



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 DC 20374

Subj: SUBMISSION OF COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12C

Encl: (1) Command history for period ending 31 December 1984

1. In accordance with reference (a), enclosure (1) is submitted.


R. B. LYNCH

COMMAND HISTORY FOR
USS MCCLUSKY (FFG-41)
1 JAN 84 - 31 DEC 84

In 1984 USS MCCLUSKY had many notable achievements. Superior performance in her engineering light-off exam, shakedown refresher training, combat systems ships qualifications, final contract trials, harpoon missile certification, and an early completion of PSA marked her as an outstanding new ship.

From early January until the end of February the ship operated out of San Diego. From March until July she operated out of her designated homeport Long Beach. In early July she went into Todd Shipyard San Pedro for Post Shakedown Availability, where she spent the rest of the year.

On 6 January 1984 USS MCCLUSKY got underway for the first time as a commissioned naval vessel. Although the underway time was cut short by fog all hands received their first experience of sea going operations, and for many their first taste of the sea. Old naval traditions were revealed as the new recruits manned the mail buoy watch and got a peek at a captured sea bat. Commencing 9 January MCCLUSKY spent the next 6 weeks working up for and participating in shakedown refresher training in San Diego. The team spirit which had surfaced during the ship's light-off exam now expanded into one of the driving forces behind the ship's exemplary performance. The 3 weeks of training was extremely demanding in both ship's demonstration of skills and in personal stamina. The crew was required to demonstrate their knowledge in all facets of their ratings and in damage control.

REFTRA was one of the first indications of how well MCCLUSKY's crew could perform. Damage control received high priority from the start of training. MCCLUSKY passed 5 of 5 material condition zebra checks and 4 of 5 yoke checks including success on the first attempts. This was hailed by both COMFLETRAGRU and COMNAVSURFPAC as a significant accomplishment. The quartermasters achieved an overall score of outstanding for the entire training period. All other divisions were sat and most were evaluated as outstanding in one or more major categories.

After Shakedown Refresher Training was over MCCLUSKY moved to Long Beach and into the next phase of shakedown, the testing of Combat Systems. Beginning with the weapons alignment testing for the ASW System, and finishing with Harpoon Missile Certification in April. Throughout the testing the crew's morale and concern for the ship enabled all evolutions to be carried out in an exemplary manner.

During CSSQT the ordnance division was able to meet all commitments, and demonstrated that the ship's weapons systems were capable of hitting any target. During 3 of the CSSQT underway periods MCCLUSKY conducted "Guest of the Navy Cruises". This program allowed Navy League members, who are prominent in their communities, to experience Navy life firsthand and gain a greater appreciation for the sailor's life. MCCLUSKY entertained 15 guests overall.

The final phase of CSSQT was a live missile firing. MCCLUSKY had two successful shoots scoring a direct hit despite operating in 20 foot seas with up to 30 degree rolls. Following CSSQT MCCLUSKY headed for San Francisco and her first port visit.

During her 4 day visit the crew hosted almost 1500 visitors. The highlight of the visit was opening day of the San Francisco Yachting Season. MCCLUSKY served as the platform from which various members of the Clergy "Blessed the Craft." Over 4000 boats passed by, and 300 visitors from the Corinthian Yacht Club of Tiburon viewed the event from the ship. The crew enjoyed 4 days of liberty, and spent their time exploring Fisherman's Wharf, Chinatown, and other San Francisco landmarks.

After the successful visit to San Francisco MCCLUSKY returned to Long Beach to undergo Harpoon Weapon System Certification. In doing so she became the 174TH ship to acquire the system, marking Harpoon as the most numerous missile weapon in the fleet.

The final shakedown test came at the end of May. The ship had a final contract trial administered by the Sub-Board of Inspection and Survey (Pacific). This large evolution required the ship to demonstrate all equipments to verify that they are within military specification. From the first day the trials went well. Deck division was so well organized that their portion of the inspection was done in half the usual time. Engineering also did extremely well, with the diesels being hailed as the best ever inspected. Combat Systems/Communications passed with no mission degrading discrepancies. Only one mission degrading item was noted, a previously documented engine vibration problem.

After her fine performance in Final Contract Trials the ship embarked a LAMPS helo DET (HSL 35 DET 6) and conducted a June port visit to Portland, Oregon during the annual Rose Festival. During the transit MCCLUSKY participated in multi-ship operations for the first time. In Portland the crew enjoyed unparalleled hospitality, and displayed some of their own by entertaining over 4200 visitors during 3 days of guest ship.

Upon returning to Southern California waters on 13 June MCCLUSKY took part in an over-the-horizon targeting exercise (AIREM MIKE 84-2) with USS GRAY (FF-1054). The helo detachment performed well and a high percentage of hits were scored as the tactical combat teams exercised their skills.

The week of 18 June was spent in San Diego changing out #1A gas turbine engine. The engine had recorded high vibrations during Final Contract Trials. The actual changeout took only 3 days.

On 25 June MCCLUSKY got underway for Long Beach and then entered TODD Shipyard on 2 July for a six month Post Shakedown Availability. The weeks in the yard were marked by much noise and hard work. Many hours were put in by the crew to help keep the ship liveable amidst the debris of industrial work. During this yard period the LAMPS MK III system was installed effectively extending MCCLUSKY's ASW and ASST capabilities. In addition the Rast sytem, fin stabilizers and many other ordalts and field changes were installed. During Sea Trails the systems were found to work almost perfectly. The trials were completed ahead of schedule in what has become typical MCCLUSKY fashion.

MCCLUSKY returned to the active fleet on 6 December, completing PSA three weeks ahead of the contract completion date. The ship immediately transited to San Diego to begin the training cycle again with underway simulator training and deperming. Returning to Long Beach on 17 December, MCCLUSKY Completed 1984 in upkeep.