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**DEPARTMENT OF THE NAVY**  
 USS MCCLUSKY (FFG 41)  
 FPO SAN FRANCISCO 96672-1496

REC'D 10/25/90

IN REPLY REFER TO:

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 PAO  
 Ser C-002  
 27 SEP 1990

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(UNCLASSIFIED upon removal of enclosures (1), (3), (6), (8), (9), (10), (11), (12), (13), (14), (15), (16), (17), (18), (19), (20), (21), (22), (23), (24), (25), (26), (27), (28), (29), (30), (31), (32), (33), (34), (35), (36), (37), (38), (39), (40), (41), (42), (43), (44), (45), (46), (47), (48), (49), (50), (51), (52), (53), (54), (55), (56), (57), (58), (59), (60), (61), (62), (63), (64), (65), (66), (67), (68), (69), (70), (71), (72), and (73))

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

Subj: USS MCCLUSKY (FFG 41) COMMAND HISTORY FOR 1989

Ref: (a) OPNAVINST 5750.12E

- Encl:
- (1) Ship's History 1989
  - (2) Welcome Aboard Pamphlet (U)
  - (3) PACFLT PEB SAN DIEGO-CA 201128Z MAY 89
  - (4) PACFLT PEB SAN DIEGO CA 241941Z MAY 89 (U)
  - (5) COMDESRON FIVE 261810Z JUN 89 (U)
  - (6) USS MCCLUSKY 090148Z AUG 89
  - (7) REPORT OF OPPE OF USS MCCLUSKY (FFG 41) (U)
  - (8) 13AF CLARK AFB RP 140223Z SEP 89
  - (9) USS MCCLUSKY 130941Z OCT 89
  - (10) USS MCCLUSKY 101710Z NOV 89
  - (11) USS MCCLUSKY 261605Z OCT 89
  - (12) USS MCCLUSKY 271501Z OCT 89
  - (13) USS MCCLUSKY 291700Z OCT 89
  - (14) USS MCCLUSKY 301700Z OCT 89
  - (15) USS MCCLUSKY 311700Z OCT 89
  - (16) USS MCCLUSKY 011700Z NOV 89
  - (17) USS MCCLUSKY 021700Z NOV 89
  - (18) USS MCCLUSKY 031700Z NOV 89
  - (19) USS MCCLUSKY 041700Z NOV 89
  - (20) USS MCCLUSKY 051700Z NOV 89
  - (21) USS MCCLUSKY 061700Z NOV 89
  - (22) USS MCCLUSKY 071700Z NOV 89
  - (23) USS MCCLUSKY 081700Z NOV 89
  - (24) USS MCCLUSKY 091700Z NOV 89
  - (25) USS MCCLUSKY 101700Z NOV 89
  - (26) USS MCCLUSKY 111700Z NOV 89
  - (27) USS MCCLUSKY 121700Z NOV 89
  - (28) USS MCCLUSKY 131700Z NOV 89
  - (29) USS MCCLUSKY 141700Z NOV 89
  - (30) USS MCCLUSKY 161700Z NOV 89
  - (31) USS MCCLUSKY 171700Z NOV 89

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**OPNAVINST 5513.16 SERIES**  
**DATE: 21 Nov 2005**

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- (32) USS MCCLUSKY 181700Z NOV 89
- (33) USS MCCLUSKY 191700Z NOV 89
- (34) USS MCCLUSKY 201700Z NOV 89
- (35) USS MCCLUSKY 211700Z NOV 89
- (36) USS MCCLUSKY 221700Z NOV 89
- (37) USS MCCLUSKY 231700Z NOV 89
- (38) USS MCCLUSKY 241700Z NOV 89
- (39) USS MCCLUSKY 251700Z NOV 89
- (40) USS MCCLUSKY 261700Z NOV 89
- (41) USS MCCLUSKY 271700Z NOV 89
- (42) USS MCCLUSKY 281700Z NOV 89
- (43) USS MCCLUSKY 291700Z NOV 89
- (44) USS MCCLUSKY 301700Z NOV 89
- (45) USS MCCLUSKY 021700Z DEC 89
- (46) USS MCCLUSKY 031700Z DEC 89
- (47) USS MCCLUSKY 041700Z DEC 89
- (48) USS MCCLUSKY 051700Z DEC 89
- (49) USS MCCLUSKY 061700Z DEC 89
- (50) USS MCCLUSKY 071700Z DEC 89
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- (52) USS MCCLUSKY 091700Z DEC 89
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- (70) USS MCCLUSKY 281700Z DEC 89
- (71) USS MCCLUSKY 291700Z DEC 89
- (72) USS MCCLUSKY 301700Z DEC 89
- (73) USS MCCLUSKY 311700Z DEC 89

1. In accordance with reference (a), enclosures (1) through (73) are submitted.

  
D. W. PRATHER

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SHIP'S HISTORY 1989

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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 and carrier battle groups - defending high value units against subsurface, surface, and low level air threats. With her embarked air wing, two SH-60 helicopters, the LAMPS MK III team provides unprecedented capabilities in over-the-horizon surface and subsurface detection, surveillance, and engagement of hostile warships and submarines.

b. The MCCLUSKY is a member of Destroyer Squadron Twenty Three, the "Little Beaver" squadron made famous during World War II led by Admiral (then Captain) Arleigh Burke, who was later Chief of Naval Operations. Captain Schmidt relieved Captain Kelly as Commander, DESRON 23 on March 10.

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

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e. During 1989, MCCLUSKY worked up and deployed with HSL-45 det 12, an antisubmarine helicopter squadron detachment flying LAMPS MK III SH-60B's. During deployment, 15 September 89 to 15 March 90, Lonewolf 55 was embarked.

2. (U) CHRONOLOGY

01 Jan - 15 May	DSRA Southwest Marine Shipyard
09 - 13 May	3-M Inspection
16 - 19 May	Engineering Light-off Examination
24 May	Engineering Light-off Re-examination
22 - 25 May	Training Readiness Evaluation
27 - 30 May	Port Visit San Francisco, California
09 Jun	Aviation Readiness Exam
22 Jun	CORTRAMID 89
08 - 16 Jul	Japanese (KATORI TV 3501) Host Ship
17 - 28 Jul	Intermediate Refresher Training
31 Jul - 04 Aug	MEFEX 89-7
08 - 10 Aug	Operational Propulsion Plant Examination
11 Aug - 14 Sep	POM Period
15 Sep - 04 Oct	Deploy/Transitex 89-32
28 Sep	Chop 7th FLT CTU 75.9.1/ TU 75.9.1
04 Oct	COPE AGILA/COPE PANA 89-3
05 - 11 Oct	Upk Subic Bay, R.P.
12 - 14 Oct	Enrt Singapore
15 - 18 Oct	Visit Singapore
19 - 23 Oct	Enrt Bombay, India
24 - 26 Oct	Visit Bombay, India
26 Oct	Chop CTF 801
01 - 05 Nov	Inpt Mina Sulman, Bahrain

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09 Nov	Kuwaiti PASSEX
05 Dec	Enrt Karachi, Pakistan
08 Dec	3000th Accident Free LAMPS Launch and Recover
09 - 12 Dec	Visit Karachi, Pakistan
13 Dec	Pakistan Navy PASSEX
30 Dec - 05 Jan	MAV
31 Dec	Dallas Cowboy Cheerleaders' Visit

3. (U) NARRATIVE

a. (C) MCCLUSKY began the New Year in the drydock at Southwest Marine shipyard in San Diego. The yard period had been very hectic. During routine work on the exterior of the hull, one of the welders started without a fire watch on the adjacent bulkhead. A fully stocked supply storeroom on the other side of that bulkhead ignited into a class "A" fire. Through the swift efforts of the crew, the fire was brought under control and extinguished in a short period of time. Few of the stores contained in the store room were salvageable. This fire destroyed the storeroom and a section of the ship's degaussing cable that ran through the storeroom. This further complicated the repair work remaining, since a large section of the degaussing cable had to be replaced and repairs to the storeroom completed. This delayed the ship's original departure and sea trial date scheduled for mid-February until mid-March.

b. (C) On 29 March, insulation breakdown on "salt box" cables used to test the new brushless generators ignited a switchboard fire in central control station, destroying Number 4 switchboard. This event would further delay MCCLUSKY's underway date, as a total rewiring of the switchboard was necessary.

c. (C) Due to the long period the ship was in a cold iron status, a Light-off Exam was required to ensure MCCLUSKY's abilities to safely operate the engineering plant in auxiliary steaming operations. MCCLUSKY's LOE commenced on 16 May and concluded on May 19 with a grade of unsatisfactory due to material deficiencies. MCCLUSKY was reinspected on 24 May and successfully passed the exam.

d. (C) With the completion of all scheduled depot level maintenance, MCCLUSKY got underway for sea trials on 25 May.

e. (C) Having successfully completed sea trials, MCCLUSKY got underway for Concord Naval Weapons Station and San Francisco, California on 26 May to onload ordnance and enjoy some liberty. Much of the crew had turned over during the yard period, so few were prepared for the rough seas encountered during the transit.

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f. (C) MCCLUSKY departed San Francisco on 31 May and returned to San Diego for a short Upkeep from 3-12 June.

g. (U) On 22 June, MCCLUSKY hosted several Second Class Midshipmen for underway training operations. Midshipmen were given an orientation tour of the ship which included sonar, CIC, engine room, and auxiliary spaces, as well as the bridge. Activities for the midshipmen included leap frog drills, AAW tracking exercises, and a 76MM and CIWS practice firing. Throughout the day the midshipmen were able to ask questions of the group supervisor assigned to them as well as personnel assigned to each watchstation.

h. (C) With the predeployment work-ups continuing, MCCLUSKY prepared for various inspections and exercises. The next evolution was Refresher Training, a two week evaluation of the ship's war fighting and damage control abilities that ran from 17-28 July. Many General Quarters drills were conducted, both to test the ship's ability to man their GQ stations and to set material condition Zebra throughout the ship. Several battle scenarios were run, such as a torpedo hit, missile hit, or main space fire to evaluate the ship's repair lockers' abilities to combat the casualties. Additional drills were run throughout the two week period including chemical, biological, and nuclear attacks. Abandon ship and man overboard drills were also conducted. On the final day of the inspection, a major conflagration was conducted which tested the ship's response to a multi-threat, complex damage scenario. This was the final test to see if the ship could perform in a combat environment. MCCLUSKY successfully completed the training and received several grades of outstanding in combat systems and operations areas.

i. (C) After Refresher Training, MCCLUSKY participated in Middle East Force Exercises 89-3 from 31 July to 4 August. The purpose of this exercise was to simulate a Persian Gulf environment and test the ship's ability to operate under several threat scenarios. All types of threats MCCLUSKY could encounter in the Gulf were addressed; mines, hostile aircraft, and hostile patrol boats. MCCLUSKY performed well during this exercise and moved on to her next and final challenge before deployment.

j. (C) The Operational Propulsion Plant exam was MCCLUSKY's final challenge before deployment. Its purpose was to determine if the ship was materially and operationally ready to successfully operate the engineering plant during underway operations. The engineers had been training for months, perfecting the underway watch teams. Since the exam would also evaluate the material readiness of the engineering plant, intense preparations were made to ensure the engineering plant was ready. The exam began on August 10 with the testing of all engineering plant equipment and safety devices. Once discrepancies were corrected, MCCLUSKY got underway and began engineering propulsion plant drills designed to test the abilities of the watch teams to successfully handle casualties. Each watch team had a main space fire casualty as part of their drill set, to test both watch teams and engineering fire parties. The exam completed 12 August with MCCLUSKY receiving a grade of satisfactory.

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k. (U) With the predeployment inspections concluded, MCCLUSKY began a month-long inport period to allow the crew to rest and take care of personal business before beginning deployment.

l. (C) MCCLUSKY got underway on 15 September for her 180 day Persian Gulf deployment. MCCLUSKY conducted the transit to the Persian Gulf in company with the USS GARY (FFG-51).

m. (C) The first stop after departing San Diego was Pearl Harbor, HI on 20 September for two days of briefings before inchopt to Seventh Fleet and arrival in the Middle East. The crew was also able to take in a little of the night life that Waikiki offered.

n. (C) MCCLUSKY departed from Pearl Harbor 23 September for the 13 day transit to Subic Bay, Republic of the Philippines. During the transit, MCCLUSKY conducted an underway replenishment with the USS White Plains (AFS 4). MCCLUSKY and GARY provided surface support for the conduct of COPE PANA 89-3 on 4 October. The purpose of the event was to exercise the Philippine Air Defense system under a challenging air attack. Exercise features included "fakers" simulating bombers during medium and low level attacks, ECM, chaff, and picket ship integration. The exercise was a success and provided a great training opportunity for the CIC watch teams.

o. (C) Middle East Force tailored training was conducted for MCCLUSKY and GARY in the Subic OPAREAS on 5 and 12 October. The training consisted of terrorist aircraft training on 5 October and an anti-patrol boat attack on 12 October while exiting Subic Bay harbor. The services provided for both scenarios were excellent and exercised key elements of the ship's defenses against the Persian Gulf threat.

p. (C) MCCLUSKY arrived in Subic Bay, R.P. on 5 October. MCCLUSKY conducted a short availability to repair the ship's air conditioning system which had been operating at reduced capability during the transit. Full work days did not stifle the crew's enthusiasm for enjoying the local night life. The ship had a two day party at one of the local establishments. A good time was had by all.

q. (C) MCCLUSKY departed Subic Bay on 12 October bound for Singapore. On 12 October at 3 am local time, MCCLUSKY crossed the equator and observed the time honored tradition of initiating new crew members into the realm of King Neptune, converting the "polliwogs" into "shellbacks". Surprisingly, the Commanding Officer was a "wog", much to the delight of King Neptune.

r. (C) MCCLUSKY arrived in Singapore the morning of 12 October for 5 days of rest and relaxation. There was much opportunity to shop and many crew members purchased Christmas gifts.

s. (U) Departing Singapore on 18 October, MCCLUSKY headed for Bombay, India and arrived 24 October. The port visit was fascinating. There were excellent opportunities for the MCCLUSKY officers to talk to their Indian Navy counterparts as the wardrooms of both the MCCLUSKY and the Indian host ship, INS Ganga, hosted social luncheons and evening receptions. The consulate also held

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a reception for the crew which was thoroughly appreciated by all crewmembers. Overall, it was a cultural experience which will not soon be forgotten.

t. (C) Departing Bombay, India on 26 October, MCCLUSKY continued on her way to the Persian Gulf. She arrived in port Mina Sulman, Bahrain on 1 November for a short port visit before departing for her first Persian Gulf patrol of the deployment.

u. (C) While enroute to Kuwait for fuel after a short patrol of the Northern Persian Gulf, MCCLUSKY received information that two Indian Naval ships would be in the patrol area. Indian ships Ganga and Shakati were photographed conducting an underway replenishment on 8 November.

v. (C) Although the Kuwaiti PASSEX on 9 November started late, it was most enjoyable and a resounding success. The PASSEX was intended to promote goodwill with the Naval forces of Kuwait. One highlight of the PASSEX was a modest gift exchange via highline transfer. MCCLUSKY provided an apple pie.

w. (C) On 8 December, MCCLUSKY celebrated her 3000th accident free LAMPS launch and recovery. To mark the occasion, the Commanding Officer personally launched and recovered LONEWOLF 55.

x. (C) The crew spent a marvelous 4 days of liberty in port Karachi, Pakistan 9-12 December. The crew purchased many gifts; the most popular being rosewood products. A reception for Pakistani Naval Officers and civilian VIP's was held on the evening of 10 December. The U.S. Consulate held a picnic for the ship at the consulate on 12 December which was enjoyed by all in attendance.

y. (C) MCCLUSKY conducted exercises with the Pakistan Navy upon her departure from Karachi on 13 December. They included ASW and EW exercises and maneuvering drills. The exercises provided great training and was MCCLUSKY's first opportunity with submarine services in over a year.

z. (C) Due to an operational casualty to another ship assigned to the Gulf, MCCLUSKY was tasked to assume duties as patrol ship for the Strait of Hormuz Eastern Patrol Area (SOHEPA). This delayed a previous return to port date of 16 December. MCCLUSKY eventually moored at Mina Sulman, Bahrain on 28 December.

aa. (C) From 30 December to 5 January, MCCLUSKY conducted a maintenance availability to conduct repairs to various engineering plant auxiliary equipments.

ab. (C) To help celebrate the holiday season, five Dallas Cowboy Cheerleaders boarded MCCLUSKY on 31 December to entertain the crew. The cheerleaders were allowed to mingle with the crew, sign autographs and pose for pictures with MCCLUSKY sailors. A formal show was then presented onboard LASSALLE for all ships in port. It was a most impressive show and certainly one of the highlights of the deployment to the Persian Gulf.

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