBUDSMAN meeting / Anti-Air Warfare Weapons Systems Brief
Jan 7	Overall Combat Systems Operability Test / Intermediate Maintenance Availability Out Brief
Jan 10	Engineering Training Group In Brief / Combat Systems

Assessment Planning meeting

Jan 11-14 Underway Total Ship's Training Availability II / ETG

Jan 11 General Quarters / Basic Engineering Casualty Control Evolutions / Heat Stress Training

Jan 12 Combat Systems Casualty Control Evolutions / Basic Engineering Casualty Control Evolutions / Man Overboard Training /Hearing Conservation Training

Jan 13 S-2 Personnel & Zone Inspection / Overall Combat Systems Operability Test / Detect to Engage / Basic Engineering Casualty Control Evolutions / Main Space Fire Drill Main Engine Room / General Purpose Electronic Test Equipment Review

Jan 14 76mm & CIWS Pre-Action Calibration Fire / Main Space Fire Drill Auxiliary Machinery Room II / Combat Systems Assessment Quiz

Jan 19 Combat Systems Training Team Blue & Gold: Anti-submarine Warfare (ASW) /Anti-Surface Ship Warfare (ASUW) / Anti-Air Warfare (AAW)/ Space Electronic Warfare (SEW) Drill 1 / Oily Waste Off Load

Jan 20 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 2 / Overall Combat Systems Operability Test / S-1 Zone Inspection

Jan 21 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 3 / Overall Propulsion Plant Examination Quizzes / Karioki Night

Jan 24-28 Surface Warfare Training Week / Indoctrination Division

Jan 24 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 4

Jan 25 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 5

Jan 26 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 6

Jan 27 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 7 / Seamanship Olympics

Jan 28 Combat Systems Training Team Blue & Gold: ASW/ASUW/AAW/SEW Drill 8 / Damage Control Olympics / Small Boat Regatta Surface Warfare Training Week Awards Ceremony Officer Club - Receive Gas Turbine

Engine Pennant

Jan 29-30 Visit Ship

Jan 30 Ship's Super Bowl Party at the Fleet Bar

Jan 31-Feb 4 Physical Readiness Test / Combat Systems Training Team Blue & Gold: Condition III Training / 20B5 SCENARIO X Training (Combat Systems Simulator)

Feb 2 Naval Junior Reserve Officer Training Corps Riverhead High School visit / OC03 Zone Inspection

Feb 4 Hail & Farewell - Operations Officer: LT [REDACTED] - LCDR [REDACTED]

Feb 7-10 Underway Total Ship's Training Availability II / Naval Junior Reserve Officer Training Corps Riverhead High School Embark / Charleston Surface Training Group: Pre-Combat Systems Assessment

Feb 7 Detect To Engage / General Quarters: Abandon Ship & Emergency Destruction Drill

Feb 8 Basic Engineering Casualty Control Evolutions / Stream AN/SQR-19 Towed Array / S-1 Personnel Inspection

Feb 9 Detect To Engage / 76mm & CIWS Pre-Action Calibration Fire / Basic Engineering Casualty Control Evolutions

Feb 10 Main Space Fire Drill / Combat Systems Training Team Blue & Gold: Multi Warfare Scenario

Feb 14-16 Underway Total Ship's Training Availability III

Feb 15 Connected Replenishment USS DWIGHT D EISENHOWER (CVN-69)

Feb 18 Combat Systems Assessment Geopolitical/Intelligence Brief / Combat Systems Training Team Scenario review with Charleston Surface Training Group

Feb 25 Black History Program on Mess Decks

Mar 1-3 Underway - Combat Systems Assessment

Mar 7-11 Rigid Hull Inflatable Boat Installation

Mar 13 Shipwide Dinner Dance at East Bay Trading Company

Mar 14-18 INMARSAT Installation

Mar 16 Main Space Fire Drill

Mar 18 Main Space Fire Drill

Mar 21 Face to Face turnover with HSL-42 new aviators
Enlisted Safety Committee Meeting

Mar 22 Rigid Hull Inflatable Boat Christening "KLAK ATTACK"

Mar 25 Underway - Sea Trials

Mar 29-30 Underway - Rehearsal Operational Propulsion Plant Examination

Apr 1 Dead Stick Berthing Shift

Apr 2 Engineering Tiger Teams & Operational Propulsion Plant Examination Preparations

Apr 4 Switch to Summer Whites

Apr 6-7 Underway - Operational Propulsion Plant Examination

Apr 9 Enlisted Safety Committee Meeting

Apr 11-30 Underway - OPERATION SUPPORT DEMOCRACY

Apr 11-14 Senior Officer Senior Officers Material Readiness Course Pre-Commanding Officers on board

Apr 11 Detect to Engage

Apr 15-20 Inport Guantanamo Bay Naval Base

Apr 24 Connected Replenishment USNS LENTHALL (TAO-187)

Apr 27 Night refuelling USNS LENTHALL (TAO-187)

Apr 29 Relieved by USS DEWERT (FFG-45)

Apr 30 Burial at Sea Ceremony: LCDR David Lawson

May 1 KLAKRING arrives Charleston Naval Base

May 6 Highway Clean-up

May 9 KLAKRING Sports Day / Athlete of the Year Competition

May 9-11 Junior Officer Helo-Trainer w/HSL-42 Mayport Naval Air Station

May 11-13 Ships Service Diesel Generator Inspection

May 11 Naval Junior Reserve Officer Training Corps visit/dinner (42)

May 13 Enlisted Safety Committee Meeting
 May 14 Hail and Farewell: Lt [REDACTED] (CHENG) - Lt [REDACTED]
 [REDACTED]. Lt [REDACTED] (CICO) - ENS [REDACTED]
 Lt. [REDACTED] (SUPPO) - Lt [REDACTED], and CWO2
 [REDACTED] (MPA) - CWO2 [REDACTED]
 May 16 Dependent's Day Cruise, Weapons Onload - North
 Charleston Weapons Station
 May 18 Safety Stand-down/SH1 [REDACTED] Retirement Ceremony
 May 19-Jun 21 2-1/C & 2-2/C Midshipmen embark
May 20-Jun 20 Underway - COMTUEX JTG 95.1
 May 20-22 Army Deck Landing Qualifications
 May 25 Refuel with USNS KANAWHA/ 5 round Pre-Action
 Calibration Fire/VANDAL MISSILE-EX
 May 26-Jun 2 Anti-Submarine Warfare Exercises/Transit to Puerto
 Rican Operational Area
 May 29 Opposed Underway Replenishment with USNS KANAWHA (TAO-
 196)
 Jun 1 Connected Replenishment with USS PLATTE (AO-186)
 Jun 2 Missile Exercise - fire 3 SM1's/ Awards Ceremony
 Jun 3-7 Inport San Juan, Puerto Rico
 Jun 8 Night refuelling with USS PLATTE (AO-186)
 Jun 12 Night refuelling with USS PLATTE (AO-186) / Torpedo
 Exercise / Steel Beach Picnic
 Jun 12-18 Navy Relief Fund Drive (\$3,875)
 Jun 15 Night refuelling with USS PLATTE (AO-186)
 Jun 18 Steel Beach Picnic
 Jun 22-Jul 1 Combat Systems Maintenance Review
 Jun 27-Jul 1 Combat Systems Support Readiness & Training
 Jun 22 Dental Health Survey
 Jun 23 28 Country Legend Camp Students eat aboard
 Jun 24 12 Boy Scouts of America & 39 Sea Explorers visit ship
 / Main Space Fire Drill

Jun 27-30 Logistics Management Assessment (LMA) Assist
 Jun 29 Operations vs Combat Systems Department Softball Game
 Hail and Farewell: LT [REDACTED] (ORDO) - Lt [REDACTED]
 [REDACTED] and LTJG [REDACTED] (DCA) - LTJG [REDACTED]
 Jul 1-7 Host Uruguayan Naval Ship CAPITAN MIRANDA
 Jul 5 CAPITAN MIRANDA vs. KLAKRING soccer game
 Jul 6 CAPITAN MIRANDA crew visits ship
 Jul 22 Ship's Picnic Palmetto State Park
 Jul 25-28 Surface Warfare Training Week / Aviation Certification
 Technical Assist / 25 Canadian Sea Cadets visit ship
 Jul 27 Fast Cruise
Jul 29-Aug 19 Underway - OPERATION SUPPORT DEMOCRACY / ABLE VIGIL
 Aug 1 Refuel with USNS KANAWHA (TAO-196) / USS MISSISSIPPI
 (CGN-41) Turnover / Awards Ceremony
 Aug 2-10 Patrol area outside Jacmel, Haiti
 Aug 6 Refuel with USNS KANAWHA (TAO-196)
 Aug 8 Briefly steam into Jacmel Harbor, Haiti
 Aug 10-13 Patrol area outside Jeremie, Haiti
 Aug 12 Refuel with USNS KANAWHA (TAO-196)
 Aug 13 Refuel USS CYCLONE (PC-1) / Steel Beach Picnic
 Aug 14 Patrol area outside Cape Haiten, Haiti
 Aug 15-19 Patrol area west of Haitian "Claw"
 Aug 15 Refuel with USNS CONCORD (AFS-5) / Refuel USS CYCLONE
 / FAHRION (FFG-22) Medical Evacuation
 Aug 17 Personnel Highline transfer with USS STARK (FFG-31)
 Aug 19-27 Underway - OPERATION ABLE VIGIL
 Aug 20 Night UNREP USNS KANAWHA (TAO-196)
 Aug 22 Onload Cuban Migrants from USCGC NANTUCKET
 Aug 23 Onload 597th Cuban Migrant
 Aug 24 Inport Guantanamo Bay Naval Base: Offload 597 Cuban Refugees

Aug 25 Drydock Ship Restricted Availability Self Assessment /
Relieved by USS CLIFTON SPRAGUE (FFG-16)

Aug 29-31 Environmental Health Inspection

Aug 31-Sep 2 Aviation Certification

Sep 2 Command Managed Equal Opportunity Inspection

Sep 1 Aviation Readiness Exam

Sep 8-23 Underway - FLEETEX JTG 95.1

Sep 10 Awards Ceremony / Administrative General Quarters

Sep 12 UNREP USS DETROIT (AOE-4) / General Quarters / Basic
Engineering Casualty Control Evolutions / Combat
Systems Casualty Control Evolutions

Sep 16 Chief Petty Officer's Pinning & Ceremony: OSC(SW)
[REDACTED]

Sep 17 Refuel with USNS BIGHORN (TAO-193)

Sep 22 Refuel with USS DETROIT (AOE-4)

Sep 23-Oct 19 Planned Overseas Movement

Sep 26-30 Logistics Management Assessment

Sep 29 KLAKRING Dinner Cruise on SPIRIT OF CHARLESTON

Oct 3-4 Weapons On-Load North Charleston Weapons Station

Oct 12 33 Naval Junior Reserve Officer Training Corps visit
ship

Oct 12-13 Homeport Shift Brief

Oct 13 Electrical Safety Stand-down

Oct 12-17 Physical Readiness Test

Oct 17 USS KEARNY Reunion (WWII Veterans)

Oct 20-Apr Underway - MED Deployment Joint Task Group 95.1

Oct 22 Battle Group Photo Exercise

Oct 23 Refuel with USS DETROIT (AOE-4)

Oct 23-29 Combined Federal Campaign

Oct 30 Refuel with USS DETROIT (AOE-4)

Nov 1-2 Joint exercise with French and Spanish Navy

Nov 2 Refuel with USS DETROIT (AOE-4)

Nov 3 Relieved USS DOYLE (FFG-39) / Transit through Straits of Gibraltar

Nov 4 Refuel with USNS KANAWHA (TAO-196)

Nov 7 Refuel with USNS KANAWHA (TAO-196)

Nov 8-10 Inport Tunis, Tunisia / Switch to Winter Blues

Nov 10-12 Joint Exercises with Tunisian warships TUNIS & CARTHAGE

Nov 14 Refuel with USS PLATTE (AO-186)

Nov 15 Aviation Safety Stand-down

Nov 17-21 Inport Limassol, Cyprus

Nov 17 Cypriot Press Conference

Nov 21 Enlisted Safety Committee Meeting

Nov 22-25 Inport Haifa, Israel

Nov 25-Dec 13 Underway - Adriatic Operations

Nov 27 Detect To Engage

Nov 30 Refuel with USNS KANAWHA (TAO-196)

Dec 2 Ship-wide Safety Stand-down

Dec 4 Refuel with USNS KANAWHA (TAO-196)

Dec 6 Detect To Engage

Dec 12 Refuel with USNS KANAWHA (TAO-196) / Detect To Engage

Dec 15 Vertical Replenishment with USNS CONCORD (AFS-5) / General Quarters

Dec 16 Ship-wide Zone Inspection / Refuel with USS PLATTE (AO-186) / Frocking Ceremony

Dec 17-27 Inport Palma, Spain / Intermediate Maintenance Availability with USS SHENANDOAH (AD-44)

Dec 21-22 Straggler Physical Readiness Test

Dec 22 Inport Refueling

Dec 24 Ship's Christmas Party CARROUSEL LOUNGE Palma, Spain

Dec 27-29 Underway enroute Civitavecchia, Italy

Dec 29-Jan 3 Inport Civitavecchia, Italy

III. USS KLA KRING COMMAND NARRATIVE FOR 1994

USS KLA KRING began 1994 at Charleston Naval Station completing a Intermediate Maintenance Availability and preparing for two major command inspections: Combat Systems Assessment and Operational Propulsion Plant Examination. It would be an extremely busy year for USS KLA KRING as they would be participating twice in OPERATION SUPPORT DEMOCRACY off Haiti, two battle group exercises with the USS EISENHOWER (CVN-69), and finally deployment to the Mediterranean Sea. In 1994, USS KLA KRING would also participate in rescuing Cubans during the largest Cuban refugee migration to Florida in OPERATION ABLE VIGIL. USS KLA KRING would be a host ship to a tall sailing ship CAPITAN MIRANDA, a vessel used to train Uruguayan midshipmen. During the first half of the Mediterranean deployment, USS KLA KRING would have the opportunity to visit foreign ports including Tunis Tunisia, Limassol Cyprus, Haifa Israel, Palma Spain, and Civitavecchia Italy. USS KLA KRING would have to participate in possible Search and Rescue Operations with the USS NASSAU (LHD-4) in the Northern Adriatic Sea for three weeks. The events of 1994 have set the tone for 1995 which will include concluding the six month deployment, having an Inspection Survey, shifting homeports to Norfolk Virginia, and going into restricted availability.

TRAINING, IMAV'S & INSPECTIONS

Following Christmas, KLAKRING was standing down for the holiday season completing jobs for the Intermediate Maintenance Availability. On JAN 11, KLAKRING was underway the next four days with the Engineering Training Group for the Total Ship's Training Availability Phase II conducting reviews of the engineering administration program, Basic Engineering Casualty Control Evolutions, Detect to Engage Exercise, 76mm/CIWS Pre-Calibration Action Fires, and Main Space Fire Drills. KLAKRING returned to Charleston January 14 and enjoyed a three day holiday weekend before beginning the next two weeks of intensive training in the Combat Systems area. The Combat Information Center was broken down into two watch teams, blue and gold, and rotated every morning and afternoon participating in complex combat systems scenarios in Anti-Submarine Warfare, Anti-Air Warfare, and Anti-Surface Ship Warfare. The following week was Surface Warfare Training Week which involved shipwide competition with other Destroyer Squadron Four ships in Engineering, Deck, Damage Control, Supply, and Combat Systems areas. KLAKRING won the Quarterly Gas Turbine Pennant.

KLAKRING had their semi-annual Physical Readiness Test conducted the week of Jan 31 - Feb 4 in addition to the daily Blue and Gold team Combat Systems Drills. On February 4 a Hail & Farewell was held for the Operations Officer with LT [REDACTED] relieving LCDR [REDACTED]. The ship was again underway Feb 7-10 with Riverhead Highschool NJROTC and Charleston Surface Training Group embarked. The underway focused primarily on conducting a pre-Combat Systems Assessment with daily combat systems drills, but also included an

abandon ship drill, Basic Engineering Casualty Control Evolutions, Pre-Action Calibration Fires, Detect To Engage Exercises, and a Main Space Fire Drill. KLAKRING spent the next three days inport before again getting underway February 14 for Total Ship's Training Availability Phase III. From Feb 14-16, KLAKRING worked with USS EISENHOWER (CVN-69) conducting plane guard operations off the Cape Hatteras exercise area.

On March 1-3 KLAKRING participated in the Combat Systems Assessment. The ship proceeded south with the Charleston Surface Training Group Team embarked to an area off Mayport and encountered a storm with 20 foot waves. For the next day the ship was rocking and rolling +/- 30 degrees causing much of the crew to get extremely sea sick, and causing equipment problems including loss of 400 Hz and several overturned desks, bookshelves, and computers. The result in the Combat Systems Assessment was satisfactory in all programs with the exception of the HARPOON qualifications.

Following Combat Systems Assessment, KLAKRING underwent the second Intermediate Maintenance Availability for the year. Major installations occurred including the implementation of the 18' Rigid Hull Inflatable Boat to replace the 26' Motor whaleboat during the week March 7-11 and the installation of INMARSAT during March 14-18. The ship sponsored their annual Shipwide Dinner Dance at East Bay Trading Company on March 13. The officers had a face to face turnover with new HSL-42 aviators on 21 March and the following day christened the new 18' Rigid Hull Inflatable Boat "KLAKE ATTACK".

Training was focused in preparation for Operational Propulsion Plant Examination with many early morning Main Space Fire Drills at

0600, electrical safety checks, engineering oral boards, and tiger teams. Sea trials were conducted March 24 & 25 and a rehearsal Operational Propulsion Plant Examination March 28-30. In preparation for the Operational Propulsion Plant Examination, KLAKRING did a dead stick maneuver to Pier Zulu on April 1. On the following day, Saturday, the crew worked throughout the ship checking various spaces and engineering administration programs. Engineering Tiger Teams were formed from various divisions and cleaned the main spaces. The Operational Propulsion Plant Examination was conducted April 5-8 with KLAKRING underway APR 6 & 7. KLAKRING received a satisfactory grade in the Operational Propulsion Plant Examination. Following the Operational Propulsion Plant Examination, KLAKRING spent the next few days on-loading supplies and receiving the aviation detachment for their third deployment to Haiti.

UNDERWAY - HAITI #3 - OPERATION SUPPORT DEMOCRACY

On April 11, KLAKRING departed Charleston for Haiti. Embarked were several prospective commanding officers from Senior Officers Material Readiness Course Pre-Commanding Officer School. On the way down the ship conducted several evolutions for the Pre-Commanding Officers including a Detect to Engage and several man overboard drills. After 30 minutes of arrival on April 14 in Guantanamo Bay Naval Base Cuba and disembarkation of the Pre-Commanding Officer guests, number 22 main reduction gear bearing suffered a loss of lube oil flow. The repair would require a replacement of the bearing which would have to be flown in from the states. For the next five days KLAKRING took advantage of the situation and remained moored at Guantanamo Naval Base undergoing a brief Intermediate Maintenance

Availability and Combat Systems training. On April 16 KLAKRING did a dead stick maneuver to the refuelling dock for a two hour refuelling and dead stick maneuver back to their original berthing.

Following repairs at Guantanamo Naval Base, KLAKRING departed April 20 in the afternoon and proceeded southeast of Cuba to perform power trials. The engineering tests were satisfactory and KLAKRING continued northeast to station three miles off Cape Haiten, Haiti near the Dominican Republic Border. The crew received an intelligence brief that specified the United Nations embargo on Haiti had evolved to watching out for sailboats smuggling oil from the Great Inagua island 20 miles north of Cape Haiten, Haiti. The sailboats were ideal smugglers since they were extremely difficult to locate on radar. For the next two weeks, April 15-29, KLAKRING patrolled their sector sometimes coming close to shore for intelligence photography. KLAKRING refuelled both times with the USNS JOHN LENTHALL on 24 April and in the evening of the 27th of April. In addition to chasing down small Haitian sailboats, KLAKRING diverted three merchant vessels: THANK YOU JESUS, TRUST IN GOD, and ST MARIA. They were diverted due to cargo inaccessibility and attempting to divert KLAKRING by racing towards Haiti and claiming they were 'sinking'. While on station KLAKRING would query and board merchant vessels entering or leaving Cape Haiten ensuring the fuel and oil soundings were within values indicated no fuel was being sold.

During the boardings many of the ships already had been boarded earlier and were already familiar with the procedures. Most of the vessels were from the Central America region: Bahamas, Cuba, Belize,

or Nicaragua. The boarding process consisted of employing the Visit Boarding Search and Seizure teams: a boarding officer and his assistant, two security sweep teams, and two investigating teams. Upon commencement of the boarding, the crew of the boarded vessel would initially muster on the forecastle to ensure accountability by KLAKRING which would be following alongside 500 yds off the port quarter with manned weapons stations. The Visit Boarding Search and Seizure would receive a pre-brief, embark the Rigid Hull Inflatable Boat and driving alongside a vessel, and then send out two the security sweep teams conduct an initial survey to ensure all was secure. Once it was determined to be safe, the boarded vessel's crew would be escorted to a lounge and weapons stations would be manned down. The boarding officer, assistant, and investigating sweep teams would then board next and proceed to the bridge where they would verify documents and radio information to KLAKRING on the progress of the their search by the two investigating teams. Each boarding would last approximately two to three hours.

On April 29, KLAKRING was relieved by USS DEWERT (FFG-45) with a turn-over consisting of a joint boarding. While enroute Charleston, the crew observed a solemn burial-at-sea ceremony on April 30 for LCDR David Lawson, a request carried out by his former wife and good friend. His ashes were committed to the sea.

BRIEF INPORT PERIOD

Upon arrival in Charleston May 1, KLAKRING was busy conducting a brief Intermediate Maintenance Availability. The crew participated in a Highway Clean-up May 6. A Sports Day involving competition between the OPERATIONS, COMBAT SYSTEMS, ENGINEERING, and

SUPPLY Departments occurred May 9. Several junior officers received an opportunity to travel to Mayport Naval Air Station and become familiar with the LAMPS III trainer, the same trainer the HSL-42 pilots practice on. The engineers were also busy with a Ship's Service Diesel Generator Inspection conducted 11-13 May. On May 14a Hail and Farewell was held for four officers: Lt [REDACTED] relieving Lt [REDACTED] as Chief Engineer, ENS [REDACTED] the Anti-submarine warfare officer relieving Lt [REDACTED] as Combat Information Center Officer, Lt [REDACTED] relieving Lt. [REDACTED] as Supply Officer, and CW02 [REDACTED] relieving CW02 [REDACTED] as the Main Propulsion Assistant. KLAKRING sponsored a Dependent's Cruise on May 16. The ship departed 0900 and proceeded down Cooper River towards the turning basin near Ft Sumter. The ship proceeded north past Charleston Navy Base and arrived at North Charleston Weapons Station at 1230. Following the disembarkation of the guests, the crew busily on-loaded 76mm rounds, SM-1 missiles, CIWS rounds, and small rounds in preparation for COMTUEX. The ship was underway early the next morning to proceed back to her original berthing at Charleston Naval Base. On May 18, a Safety Stand-down was conducted in the morning focusing on Hazardous Materials, Emergency Egress, and Shore Safety. In the afternoon a retirement ceremony was conducted for SH1 [REDACTED]. On May 19, two 1/C and two 2/C Midshipmen arrived for their summer cruise observing a busy on-load of supplies and aviation detachment.

Underway COMTUEX

On May 20 KLAKRING inchooped to the Second Fleet to a Battle Group Exercise called COMTUEX JTG 95.1 which involved multiple

exercises in preparation for the six month deployment in October. Included in the exercises were: USS EISENHOWER (CVN-69), USS ANZIO (CG-68), USS CAPE ST GEORGE (CG-71), USS SPRUANCE (DD-963), USS KIDD (DDG-993), USS PETERSON (DD-969), USS DETROIT (AOE-4), USS STARK (FFG-31), USS SAMUEL B. MORRISON (FFG-13), USS JACK WILLIAMS (FFG-24), USS BOISE (SSN-764), USS ANNAPOLIS (SSN-760), USS SPRINGFIELD (SSN-761), AND USS ROBERT G. BRADLEY (FFG-49). The underway began with anchoring in the evening and conducting Deck Landing Qualifications for the Army helo pilots in the extremely maneuverable A-Hipp helicopters. Most of the landings were conducted for two nights in the absence of flight deck lights. Following Deck Landing Qualifications, KLAKRING proceeded north towards Norfolk with ROBERT G BRADLEY (FFG-49) conducting various exercises including Leap Frogs and flashing light drills. KLAKRING and BRADLEY met with the battle group and began the Vandal missile exercises on May 25. In the morning the ship conducted a 5-round Pre-Action Calibration fire. After waiting until the late afternoon for a clear range, the shore based weapons facility fired two VANDAL missiles towards the two columns of ships. The first missile was a dud and 'splashed'. The second missile was shot down by the CAPE ST GEORGE (CG-71). Following the missile exercise, KLAKRING refueled with the USNS KANAWHA (TAO-196). During May 26 to Jun 2, KLAKRING proceeded south towards the Puerto-Rican Operational Area and with the battle group that had broken up into Surface Action Units conducting active and passive Anti-Submarine Warfare exercises. KLAKRING's Surface Action Unit included CAPE ST GEORGE (CG-71) and JACK WILLIAMS (FFG-24) hunting for the BOISE. The Anti-Submarine Warfare exercises became

progressively more challenging with less and less restrictions on the BOISE. This Anti-Submarine Warfare training was conducted around the clock for six days with an opposed refuelling with the USNS KANAWHA (TAO-196) on May 29. KLAKRING did a connected replenishment with USS PLATTE (AO-186) on June 1.

On June 2, KLAKRING arrived in the Puerto Rican Operational Area and formed up with the battlegroup to do another Missile Exercise. The crew had an opportunity to observe the ship fire 3 SM1's at incoming VANDAL missile targets, with each missile engaging and destroying their targets at the outer edge of the missile range envelope. An awards Ceremony followed the Missile Exercise that afternoon.

From June 3-7, the crew got an opportunity to enjoy liberty in San Juan, Puerto Rico. Liberty included tours to the tropical rain forests nearby, tours of the Barcardi Rum Factory, a barbecue luncheon sponsored by the local Navy League, and the beaches. The newly promoted LTJG's also sponsored their 'Wetting Down' as well.

KLAKRING was again underway June 7 and rendezvoused with the USS BRADLEY (FFG-49) to conduct a towing exercise with them. KLAKRING towed the BRADLEY for an hour, and then proceeded northeast to meet EISENHOWER to perform plane guard operations. Rear Admiral Allen, Commander Carrier Group Four, briefly came aboard to tour the spaces, speak with crewmembers, and conn the ship alongside EISENHOWER.

Following plane guard operations, KLAKRING detached and proceeded south of Puerto Rico to further complete exercises required for deployment. Exercises included a towing exercise with USS PLATTE (AO-186) (KLAKRING again was the tower), electronic warfare

exercises, live torpedo firing exercises, 2 days of live naval gunfire exercises at towed targets, and participated in a shore naval gunfire spotting exercise at Vieques Island Gunfire Range. KLAKRING did two night refuellings with USS PLATTE (AO-186) on June 8 and June 12. A radar cross section analysis and a ship's self noise measurement was also taken off St. Croix following the naval gunfire exercises. Steel Beach picnics were enjoyed by the crew on June 12 and June 18. Also during the week of June 12-18, the crew participated in a Navy Relief Fund Drive raising \$3,875.

KLAKRING performed a night refuelling with USS PLATTE (AO-186) and commenced the final phase of COMTUEX: Intermediate Training Assessment. The Intermediate Training Assessment involved a fictitious war with VANDAL, a country superimposed on Puerto Rico and played by US ships not in the battlegroup. The three day intense exercise started off the battlegroup located 150 miles south of Puerto Rico with a gradual movement towards the island at night under deceptive lighting and radio silence. The battlegroup secured the island after a successful air strike and countering the electronic jamming and simulated missile and torpedo attacks. KLAKRING was responsible for 'sanitizing' an outer sector for enemy submarines.

The COMTUEX was completed following the Intermediate Training Assessment, and KLAKRING proceeded back to Charleston doing an Ant-Submarine Warfare exercise with the PETERSON, BRADLEY, ANNAPOLIS, BOISE, ANZIO, and JACK WILLIAMS. The ship arrived in Charleston in the morning of June 20.

INPORT/CAPITAN MIRANDA

Upon return to Charleston, KLAKRING was busy during her five and

a half weeks inport. From June 22 to July 1 and June 27 to July 1 the combat systems department focused on a Combat Systems Maintenance Review and a Combat Systems Support Readiness & Training respectively. The medical department had a Dental Health Survey on June 22. The Supply Department had a Logistics Management Assessment Assist on June 27-30. The ship hosted young visitors including 28 Country Legend Camp Students eating aboard on June 23 and 12 Boy Scouts of America & 39 Sea Explorers on June 24. On Jun 29, the Operations Department challenged the rival Combat Systems Department to a softball game and won. In the evening a Hail and Farewell was held for Lt [REDACTED] who relieved Lt [REDACTED] as Ordnance Officer and LTJG [REDACTED] who relieved LTJG [REDACTED] as Damage Control Assistant.

On the morning of July 1, Charleston's historic appearance came alive as the tall sailing ship, CAPITAN MIRANDA, slowly emerged from a hazy horizon. Her three mast silloutte grew until the weary and anxious faces of Uruguayan officers, midshipmen, and sailors, could be seen. It had been two weeks since their last port call in San Juan, Puerto Rico and now the crew was ready to enjoy their first American port - beginning with a warm American welcome by some crewmembers from the USS KLAKRING. From July 1-7, USS KLAKRING was the host ship for Uruguayan naval sail training vessel CAPITAN MIRANDA. CAPITAN MIRANDA had departed Montevideo, Uruguay on April 27 to sail to various ports including Rio De Janeiro (Brazil), San Juan, Charleston, Baltimore, New Orleans, Miami, and plan to arrive back home in mid October. The ship has a crew of ninety personnel including army, police, and air-force cadets and is commanded by

Captain Tabare Daners. CAPITAN MIRANDA was built in Spain in 1930 to perform hydrographic studies. In 1977, the 179 foot schooner was converted over to a sail training vessel for military personnel and in 1985 and 1993 underwent renovations. The vessel had circumnavigated the globe several times and participated in New York's tall ships parade during the Statue of Liberty Centennial in 1986. The ship participated in Charleston's Maritime Festival during the Fourth of July weekend and provided many locals and tourists an opportunity to walk aboard and view the ship. The first two nights were busy including a welcome aboard reception on the first night and a fund raising event for the British Oxygen Corporation's challenge. The Challenge occurred in September 1994 with single handed sailors racing out of Charleston. For approximately a year they will circumnavigate the globe stopping at several ports including Montevideo, Uruguay, and finally ending in Charleston. The special guest of the reception was Vice Admiral James Coates Rovira, Commander in chief of the Uruguayan Navy. In addition to helping out the Charleston tourism, the CAPITAN MIRANDA participated in a variety of activities provided by the USS KLAHRING including free tours at Patriots Point and Ft Sumter on July 3, a hosts night on the Fourth of July, a soccer on July 5, and an officer wardroom get together and a tour of the KLAHRING on July 6. The Uruguayans enjoyed their brief stay in Charleston and sailed out July 7.

Other events in the latter half of July included a Ship's Picnic at Palmetto State Park on July 22. The week of Jul 25-28 was Surface Warfare Training Week and also an Aviation Certification Technical Assist. That same week 25 Canadian Sea Cadets visited ship. The

week ended with a Fast Cruise on July 27 and an onload of supplies (beans, rice, children's medicine, diapers, and a porta potty. The aviation detachment arrived as well.

Underway HAITI #4 - OPERATION SUPPORT DEMOCRACY

On the morning of Friday, July 29, the USS KLA KRING departed Pier Quebec to begin her three day journey towards Haiti. The deployment was KLA KRING's fourth one since OPERATION SUPPORT DEMOCRACY came into effect and it was expected KLA KRING would be taking on Haitian refugees due to the influx of Haitians escaping the country via small refugee boats. The ship arrived on station west of the "claw" on August 1 and did a turn-over with USS MISSISSIPPI (CGN-41). Following the turn-over, KLA KRING refuelled with USNS KANAWHA (TAO-196) and proceeded to the southern coast of Haiti near the Dominican Republic border outside the port of Jacmel, Haiti. KLA KRING's mission was to conduct Presence Operations and to observe any shipping traffic and smuggling in the area. Throughout the two weeks there was no shipping traffic and the ship took advantage of the time by flying their newly acquired battle flag, a flag approximately ten feet by 20 feet in size. KLA KRING refuelled on August 6 with the USNS KANAWHA (TAO-196). On August 10, KLA KRING briefly steamed within 1000 yards of the port of Jacmel, Haiti flying her battle flag and was greeted by cheering Haitians in nearby fishing boats. The ship also conducted total darkness steaming off the coast and the aviators reported being "shined" by country-side radars on one of their patrols. On August 8, departed the Jacmel Haiti Operational Area, proceeding towards a station inside the southern claw off the port of Jeremie, Haiti. The next week KLA KRING

also boarded three merchant vessels, queried thirty vessels, refuelled with USNS KANAWHA (TAO-196) on August 12, and conducted Anti-Submarine Warfare exercises with submarines: SIMON BOLIVAR (SSBN-641), MARINO G. VALLEJO (SSBN-658), and HAMMERHEAD (SSN-663). On August 13, KLAKRING refuelled USS CYCLONE and held a steel beach picnic with them. Later in the evening, KLAKRING steamed out of the "claw" and proceeded on station off Cape Haiten to briefly patrol a sector on August 14. KLAKRING left her Cape Haiten sector August 15 ship refuelled with USNS CONCORD, and later that same day again refuelled USS CYCLONE. In the evening of the same day, KLAKRING's helos responded to a medical evacuation for a heart attack patient on USS FAHRION. For the next four days, KLAKRING patrolled a sector west of the Haitian "Claw" in the Westward Passage also performing a personnel highline transfer of the First Lieutenant, LTJG [REDACTED] [REDACTED] with the USS STARK. The crew were looking forward to a brief liberty in GTMO on 22 August when on the evening of August 19 KLAKRING was directed to rescue efforts in the Florida Straits for OPERATION ABLE VIGIL.

OPERATION ABLE VIGIL

On August 19, 1994, the USS KLAKRING (FFG-42) was detached from OPERATION SUPPORT DEMOCRACY off the coast of Haiti and was directed to proceed 400 miles to the Florida Straits to assist in rescue efforts of migrating Cubans as a part of OPERATION ABLE VIGIL. At 0400 on August 20, KLAKRING performed a challenging refuelling with the USNS KANAWHA when the ship temporarily suffered a loss of gyro. Rescue efforts began before reaching the assigned area between Havana and Key West when on 21 August the crew rescued migrants from small

wooden boats. The number of refugees increased exponentially as KLA KRING proceeded further. Within a forty-eight hour period, USS KLA KRING intercepted 35 small boats, makeshift rafts, inner tubes, and styrofoam block with men, women, children, ex-convicts, elderly, four infants, and two dogs. Off loaded vessels were sunk by crewmembers shooting holes in them with M-14's, shotguns, and .45's to reduce navigation hazards and prevent vessels from re-checking them. Many of the Cubans had been floating out in the ocean for several days in the hot summer sun, so the crew worked around the clock and helped hundreds of refugees overcome the perils of exhaustion, dehydration, and other minor medical problems. The deck division constructed canvas tarps over the forecastle and flight deck and faked out lines for the migrants to rest on.

In the afternoon of 22 August 1994, USS KLA KRING received a supplemental contingent security force consisting of sixteen Marines and refugee supplies from USCGC NANTUCKET. The extra security measures were taken to prevent any problems when the Cubans would realize they would not be taken to the states. KLA KRING's security teams were working on rotating shifts to watch, feed, and take care of all the migrants. USS KLA KRING was directed to report immediately to Guantanamo Bay Naval Base, Cuba on 23 August. While enroute to Guantanamo Bay Naval Base Cuba, USS KLA KRING intercepted two additional rafts. KLA KRING arrived in Guantanamo Bay Naval Base, Cuba 24 August and off loaded 597 Cuban refugees to armed busses and trucks waiting to process them for the refugee camps. KLA KRING spent the rest of the day on-loading pallets of beans, rice, diapers, blankets, water, and medicine and departed Guantanamo Bay Naval Base,

Cuba in the evening to proceed to Key West Naval Air Station and transfer the supplies.

While enroute Key West Naval Air Station, KLA KRING was directed to transfer the supplies to USS CLIFTON SPRAGUE (FFG-16). KLA KRING rendezvoused with the USS CLIFTON SPRAGUE (FFG-16) on August 25 and transferred over fifty pallets of supplies to the ship in a five hour period. KLA KRING did not encounter any refugees on the transit back and was detached for preparations for their upcoming six month deployment. The ship arrived in Charleston August 27.

INPORT/FLEETEX

KLA KRING was busy the next 10 days before she deployed again for the Battle Group exercise called FLEETEX (Fleet Exercise). Inspections were conducted including an Environmental Health Inspection Aug 29-31, Aviation Certification August 31 to September 2, an Aviation Readiness Evaluation on September 1, and a Command Management Equal Opportunity Inspection September 2.

From Sep 8-23 KLA KRING departed Charleston to conduct their final Pre-deployment battlegroup fleet exercise. The exercises occurred primarily off the Cape Hatteras coastline but would also extend as far as Cape Henry to south as Cape Fear. The exercise involved fighting a fictitious country called KORONA, an area superimposed over the US East Coast. KORONA had invaded KARTUNA, a smaller country located in the Camp Lejuene, NC area. Due to a failed trade embargo, the United Nations called upon the US to expel the KORONIANS. On the same fictitious map, another country bordering KORONA extended from Florida and formed a gulf east of KARTUNA and KORONA. This country was called SABANIA and was neutral.

The exercise was simulated to be as realistic as possible with fast patrol boats called BOGHAMMERS which had to be chased away from amphibious operations. KLAKRING refuelled with USS DETROIT (AOE-4) on 10 and 12 September and performed night plane guard operations for USS DWIGHT D EISENHOWER (CVN-69) on 13 September. USS DWIGHT D EISENHOWER (CVN-69) was detached from the battlegroup exercise to pick-up 1800 Army troops in Norfolk and proceed to Haiti for further orders. The battlegroup continued with the fleet exercise with KLAKRING providing protection to the battle group. KLAKRING refuelled with USNS BIGHORN (TAO-193) on 17 September and with the USS DETROIT (AOE-4) on 22 September. On the night of 15 September, KLAKRING briefly was detached from the fleet exercise to participate in Search and Rescue Operations for a downed F-14. After 12 hours of the search, no survivors were found and it was called off and the fleet exercise resumed. The fleet exercise concluded with a beach assault near Camp Lejuene by the amphibious units on 22 September. KLAKRING and ROBERT G BRADLEY were detached afterwards, and arrived in Charleston 23 September.

PLANNED OVERSEAS MOVEMENT (POM)

USS KLAKRING (FFG-42) arrived back to Charleston on September 23 to begin a four week inport period called POM, or Pre-Overseas Movement. It was an opportunity for crewmembers to take leave and take care of personal business prior to deployment. KLAKRING had a Logistics Management Assessment September 26-30 and scored a 98%. Combat Systems Support Readiness and Training was conducted Oct 3-7. USS ELROD (FFG-55) personnel visited the KLAKRING daily for Damage Control Training. On October 13, an Electrical Safety Stand-down was

conducted with topics including Cardio-Pulmonary Resuscitation, Annual Electrical training, and Tag-Out training. The last week of inport concluded with on loading of supplies and a Physical Readiness Test.

DEPLOYMENT

KLAKRING departed Charleston on a rainy morning at 0900 on 20 October, 1994. Once at Buoy Charlie, the ship met USS ROBERT G BRADLEY (FFG-49) and proceeded north to rendezvous with the battlegroup south east of Norfolk on 21 October. The following morning, the battlegroup spent several hours carefully steaming in close formation for the Battle Group photo. KLAKRING was located 50 yards off the starboard quarter of USS DWIGHT D EISENHOWER (CVN-69). The battlegroup split up following the photo exercise with EISENHOWER and ANZIO racing towards the Persian Gulf, and KLAKRING, BRADLEY, PETERSON, KIDD, ANNAPOLIS, SPRINGFIELD, BOISE, and CAPE ST GEORGE steaming in screen formation around the DETROIT. KLAKRING refuelled with USS DETROIT (AOE-4) on October 23, 30, and November 2. The transit lasted from October 23 to November 3 and throughout the period KLAKRING conducted extensive ASW exercises as well the Combined Federal Campaign October 23-29. In addition to the donations solicited from the crew, the ship held a phone card raffle to benefit the crew and benefit additional charity towards Combine Federal Campaign. The crew ended up raising over \$8500 for the drive. The ship also participated in a brief exercise with the Spanish and French Navies while heading towards Spain.

On October November 3, the ship relieved USS DOYLE (FFG-39) from the GEORGE WASHINGTON battle group off Rota, Spain. Following the

turnover, USS KLA KRING proceeded through the Straits of Gibraltar and proceeded east of Sicily to conduct an ASW exercise with USS PETERSON (DD-969) and ANNAPOLIS November 5-7. KLA KRING refuelled with USNS KANAWHA (TAO-196) November 4 and 7. KLA KRING arrived in La Goulette, Tunisia (near Tunisia) on November 8. The port visit's primary mission was to show United States commitment to presence in the region. Upon arrival, the crew busily prepared a reception for various distinguished guests including the US Ambassador to Tunisia, various embassy officials, and a dozen naval attaches from around the world. The crew also had an opportunity to enjoy some free time in downtown Tunis and a tour of the ancient ruins of Carthage. Many ventured into the commercial district of Tunis called the 'Souk' to buy souvenirs and had a first time experience of haggling with the Tunisian merchants. Others volunteered their time to help work on an old Catholic church located within walking distance from the ship.

Following the port visit, KLA KRING departed La Goulette on November 10 and participated in a joint exercise with the Tunisian naval ships TUNIS and CARTHAGE. Two KLA KRING officers were exchanged for three Tunisian naval Officers during the event. Exercises included formation steaming, a photo exercise, and a light line transfer in extremely rough seas. KLA KRING completed the joint exercise on November 12 and proceeded east in high seas to Limassol, Cyprus with a refuel with USS PLATTE (AO-186) on November 14. The also conducted an Aviation Safety Standdown on November 15.

KLA KRING'S next port visit was Limassol, Cyprus during November 17-21. The crew had an opportunity to tour the summer tourist areas near Limassol as well as visit the ancient Greek ruins. Another

reception was held on the flight deck for various foreign dignitaries. Local journalists also held a press conference aboard KLAKRING on November 17 and had an opportunity to tour the ship. The weather was cloudy and rainy throughout the duration of the visit (typical of the Mediterranean for this time of year), but the crew enjoyed the many entertainment spots located throughout Limassol. While inport, KLAKRING was notified they were authorized the Coast Guard Unit Commendation with Distinguishing Honors Award for OPERATION ABLE VIGIL in August 1994.

KLAKRING departed Limassol on a stormy morning November 21 and proceeded to Haifa, Israel, arriving November 22. The crew had an opportunity to tour the Holy Land including a first time tour for American military in Bethlehem. The tour was arranged by the local USO and included the spot of the Nativity, the location of the Last Supper, Golgotha - the location where Jesus was crucified, and a brief tour of the Parliament Buildings, Mt Olive, and the Garden of Gethsemene. The tour concluded with stopping at a diamond factory in Haifa, Israel. The crew spent Thanksgiving in Haifa, Israel enjoying the traditional turkey dinner. Following the dinner, the ship received word they were to depart Haifa the following morning and proceed to the Adriatic to participate in possible Search and Rescue efforts for downed UN aircraft off Bosnia with USS NASSAU (LHA 4). The ship was underway November 25.

The ship arrived on station off the Biahac Pocket off Bosnia on November 28. For the next two weeks, KLAKRING participated in joint exercises with NASSAU including several cross deck opportunities for the crew. KLAKRING's primary mission was to stand by for Search and

Rescue operations for possible downed United Nations aircraft as well as provide the NASSAU protection. On December 2, the ship conducted a safety standdown with topics including respirator, line handling, liberty, emergency egress, and heat stress training. Throughout the period KLAKRING also conducted refuellings with the USNS KANAWHA (TAO-196) on November 30, December 4 & 12. KLAKRING detached SAR operations on December 13 due to the possibility of high winds and proceeded to Palma de Majorca Spain for a Christmas break. While enroute, KLAKRING did a Vertical Replenishment of supplies with USNS CONCORD (AFS-5) on December 15 and a refuelling with USS PLATTE (AO-186) the following day. On December 16 the ship also had a ship-wide zone inspection.

KLAKRING arrived in Palma on December 17. For the next ten days, the ship had an intermediate maintenance availability with USS SHENANDOAH (AD-44) which was moored directly ahead of her. A straggler Physical Readiness Test was also conducted on December 21 and 22. On December 21, the USS DETROIT (AOE-4) moored alongside the SHENANDOAH, on December 22. The crew enjoyed a Ship's Christmas Party at the CARROUSEL LOUNGE on December 24. The ship was underway December 29 for Civitavecchia, Italy. The ship proceeded through the Straits of Bonifacio between Corsica and Sardinia on December 28 and arrived in Civitavecchia, Italy on December 29. The ship remained in Civitavecchia until January 3 and many of the crewmembers enjoyed the New Years celebration in Rome, an hour and a half train ride away.

Although USS KLAKRING experienced a busy year, 1995 is anticipated to be busy also with in-chopping to Standing Naval Forces Mediterranean and working with NATO forces in OPERATION SHARP GUARD,

the United Nations Embargo on the Former Republic of Yugoslavia. KLA KRING is scheduled to arrive back in Charleston from deployment in mid April and will be busy preparing for an Inspection Survey. Later in 1995, KLA KRING is expected to do homeport shift to Norfolk, VA and undergo either dry dock or a restricted availability. The latter part of 1995 will see KLA KRING preparing for another six month deployment for Middle East Forces in the Red Sea/Indian Ocean/Persian Gulf region beginning May 1996.