



DEPARTMENT OF THE NAVY

USS McCLUSKY (FFG 41)

FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA 96672

IN REPLY REFER TO:

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From: Commanding Officer, USS McCLUSKY (FFG-41)
To: Director of Naval History, Washington Navy Yard, Washington, D.C. 20374
Subj: Command History; submission of
Ref: (a) OPNAVINST 5750.12C
Encl: (1) Command History For Period Ending 31 December 1983
1. In accordance with reference (a), enclosure (1) is submitted.

A. W. Mitchell
A. W. MITCHELL
By direction

USS MCCLUSKY (FFG-41) is an Oliver Hazard Perry Class Guided Missile Frigate. It is designed to protect Amphibious and Merchant Convoys from submarines, airforces and other surface ships. It is also used for close-in aircraft carrier battle group defense.

The ship was authorized in 1979 by an act of congress. The keel laying ceremony was held on October 21st 1981, at Todd Pacific Shipyards, San Pedro California. The ship was built using highly sophisticated pre-fabrication methods, in which entire sections weighing up to 50 tons were constructed in yards and then carried to the drydock and attached to the ship. These methods greatly increased the rate of construction; so much so that when she was launched on September 18th 1982 her commissioning had already been moved up a month to the 10th of December 1983.

The christening took place at the Todd Shipyard in San Pedro. The ships sponsor was Mrs. Clarence Wade McClusky the widow of the ship's namesake. The principal speaker was congressman Robert Dornan of California who spoke of the need for such ships in the U.S. Navy and about the brave exploits of the ship's namesake. At approximately 11:15 am McClusky slid down the ways and entered the element that will be her home: The Pacific Ocean.

Over that same ocean 40 years before Naval Aviator Lieutenant Commander Wade McClusky led his squadrons of Douglass Dauntless Divebombers against a Japanese Fleet bent on invading the island of Midway. The result was the sinking of four Japanese Aircraft Carriers and victory for the United States and her allies. He went on to distinguish himself in subsequent actions during the war and again in the Korean War before retiring with the rank of Rear Admiral in 1956. After a long retirement he died in 1976.

In early 1983 at the Fleet Training Center in San Diego California advance elements of MCCLUSKY crew began to arrive for their precommissioning training. All hands recieved extensive training in damage control, firefighting and all facets of operating and

maintaining a complex ship; which while called a frigate is actually larger and more capable than many destroyers. As elements of the crew finished their training in San Diego they moved to San Pedro to ready the ship for commissioning

In August 1983 the ship got underway for the first time for builders trials. These trials were passed successfully and she went back into the yard. She came out again in early October for acceptance trials. MCCLUSKY performed so well that she completed the scheduled two-day trials in one day. Returning to the piers at Todd Shipyards, the crew began to load her supplies and provisions.

Members of her crew had been selected as much as two years in advance of her commissioning and as late as two months prior. The commissioning crew is led by the Commanding Officer, Commander Robert B. Lynch. Other officers are as follows:

Executive Officer	LCDR A. W. Mitchell
Combat Systems Officer	LCDR [REDACTED]
Engineer Officer	LT [REDACTED]
Ships Control Officer	LT [REDACTED]
Combat Information Center Officer	LT [REDACTED]
Anti-Submarine Warfare Officer	LT [REDACTED]
Main Propulsion Assistant	LT [REDACTED]
Electronics Readiness Officer	ENS [REDACTED]
Damage Control Officer	ENS [REDACTED]
Ordinance Officer	ENS [REDACTED]
Communications Officer	ENS [REDACTED]
Support Officer	LT. [REDACTED]
Disbursing Officer	ENS [REDACTED]
Assistant MPA	ENS [REDACTED]

The ship is equipped with a Missile Launcher for anti-air and anti-surface missiles; a 76mm gun for anti-air and anti-surface warfare; a 20 mm close in weapons system for AAW and ASCM defense; and 6 torpedo tubes for anti-submarine warfare. Later it is scheduled to receive the SH-60B LAMPS III Helicopter Anti-Submarine Warfare System.

The ship was delivered to the Navy on November 4th 1983. Todd Vice President And General manager Len Thorell delivered the ship to CAPT D. G. Kalb Supervisor of shipbuilding, Conversion and Repair, Long Beach. CAPT Kalb then turned the ship over to the Prospective Commanding Officer. CDR Lynch's remarks at the ceremony centered on the ships motto "Persistent, Courageous, Victorious." He urged the assembled crew to do the utmost to make their ship one worthy of its motto and namesake.

On November 21st MCCLUSKY left the Todd Shipyards for a new home - the Long Beach Naval Station. During the trip the crew exercised at their Sea and Anchor Detail Stations. The feeling of getting underway for the first time - cutting the Umbilical Cords to the pier is not easily forgotten.

On December 9th 1983 MCCLUSKY recorded a hallmark in Naval history. At 1000 an SH-60B LAMPS MK III Helicopter landed on her flight deck as part of the commissioning ceremony. This was the first landing of a production model LAMPS III on any Naval vessel. That event heralds a new era in the development of Anti-Submarine Warfare. The first rotary-winged aircraft truly capable of conducting localization and attack on submarines in varying weather conditions landed on a ship that was tailor-made to support it and conduct convoy and battle group air defense as well.

On December 10th 1983 FFG-41 became USS MCCLUSKY. In an hour long ceremony the crew first breathed official Navy life into her. The principal speaker was VADM Lee Baggett Jr., Director of Naval Warfare, Office of the Chief of Naval Operations. VADM Baggett's comments centered on the need for training in order to overcome the quantitative advantage of the Soviet Union. CAPT John Chamberlain, Commander Surface Squadron ONE Commissioned the ship. CDR Robert B. Lynch assumed command. The platform guests were:

VADM L. Bagget Jr., USN

CAPT R. J. Ecker, CHC, USN

CDR R. B. Lynch, USN

CAPT D. G. Kalb, USN

CAPT J. D. Chamberlain, USN

Mr. L. M. Thorell, Todd Pacific Shipyards

The ship's sponsor was Mrs. Clarence Wade MCCLUSKY. After the commissioning ceremony visit ship was held. Approximately 800 people toured the ship.

On Wednesday December 21st the ship passed its light-off exam. This vital examination was passed with zero restrictive deficiencies noted. This certifies the ship to light off the main engines, and commence underway operations.

During the holiday leave and upkeep period the crew recieved some hard-earned leave. Santa Claus visited the ship and was the star attraction at the childrens Christmas Party 23 December. The party was organized by the Command Senior Chief EMCS [REDACTED] and the Ombudsman [REDACTED].