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DEPARTMENT OF THE NAVY

USS MCCLUSKY (FFG 41)

FLEET POST OFFICE

SAN FRANCISCO, CALIFORNIA 96672

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From: Commanding Officer, USS MCCLUSKY (FFG 41)
To: Director of Naval History, Washington Navy Yard, Washington, DC
20374-0571 (Attn: OP-09BH)

Subj: USS MCCLUSKY (FFG 41) COMMAND HISTORY FOR 1988

Ref: (a) OPNAVINST 5750.12D

- Encl: (1) Ship's History 1988
- (2) Welcome Aboard Pamphlet
- (3) USS MCCLUSKY 011700Z JAN 88
- (4) USS MCCLUSKY 021700Z JAN 88
- (5) USS MCCLUSKY 031700Z JAN 88
- (6) USS MCCLUSKY 041700Z JAN 88
- (7) USS MCCLUSKY 051700Z JAN 88
- (8) USS MCCLUSKY 061700Z JAN 88
- (9) USS MCCLUSKY 071700Z JAN 88
- (10) USS MCCLUSKY 081700Z JAN 88
- (11) USS MCCLUSKY 091700Z JAN 88
- (12) USS MCCLUSKY 101700Z JAN 88
- (13) USS MCCLUSKY 111715Z JAN 88
- (14) USS MCCLUSKY 121700Z JAN 88
- (15) USS MCCLUSKY 131715Z JAN 88
- (16) USS MCCLUSKY 141715Z JAN 88
- (17) USS MCCLUSKY 151700Z JAN 88
- (18) USS MCCLUSKY 181700Z JAN 88
- (19) USS MCCLUSKY 191700Z JAN 88
- (20) USS MCCLUSKY 201700Z JAN 88
- (21) USS MCCLUSKY 211700Z JAN 88
- (22) USS MCCLUSKY 221700Z JAN 88
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- (28) USS MCCLUSKY 281700Z JAN 88
- (29) USS MCCLUSKY 291700Z JAN 88

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- (30) USS MCCLUSKY 301700Z JAN 88
- (31) USS MCCLUSKY 311700Z JAN 88
- (32) USS MCCLUSKY 011700Z FEB 88
- (33) USS MCCLUSKY 021700Z FEB 88
- (34) USS MCCLUSKY 031700Z FEB 88
- (35) USS MCCLUSKY 041700Z FEB 88
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- (41) USS MCCLUSKY 101700Z FEB 88
- (42) USS MCCLUSKY 111700Z FEB 88
- (43) USS MCCLUSKY 121700Z FEB 88
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- (56) USS MCCLUSKY 251701Z FEB 88
- (57) USS MCCLUSKY 261700Z FEB 88
- (58) USS MCCLUSKY 271700Z FEB 88
- (59) USS MCCLUSKY 281700Z FEB 88
- (60) USS MCCLUSKY 011700Z MAR 88
- (61) USS MCCLUSKY 021700Z MAR 88
- (62) USS MCCLUSKY 031700Z MAR 88
- (63) USS MCCLUSKY 041700Z MAR 88
- (64) USS MCCLUSKY 051700Z MAR 88
- (65) USS MCCLUSKY 061700Z MAR 88
- (66) PERSIAN GULF POD NOTES, 30 December 1987 - 5 March 1988
- (67) CHANGE OF COMMAND CEREMONY pamphlet - 7 February 1988
- (68) USCINCCENT MACDILL AFB FL 132352Z JAN 88
- (69) CHNAVSECMIM RIYADH SA 091130Z MAR 88
- (70) CJTFME 102139Z MAR 88
- (71) USDAO RITADH SA 130912Z MAR 88
- (72) CJTFME 071030Z MAR 88
- (73) COPY OF OPNAVNOTE 1650 - LIST OF QUALIFYING SHIPS/UNITS FOR ARMED FORCES EXPEDITIONARY MEDAL
- (74) USS CHANDLER 021220Z MAR 88
- (75) USS CHANDLER 160125Z MAR 88
- (76) USS CHANDLER 260755Z MAR 88
- (77) USS MCCLUSKY 031200Z MAR 88
- (78) USS MCCLUSKY 011047Z APR 88
- (79) COMSEVENTHFLT 031147Z APR 88

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- (80) CTF THREE TWO 120234Z MAR 88
- (81) COMCRUDESGRU FIVE 170445Z APR 88
- (82) CTG THREE THREE FOUR PT ONE 011600Z JUN 88
- (83) CTG SIX TWO SEVEN PT TWO 270210Z MAY 88
- (84) CTG THREE THREE FOUR PT ONE 201010Z JUL 88
- (85) CTG THREE THREE FOUR PT ONE 160800Z JUL 88
- (86) COMTHIRDFLT 180748Z JUL 88
- (87) CTF THREE THREE FOUR 160315Z JUL 88
- (88) COMCRUDESGRU ONE 162043Z JUL 88
- (89) COMCRUDESGRU ONE 192112Z AUG 88
- (90) COMCRUDESGRU ONE 161913Z MAR 88
- (91) CTF THREE THREE FIVE 271140Z JUN 88
- (92) COMCRUDESGRU ONE 311953Z MAY 88
- (93) COMCRUDESGRU ONE 011610Z JUN 88
- (94) CTG THREE THREE FIVE PT ONE 220820Z JUN 88
- (95) COMCRUDESGRU ONE 032350Z MAY 88
- (96) CTF THREE THREE FIVE 011613Z AUG 88
- (97) CTG THREE THREE FIVE PT ONE 310110Z JUL 88
- (98) CONROTC UNIT USD/SDSU LETTER OF APPRECIATION OF 8 SEP 88
- (99) COMDESRON TWO THREE 200445Z SEP 88
- (100) COMDESRON TWO THREE 202337Z JUL 88
- (101) COMDESRON TWO THREE COMMUNICATIONS SECURITY MATERIAL SYSTEM (CMS) REPORT OF 30 SEP 88
- (102) USS MCCLUSKY 301530Z SEP 88
- (103) COMNAVSURFPAC LETTER OF COMMENDATION OF 2 FEB 88
- (104) COMDESRON TWO THREE 112240Z JUL 88
- (105) COMDESRON TWO THREE 072002Z OCT 88
- (106) COMDESRON TWO THREE 152259Z OCT 88
- (107) USS MCCLUSKY CINCPACFLT GOLDEN ANCHOR AWARD NOMINATION LTR OF 22 SEP 88
- (108) COMCRUDESGRU THREE 212255Z OCT 88
- (109) COMDESRON TWO THREE 130805Z JAN 89
- (110) USS MCCLUSKY NOMINATION FOR SECRETARY OF THE NAVY ENERGY CONSERVATION AWARD LTR OF 20 JAN 89

1. In accordance with reference (a), enclosures (1) through (110) are submitted.


G. L. HANSEN

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SHIP'S HISTORY 1988

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1. (U) Command composition and organization.

a. USS MCCLUSKY (FFG-41), a guided missile frigate of the Oliver Hazard Perry class, is named after Rear Admiral Wade MCCLUSKY, a hero of the Battle of Midway. Her primary mission is general escort duty - of convoys, amphibious task forces, underway replenishment groups, battleship battle groups and carrier battle groups - defending high value units against subsurface, surface and low level air threats. With her embarked air wing, two SH-60B helicopters, the Light Airborne Multi Purpose System (LAMPS) MK III team provides unprecedented capabilities in over the horizon surface and subsurface detection, surveillance, and engagement of hostile warships and submarines.

b. USS MCCLUSKY is a member of Destroyer Squadron Twenty Three, the "Little Beaver" squadron, made famous during World War II when led by Admiral (then Captain) Arleigh Burke, later Chief of Naval Operations. Captain William E. Kelly commanded Desron 23 during 1988.

c. Commander John J. Felloney served as the ship's commanding officer until 7 February 1988, at which point he was relieved of command by Commander Gregory L. Hansen in a ceremony at Mina Sulman Pier, Manama, Bahrain.

d. MCCLUSKY's homeport and permanent duty station is San Diego, California.

e. During 1988, MCCLUSKY deployed and operated with HSL-45 det 4, an antisubmarine helicopter squadron detachment flying LAMPS MK III SH-60B's. One helicopter, call sign LONEWOLF 44, was onboard during the deployment ending April 16, 1988, and also onboard for RIMPAC 88, a multinational navy exercise located in the Hawaiian op areas June 14-August 5.

2. (U) Chronology.

a. 1 January - 6 March: Deployed to Persian Gulf, assigned to Commander Middle East Force.

b. 7 February: Change of Command Ceremony, Mina Sulman Pier, Manama, Bahrain

c. 29 February - 2 March: Port Visit Jubail, Saudia Arabia

d. 7 March - 16 April: TRANSITEX 88-13, assigned CTU 75.9.2/35.8.3

e. 10 March: BSF Colombo, Sri Lanka

f. 13 - 16 March: Port Visit, Phuket, Thailand

g. 20 - 23 March: Port Visit/Upkeep, Subic Bay, Republic of The Philippines

h. 25 - 28 March: Port Visit Hong Kong

i. 8 - 10 April: Port Visit Pearl Harbor, Hawaii; embark civilians for "Tiger Cruise"

j. 16 April - 30 May: Post-deployment standdown/leave/upkeep period, San Diego

k. 31 May - 2 June: Type Training, SOCAL

l. 03 - 05 June: Port Visit Avalon, California

m. 6 - 12 June: Inport San Diego, LMTTU

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- n. 13 June - 26 July: RIMPAC 88
- o. 21 - 23 June, 1 - 7 July, 21 - 25 July: INPORT Pearl Harbor, Hawaii
- p. 26 July - 4 August: CNO Project K-310-5, transit Pearl Harbor - San Diego
- q. 4 August - 28 August: Upkeep San Diego
- r. 29 - 30 August: Type training, SOCAL: DLQ's for HSL-41, 43
- s. 1 - 11 September: Upkeep San Diego
- t. 12 - 16 September: Type training, SOCAL: LEDET, TORPEX, DLQ's
- u. 17 - 18 September: INPT San Diego
- v. 19 - 22 September: Type training, SOCAL, OPPE preps
- w. 23 - 26 September: UPKEEP, OPPE Preps
- x. 27 - 29 September: OPPE
- y. 30 September - 4 October: Visit San Francisco
- z. 5 - 6 October: Ammo Offload, Naval Weapons Station, Concord, California
- aa. 6 -7 October: Transit Concord - San Diego
- bb. 10 October - 31 December: DSRA, Southwest Marine, San Diego, CA

3. (S) Narrative:

a. (S) MCCLUSKY began the New Year at Sitrah Anchorage off Manama, Bahrain assigned to Commander Joint Task Force Middle East. The ship had been in the Persian Gulf for 38 days and still had the majority of a 6 month deployment ahead. For most of January, MCCLUSKY participated in Earnest Will Missions. Earnest Will was the name of the operation in which US military forces escorted US flagged Kuwaiti oil tankers between Kuwait and the Gulf of Oman. The Iran/Iraq Tanker war was causing a significant impact on the merchant traffic through the Persian Gulf, with many tankers being attacked by both belligerents at different points in the transit through the Persian Gulf. MCCLUSKY participated in 5 Earnest Will (EW) Missions between 4 January and 25 January. Earnest Will 88001 was a southbound transit of the Persian Gulf which began off Kuwait on 4 January, consisting of the oil tankers Bridgeton, Surf City, and M/V Rover, escorted by USS ELROD, USS ESTEEM, USS FEARLESS, (two minesweepers), Hunter, Striker (two Kuwaiti owned minesweepers) and MCCLUSKY.

b. (S) Earnest Will 88001 stopped off Bahrain and hosted a media pool, escorted by the Central Command's and Middle East Force's Public Affairs officers, on 5 January. The media pool consisted of various representatives of the news media, both print and television. The Commanding Officer was interviewed by some TV journalists, and the interview was shown on prime time television in the US. It was refreshing to interact with the representatives of the western media after being away from the US for so long. The various reporters and photographers were generally honored to be onboard the ship, and the day was a

success, as well as a boost to our morale: the US military's mission in the Middle East was getting a great deal of visibility back home.

c. (S) Earnest Will (EW) 88001 ended successfully on 7 January in the northern Gulf of Oman. After 5 hours refueling alongside the battleship USS IOWA, MCCLUSKY and Earnest Will 88002 began heading north, the convoy consisting of Middleton, Chesapeake City, Ranger, with USS ELROD and MCCLUSKY providing escort. After a night transit of the Straits of Hormuz and an uneventful passage toward Kuwait, EW 88002 ended on 10 January.

d. (S) After spending two days (12-13) at Sitrah Anchorage, Manama, Bahrain, MCCLUSKY headed toward Kuwait to prepare for another Earnest Will mission. Highlight of the journey north was MCCLUSKY's embarked helo spotting a mine from the air and destroying it with machine gun fire. EW88003 began on 17 January with Chesapeake City, M/V Ranger, USS WHITE PLAINS (AFS 4), and USS REUBEN JAMES and MCCLUSKY providing escort. EW 88003 ended on 18 January in the northern Gulf of Oman. After a 3 hour refueling from the USS IOWA EW 88004 began, with MCCLUSKY escorting Chestnut Hill, Gas Prince, and M/V Courier toward Kuwait. MCCLUSKY concluded EW 88004 dropping off the tankers at Kuwait on 23 January. MCCLUSKY began EW88005 escorting Middleton to Bahrain Bell (a navigation buoy approximately 50NM northeast of Bahrain), and after turning over the convoy to the USS REUBEN JAMES on 25 January, MCCLUSKY proceeded into Bahrain and moored at Mina Sulman Pier for some well earned liberty.

e. (S) MCCLUSKY got underway on 29 January for duty as Central Persian Gulf (CPG) Patrol ship. Unlike escorting tankers, area patrol duty is characterized by hours of low air and surface activity punctuated by sudden Iraq F-1 anti-ship attack missions. CPG is actually one of the more quiet patrol areas, located roughly 500 miles from either major Iranian Naval base, and well south of most Iraq Air Force anti-ship missions. On 2 February, MCCLUSKY patrolled in the vicinity of an Iranian frigate, the Sabalan. This Iranian warship was known for particularly cruel attacks against unarmed merchant tankers, usually directing hostile fire toward the bridge and crew berthing space. The Sabalan did not attack any ships while MCCLUSKY patrolled in close proximity, however, on 3 February, MCCLUSKY passed the Petrobulk Ruler, a tanker which had been attacked by the Sabalan the night before, causing significant damage. It was a sobering experience, and a stark reminder of how close the ship was to the war going on in the region. A highlight of this patrol period was the arrival of Commander Greg Hansen on 4 February, the prospective Commanding Officer. The ship arrived back in Mina Sulman Pier on 6 February to prepare for the change of command ceremony the next day.

f.(U) At 1000 7 February, Commander Gregory L. Hansen, USN, (006444-50) relieved Commander John J. Felloney of command of USS MCCLUSKY. The ceremony, conducted at Mina Sulman Pier, Manama, Bahrain, was steeped in naval tradition.

g. (S) From 8 - 20 February, MCCLUSKY had duty as Northern Persian Gulf (NPG) patrol ship. In addition to performing air and surface surveillance missions, MCCLUSKY was also protecting the barges Wimbrown and Hercules. These barges were located approximately 20 miles west of Iranian held Farsi Island, and they were provided to the US military free of charge by the Kuwaiti Government. There were a variety of military units embarked onboard these barges: Navy SEAL platoons, Marine Stinger detachments, special Army helicopter units, and Navy Special Boat Squadrons operating MKIII patrol boats and smaller

PBR boats. The two barges were heavily armed and had a significant offensive punch. Their mission was to deter Iranian mining of the international waters through surveillance and deterrence. The Iran Ajar incident was an example of how effective these units could be. The FFG on station had the role of providing anti-air warfare and small boat protection for the relatively defenseless barges. The primary threat was Iranian aircraft from Bushere air force base just south of Kharg Island and small boat attack from units on Farsi Island. However, The Iraqi's also posed a threat as they were flying everyday at low level over the barges on their way to the coast of Iran on ship attack missions. Merchant tankers who were not expecting these rather large barges in the middle of their transit lanes, were a collision threat. MCCLUSKY was kept very busy during this period, going to condition 1A (a modified general quarters) 22 times for 22 Iraqi Air Force missions in close proximity. A high OPTEMPO period came to a close and some well earned rest and liberty when MCCLUSKY pulled into Bahrain 20-23 February.

h. (S) MCCLUSKY joined EW 88013 at Bahrain Bell on 24 February, heading south toward the Straits of Hormuz. Earnest Will 88013 was MCCLUSKY's last, ending on 26 February. MCCLUSKY stayed in the Gulf of Oman for one day conducting much needed PMS on combat systems, (CIWS, MK 92 fire control system, and the SPS-49 air search radar), and then spent two days (26-27) conducting a patrol at the Straits of Hormuz Eastern Patrol Area, an area south of the straits. The 28th found MCCLUSKY heading North to proceed into Jubail, Saudia Arabia for a 3 day port visit.

i. (S) Jubail, Saudia Arabia was a very successful port visit for MCCLUSKY. Visit ship was a success, with many Americans, Australians, Europeans, and even Saudi Arabians visiting the ship. The State Department's consulate in Saudi Arabia sent 30 new foreign service officers to the ship for a tour, and they were very impressed by the ship and it's mission in the Middle East. A demonstration of MCCLUSKY's combat system's capabilities was also presented to the CO's and XO's of the Saudi ships homeported in Jubail. The highlight was the reception held in the helo hanger for the local dignitaries and prominent westerners. A good time was had by all.

j. (S) MCCLUSKY left Jubail on 3 March headed south to the Gulf of Oman for a turnover with the USS GARY. After a stop for provisions, fuel and mail at Sitrah Anchorage on the 4th, a complete and effective turnover was given to USS GARY (FFG 51) on 6 March. MCCLUSKY then departed with the USS CHANDLER for Thailand. MCCLUSKY had spent 103 days in the Persian Gulf, had done a good job, and was awarded the Armed Forces Expeditionary Medal.

k. (C) MCCLUSKY and USS CHANDLER (DDG 993) were assigned the designation CTU 75.9.2 and chopped into Seventh Fleet upon departing the Gulf of Oman. USS CHANDLER was the senior ship and was commander of the task unit. TRANSITEX 88 - 13 had officially begun and would not end until arrival at San Diego, 12000 miles away.

l. (C) First stop was Columbo, Sri Lanka on 10 March. The four-hour stop for fuel was very exciting as many local merchants came to the ship to sell their wares (no liberty was authorized). Many American dollars exchanged hands that day as jewelry, wooden statues, and precious gems and stones were purchased by the officers and crew. Three days later the ship arrived at Phuket, Thailand, the first liberty port in 113 days where the crew could really unwind and not feel the constraints of liberty in a Moslem society. Even the older bluejackets

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considered Phuket one of the best liberty ports on WestPac. Six MCCLUSKY crewmen were able to save a young women's life by donating a rare blood type. This Thai woman had lost a lot of blood giving birth, and there was no blood of her type in the area. MCCLUSKY departed on 16 March and the next day refueled with USNS Hassayampa. Other than a fast, night transit of the Strait of Malacca with heavy merchant traffic, the journey to Subic Bay, Republic of the Philippines was uneventful, and MCCLUSKY arrived late on 20 March. When the ship had been in Subic on transit to the Middle East, two US servicemen had been killed by the New People's Army on Clark Air Force base. As a result, no liberty was allowed off the base. On this visit, off base liberty was authorized. The task unit departed on 23 March for the last port call in Westpac, Hong Kong, arriving on 25 March. The urban, cosmopolitan Hong Kong environment contrasted greatly with Thailand and the Philippines. Clothes, pearls, and good food were the highlights of the visit, which ended too quickly three days later. An eleven day journey to Pearl Harbor, Hawaii was uneventful, and other than embarking Tigers, male relatives and friends of the crew, MCCLUSKY continued on to San Diego, arriving on 16 April, exactly 6 months after departing on 17 October 1987.

m. (U) From 17 April to 30 May was the post-deployment stand-down and leave period. The majority of the crew took one of two 2-week leave periods for vacation and to spend time with family and friends. The ship also went through a maintenance availability period with SIMA San Diego from 9 - 27 May.

n. (U) 31 May the ship was underway again for deck landing qualifications (DLQ's) for one of the LAMPS MK III helicopter squadrons based in San Diego. This short underway period concluded with a port visit at Avalon on Santa Catalina Island, an island located 26 miles off Los Angeles.

o. (U) 7 - 12 June MCCLUSKY had the Lamps MKIII Mobile Team Training Unit (LMTTU) onboard, providing intensive ASW training for the Sonar Gram Analysts, as well as other members of the LAMPS MK III anti submarine warfare team. MCCLUSKY had not performed ASW since before deployment, and this training prepared MCCLUSKY for it's next assignment, RIMPAC 88, a multinational navy exercise located in Hawaiian waters. The objective of this five week exercise was inter-operability training among the navy's of Canada, Australia, Japan, and the US.

p. (C) RIMPAC phase 1 was the transit from San Diego to Pearl Harbor, Hawaii. MCCLUSKY would be a part of a battleship battle group (the Orange force), working up with Canadian and Australian ships and then fighting against a combined US and Japanese carrier battle group (the blue force). The US force transiting to Hawaii consisted of USS MISSOURI, USS LONG BEACH, USS JOHN YOUNG, USS MCCLUSKY AND USS COOK. Commander, Cruiser Destroyer Group One was the officer in tactical command and had the designation Commander Task Group 334.1. Phase 2 was three days of meetings and briefs on the concept of RIMPAC operations, as well as a chance to interact with our counterparts in the Canadian and Australian Navies. Phase 3 divided up the Orange Force (the Missouri battleship battle group, the Canadians, and the Australians) into three separate surface action groups (SAGS), for inter-allied training in multi-threat environments. This eight day training period ended 1 July with all three SAGS joining up and training as a combined, unified force. This joining of all three SAGS composed a very impressive force. The US forces consisted of: USS MISSOURI, USS LONG BEACH, USS WORDEN, USS JOHN YOUNG, USS MCCLUSKY, USS COOK, and USCG JARVIS; The Canadian Force consisted of: HMCS PROVIDER, HMCS HURON, HMCS TERRA NOVA, HMCS PARAMATTA, and HMCS RESTIGOUCHE; and the Australian ships

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participating were: HMAS CANBERRA, HMAS DARWIN, HMAS HOBART, HMAS SUCCESS. Phase 4 was a long inport period which included planning meetings for the final phase of RIMPAC, the orange force defense of the Hawaiian Islands from a combined US and Japanese carrier battle group invading from San Diego. Phase 5 began on 8 July and concluded on 20 July. The Orange Forces were victorious.

q. (C) After a final three days in Pearl Harbor for the concluding RIMPAC social events, MCCLUSKY participated in a CNO project, K-310-5, which assessed the Navy's capability to target Tomahawk and Harpoon missiles at over the horizon (OTH) ranges in a multi threat warfare scenario. This exercise involved the USS LONG BEACH firing a Tomahawk cruise missile at a target more than 200 miles away in an open ocean environment. It involved over twenty three ships and staffs divided up into blue and orange forces, all transiting from Hawaii to the continental US. The highlight of the exercise was MCCLUSKY's embarked helo providing the targeting data to the LONG BEACH, which successfully scored a direct hit on the target.

r. (U) MCCLUSKY returned to San Diego and had a intermediate maintenance availability with SIMA San Diego from 4 - 28 August. During this maintenance time frame a 3M assist visit was performed to evaluate the ship's Planned Maintenance System and CSMP. The CSMP drew high praise for it's accurate reflection of the material readiness of the ship. Ordnance Alterations (ORDALTS) were installed in the MK 92 fire control system and MK 75 gun mount. The ASW team attended the Target Motion Analysis team trainer, and the SQQ-28 sonobuoy processor underwent a system assessment in preparation for the upcoming SQR-19 TACTASS installation in the fall. MCCLUSKY also hosted midshipmen from the University of San Diego/San Diego State University ROTC unit on 26 August, giving them a tour of the ship and answering a plethora of questions about the ship and the Navy in general.

s. (U) 29 - 30 August MCCLUSKY conducted deck landing qualifications (DLQ'S) in the Southern California OPAREA for HSL - 41 and HSL - 43. On return to port on the 30th, MCCLUSKY stopped at NAS North Island, B pier to onload two exercise torpedoes for a upcoming torpedo shoot later in September.

t. (U) 31 August - 11 September MCCLUSKY remained inport as the ready ASW duty ship in EastPac. An AN/SLQ-32 (V)2 ECP block upgrade audit was accomplished, as well as an underwater hull cleaning.

u. (C) With the exception of the 17 - 18 September weekend, MCCLUSKY was underway off southern California 12 - 22 September in preparation for the major engineering inspection, OPPE, on 27 - 29 September. Also onboard 12 - 16 September was a Coast Guard Law Enforcement Detachment (LEDET). It's mission was drug interdiction: to investigate and board any suspicious sea-going vessels possibly carrying drugs (on a not to interfere basis with MCCLUSKY's training requirements.) Several vessels were investigated but unfortunately none were stopped or boarded. MCCLUSKY performed DLQ's for HSL-43, and also conducted a day of ASW training on the Southern California Offshore Range (SCORE), firing a torpedo at a MK 27 target scoring a direct hit. A CMS inspection was conducted on 23 September and a grade of satisfactory was assigned with only 3 minor administrative discrepancies.

v. (U) 27 - 29 September MCCLUSKY had the Operational Propulsion Plant Examination, a CINCPACFLT inspection examining all facets of the engineering department. The engineers put many hours into preparing for this inspection, and

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the hard work was rewarded, as MCCLUSKY passed all aspects of the inspection. MCCLUSKY proceeded to San Francisco 30 September - 4 October for a port visit, and on 5 - 6 October, proceeded to Naval Weapons Station Concord to offload all ordnance and ammunition in preparation for the Dry docking Selected Restricted (DSRA) Availability commencing on 10 October at Southwest Marine in San Diego.

w. (U) DSRA was a 6 month overhaul period for MCCLUSKY. Along with normal engineering plant repair and grooms, three major ship alterations were installed: brushless rotors for the 4 diesel generators, installation of the SQR - 19 Tactas and the 4100 ton ship alteration. MCCLUSKY went into dry dock on 30 October with the USS THACH, the first time two FFGs were put into a drydock at the same time. On December 7, MCCLUSKY suffered a minor fire in the ship's store room as a result of contractor personnel failing to adhere to prescribed safety precautions associated with welding. Although no serious injuries were sustained, shipstore stock had to be replaced at a cost of \$7,000. Along with the 7 million dollar work package that Southwest Marine was performing, SIMA San Diego had a work package of over 400 jobs. MCCLUSKY concluded the year high and dry in Southwest Marine's drydock.

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1988 COMMAND HISTORY SUPPORTING DOCUMENTS

1. Ship's 1988 Welcome Aboard pamphlet
2. Persian Gulf OPSUMS 01 January - 06 March
3. Executive Officer's "Persian Gulf: What's Happening?" Plan of The Day inserts, 01 January - 06 March
4. Change of Command Ceremony pamphlet
5. USCINCCENT Media Pool MSG / Jubail port visit laudatory messages / CJTFME "Farewell" message / OPNAVNOTE 1650 enclosure 2, List of qualifying ships for Armed Services Expeditionary Medal, Operation Earnest Will
6. TRANSITEX 88 - 13 Schedule of Events, 06 March - 8 April / MCCLUSKY OPGEN KILO
7. American Embassy, Bangkok Thailand, Ambassador Brown's BZ MSG / COMSEVENTHFLT "Farewell" MSG / CTF 32 MARREP performance BZ / Commander Cruiser Destroyer Group 5 Welcome Home MSG
8. RIMPAC 88 Phase 1 Schedule of Events 14 - 20 JUNE
9. RIMPAC 88 Phase 3 Schedule of Events 24 - 28 JUNE
10. RIMPAC 88 Hot Wash Up Report/ Phase 5 Battle Group Review / COMTHIRDFLT Phase 5 conclusion / CTF 334 Bravo Zulu / Link 11 Analysis for RIMPAC 88 / Naval Security Group COMSEC TELMON Final Report
11. CNO Project K-310-5 POA&M / Blue Force Letter of Instruction / OTH-T Training Messages / OPGEN PAPA INDIA / Force Over The Horizon Targeting Coordinator (FOTC) Standard Operating Procedures (SOP) / COMTHIRDFLT CNO POPS Support / CTF 335.1 Bravo Zulu
12. Commanding Officer, NROTC Unit USD/SDSU Letter of Appreciation / COMDESRON 23 State of the CSMP MSGS and CMS Inspection report
13. REPORT OF OPERATIONAL PROPULSION PLANT EXAMINATION
14. COMNAVSURFPAC Letter of Commendation - Silver Anchor Award 1987 / COMDESRON 23 3rd and 4th quarter Retention Award Messages / USS MCCLUSKY CINCPACFLT Golden Anchor Award Nomination for FY 88
15. COMDESRON 23 nomination for Annual LAMPS Ship Safety Award 88
16. USS MCCLUSKY nomination for Secretary of the Navy Energy Conservation Award

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Enclosure (1)