

Rev 9/3/96



DEPARTMENT OF THE NAVY  
USS McCLUSKY (FFG 41)  
FPO SAN FRANCISCO 96872-1496

IN REPLY REFER TO:  
5750  
PAO  
01 Aug 1996

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From: Commanding Officer, USS MCCLUSKY (FFG-41)  
To: Chief of Naval Operations (OP-09BH)

Subj: COMMAND HISTORY FOR 1995

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS MCCLUSKY Command History 1995

1. Enclosure (1) is submitted in accordance with reference (a).
2. UNCLASSIFIED after removal of CONFIDENTIAL supporting documents included in enclosure (1).

P. J. Frothingham

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

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## SHIP'S HISTORY 1995

### 1. Command Composition and Organization.

a. *USS McClusky* (FFG-41), a third flight Oliver Hazard Perry class guided missile frigate, 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, and carrier battle groups, defending high value units against subsurface, surface and low level air threats. With her embarked air detachment, two SH-60B helicopters, the LAMPS MK III team provides unprecedented capabilities in over-the-horizon surface detection, surveillance, and engagement of hostile warships and submarines.

b. *McClusky* is a member of Destroyer Squadron Fifteen, commanded by Captain Cyrus Hugh Butt IV until June. Captain Robert E. Smith relieved Captain Butt on 10 June.

c. *McClusky's* Commanding Officer was Commander Danny Lee Waterman.

d. *USS McClusky* is a member of the Overseas Family Residency Program operating from Yokosuka, Japan.

e. *USS McClusky* deployed with HSL-51 Det 5 and Hellfire 10 from 16 Feb -17 Jul and with HSL-49 Det 8 and Red Stinger from 2 Dec - 15 Dec.

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## 2. Chronology

<u>Date</u>	<u>Event/Evolution</u>
01 Jan - 09 Jan	IPT Yokosuka, Japan
01 Jan	#2 and #3 SSDG Inspection
09 Jan - 14 Jan	U/W Enroute Okinawa
10 Jan - 12 Jan	Escort CV-62
10 Jan	PAC Fire 76 mm
12 Jan	RAS(F) w/ USNS Guadalupe
14 Jan	IPT Okinawa, Japan
15 Jan - 20 Jan	U/W Philippine Sea, Plane Guard Duties for USS Independence; MEF workups
16 Jan	PAC Fire CIWS
17 Jan - 19 Jan	King Fisher/Chart Nav Installation
18 Jan	COMUSNAVCENT Pre-Deployment Brief
21 Jan - 16 Feb	IPT Yokosuka, Japan
23 Jan - 27 Jan	#1 SSDG Inspection
30 Jan	Gauge Calibration Certification
09 Feb	Ammo Onload
14 Feb	SRTT
15 Feb	Aviation Fire Fighting Eval
16 Feb	HSL-51 Personnel Onload
16 Feb	Safety Standown (OBA/Egress/Tagouts/Heat Stress)
17 Feb	U/W Deploy MEF 95-1
17 Feb - 24 Feb	U/W Enroute Singapore
20 Feb	RAS (F) w/USNS Pecos
21 Feb	PAC Fire CIWS
25 Feb - 26 Feb	Port Visit Singapore
27 Feb	U/W Enroute Thailand
28 Feb - 02 Mar	Port Visit Phuket, Thailand
03 Mar - 10 Mar	U/W Enroute Pakistan
03 Mar	Passex w/Royal Thai Navy
04 Mar	PAC Fire 76 mm and CIWS
11 Mar - 12 Mar	IPT Karachi, Pakistan
13 Mar - 14 Mar	Inspired Siren 95-2 w/Pakistan
14 Mar	PAC Fire 76 mm and CIWS; Killer Tomato Exercise
15 Mar	IPT Karachi, Pakistan
16 Mar - 17 Mar	U/W Enroute U.A.E.
17 Mar	Transit Strait of Hormuz
18 Mar - 23 Mar	IPT Abu Dhabi, U.A.E. for International Defense Exhibit (IDEX) '95
22 Mar	SECNAV Ship Visit
24 Mar	U/W Transit to Jebel Ali, U.A.E.
24 Mar	IPT Jebel Ali, U.A.E. for Tender Availability with USS Samuel Gompers
25 Mar - 30 Mar	UN Violator Escort - Tug "Shaima" - Central Arabian Gulf (CAG)
31 Mar - 01 Apr	U/W Enroute Saudi Arabia
02 Apr - 04 Apr	IPT Jubail, Saudi Arabia
05 Apr - 23 Apr	North Arabian Gulf (NAG) Ops
06 Apr	RAS (F) w/USNS Ericcson
06 Apr	PAC Fire 76 mm and CIWS

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11 Apr		RAS (F/S/T/V) w/USNS Ericcson/USNS Spica
24 Apr	- 26 Apr	IPT Bahrain
27 Apr		U/W Enroute Kuwait
27 Apr		PAC Fire CIWS
28 Apr		IPT Kuwait City, Kuwait
29 Apr	- 03 May	Eager Sentry 95-2 w/Kuwait, British Royal Navy
02 May		PAC Fire 76 mm; Killer Tomato Exercise
04 May	- 05 May	IPT Bahrain
06 May	- 29 May	NAG Ops
29 May		PAC Fire 76 mm and CIWS
30 May	- 07 Jun	IPT Dubai
08 Jun		U/W Transit Bahrain
08 Jun	- 13 Jun	IPT Bahrain
12 Jun	- 13 Jun	Turnover
14 Jun	- 26 Jun	U/W Enroute Bali
14 Jun		Transit Strait of Hormuz
16 Jun		PAC Fire 76 mm and CIWS
18 Jun		PAC Fire 76 mm
19 Jun		RAS (F) w/USNS Yukon
20 Jun	- 21 Jun	Crossing the Line Ceremony
20 Jun		PAC Fire 76 mm
23 Jun		CAPT Robert E. Smith relieves CAPT Cyrus H. Butt IV as Commander, Destroyer Squadron Fifteen
26 Jun	- 30 Jun	At Anchor for Port Visit, Bali
01 Jul	- 04 Jul	U/W Enroute Australia
01 Jul		RAS (F) w/USNS Yukon
04 Jul	- 07 Jul	Port Visit Darwin, Australia
08 Jul	- 13 Jul	U/W Enroute Yokosuka, JA
10 Jul		PAC Fire 76 mm
13 Jul		IPT Guam for stores, Tiger Cruise pickup
13 Jul	- 17 Jul	U/W Tiger Cruise for Yokosuka, JA
14 Jul		PAC Fire 76 mm and CIWS
16 Jul		HSL-51 Fly-off
17 Jul	- 16 Aug	IPT Yokosuka
17 Jul	- 01 Aug	Leave and Standown Period
17 Jul		Logistics Assist Visit
13 Aug		Japanese-American Friendship Day
14 Aug		Battle Force 7th Fleet Ship Visit
14 Aug	- 18 Aug	CART IIA
16 Aug		U/W for Ammunition Offload at anchor
16 Aug	- 18 Aug	U/W for CART IIA
18 Aug		Industrial Standown for SRA
19 Aug		IPT Yokosuka, JA
21 Aug		Enter Drydock #4, Yokosuka, JA
21 Aug		Begin SRA-6
21 Aug	- 25 Aug	LTT (L)
22 Aug		CINCPACFLT Visit
25 Aug		MWR Inspection
28 Aug	- 31 Aug	Aviation Pickup Assist
29 Aug		CNO Ship Visit
11 Sep	- 15 Sep	Elevator ASMT
11 Sep	- 15 Sep	CDIP
10 Oct	- 13 Oct	Elevator Safety Assist

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19 Oct - 20 Oct	AIMS
23 Oct	Navosh Inspection
31 Oct - 03 Nov	ASIR
06 Nov	Fast Cruise
07 Nov	Fast Cruise
09 Nov	AAV
14 Nov - 15 Nov	U/W for Sea Trials
17 Nov	End SRA-6
27 Nov - 01 Dec	CART II
01 Dec - 07 Dec	U/W Enroute Hong Kong
01 Dec	Nav Check Ride
02 Dec	PAC Fire
07 Dec - 10 Dec	Anchor for Port Visit, Hong Kong
11 Dec - 15 Dec	U/W Enroute Yokosuka, JA
13 Dec	PAC Fire 76 mm
16 Dec - 31 Dec	IPT Yokosuka, JA
16 Dec	Navcert
18 Dec	Safety Standown
18 Dec - 22 Dec	LMA
23 Dec - 31 Dec	Holiday Leave and Upkeep Period

### 3. Narrative

USS MCCLUSKY began her new year with preparations for Middle Eastern Forces (MEF) 95-1, a five-month deployment to the Arabian Gulf. January included diesel inspections and short underway periods to test equipment and systems for the long, arduous months ahead. To ensure operational readiness, MCCLUSKY twice steamed with the INDEPENDENCE Battle Group--perhaps the best test of readiness--and participated in Pre-Action Calibration (PAC) firings of her main batteries, and in a Replenishment-At-Sea (RAS) with the USNS GUADALUPE. The addition of the King Fisher/Chart Nav system allowed for both higher sonar resolution to detect the anticipated mine threat in the Gulf, and for additional navigation assistance using computer-generated navigation charts coupled with GPS.

February marked the departure of MCCLUSKY on her MEF deployment. MCCLUSKY left for deployment on February 17, 1995 with USS O'BRIEN, with whom she steamed until arrival in Karachi, Pakistan in March. Document 4 describes the tight schedule of exercises conducted between the two ships in anticipation of arrival in the Gulf and reporting to USNAVCENT for duty. But before that, MCCLUSKY and O'BRIEN made a port call in Singapore. From there, MCCLUSKY and O'BRIEN went separate ways for visits to Phuket, Thailand, and Malaysia, respectively, before meeting up to continue their journey to the Middle East. On her way from Thailand, MCCLUSKY conducted a one-day PASSEX with two Royal Thai Navy ships. Document 5 lists the exercises participated in during the PASSEX, conducted on March 3.

Upon arrival in Karachi on March 11, MCCLUSKY was notified of terrorist activity in Pakistan aimed at U.S. personnel. The potential for further aggression was evaluated as too high to allow for liberty call, so social events were limited to a reception on MCCLUSKY's flight deck for the U.S. Ambassador to Pakistan and

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several Pakistani V.I.P.'s. Meanwhile, planning conferences held off the ship ensured that Inspired Siren 95-2 would run smooth. This first bilateral exercise of the year took place on 11-12 March. Document 6 details the events of the U.S.-Pakistani venture. The Pakistani participants, PNS Khaibar and PNS Shahjahan, particularly enjoyed the "Killer Tomato" exercise, in which MCCLUSKY deployed a large, inflated orange target for both navies to shoot at.

After transiting the Strait of Hormuz, MCCLUSKY's first stop was Abu Dhabi, U.A.E., for International Defense Exhibit (IDEX) '95. The event featured defense merchandise from all of the major world powers, and attracted tens of thousands of customers. Document 7 is a news article describing it in more detail. MCCLUSKY was one of over ten international ships there. At the time, the Saudis were in negotiations with the U.S. over purchasing a few ships of the Oliver Hazard Perry (FFG 7) class. MCCLUSKY was a show ship for this purpose, and she saw her share of V.I.P.'s, to include the Prince of Morocco and the Secretary of Defense, the Honorable William Perry. Document 8 is a BZ message from Battle Force 7th Fleet, congratulating MCCLUSKY on a job well done at IDEX. Soon after leaving, however, MCCLUSKY showed up in Document 9, an article from the *Boston Globe*, mentioning Perry's visit to IDEX, and warning against the use of chemical weapons by Iran. It was a sobering article, and one that drove home the significance and importance of the work that MCCLUSKY's hard-working crew was doing. The Mighty Mac next pulled into Jebel Ali, U.A.E., for a tender availability with USS Samuel Gompers. Originally scheduled to last at least five days, it was abruptly cut short by an order for MCCLUSKY to intercept a "sanction-buster" (merchant vessel found in violation of U.N. sanctions against Iraq). MCCLUSKY promptly answered the call to duty and on the morning of March 25, she intercepted merchant tug "Shaima," found towing an illegal fuel barge. The tug was in poor repair and in serious danger of sinking. MCCLUSKY sent a boarding team to Shaima, to include a team of engineers and damage controlmen. Together, they saved Shaima and ensured that she remained sea-worthy. On March 30, MCCLUSKY was relieved of her watch by the British Royal Navy.

After a brief port call in Jubail, Saudi Arabia, MCCLUSKY spent nineteen days in the Northern Arabian Gulf (NAG) off the coast of Iran, conducting Maritime Intercept Operations (MIO) in support of the U.N. sanctions against Iraq. MCCLUSKY's role was mostly that of interrogator and diverter. Because of her shallow draft, MCCLUSKY was the perfect choice for the watchguard close-in to the shore. The Mighty Mac only conducted three boardings herself, one of which was Shaima, previously mentioned. The remainder of suspicious merchants were diverted by MCCLUSKY to the vicinity of O'BRIEN for Visit, Board, Search and Seizure (VBSS).

On April 24, it was time for a little down time. MCCLUSKY spent a couple of days in Bahrain before moving on to Kuwait City for the final preparations for Eager Sentry 95-2, with the Kuwaitis and the British Royal Navy. Document 10 is the schedule of events for Eager Sentry. Document 11 is an article describing the great success that MCCLUSKY met on this final multi-lateral exercise of the deployment.

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After a couple more days in Bahrain, MCCLUSKY proceeded back to her OPAREA in the NAG for continued MIO Ops. It was during this watch that MCCLUSKY sent out the Mighty Mac FamilyGram, included as Document 12, to her family and friends back in Yokosuka and stateside.

This twenty-four day underway period saw much excitement. Much of it took the form of watch over the merchant tug "Shadid," who was intercepted by Iranian speedboats. During questioning by MCCLUSKY, Shadid revealed that the Iranians had boarded her, diverted her to Iranian inland waters, and confiscated all of her paperwork, leaving her an illegal vessel, if found underway. The Iranians left no further instructions, and Shadid was left with minimal water and food supplies. MCCLUSKY spent much of her time keeping on the lookout for the Iranian speedboats and providing emergency rations of food and water to Shadid now anchored just outside Iranian waters. It was for this purpose that MCCLUSKY made her final two boardings.

This watch ended abruptly one night in late May, when Shadid mysteriously got underway and left the area without communicating any intentions to MCCLUSKY. On her next port call in Dubai, MCCLUSKY found Shadid pierside. After some much-deserved R and R in Dubai, MCCLUSKY got underway again for her last stop in the Gulf, and turnover with USS INGRAHAM in Bahrain. It was here also that she picked up six Midshipmen for Summer Cruise, and dropped off the Stinger Missile Detachment and Mast-mounted Sight, which had been issued upon reporting.

The Mighty Mac transited the Strait of Hormuz on June 14, and proceeded to the first of two rewarding port calls. The trip to Bali was twelve days long, and was packed full of training exercises tailored to preparing MCCLUSKY for the training cycle that she was about to enter. On June 20-21, the Crossing the Line Ceremony was conducted, as MCCLUSKY crossed the Equator. Many new Shellbacks were initiated, including the six Midshipmen, and the new Executive Officer, who reported onboard in Jebel Ali.

While underway, the DESRON changed hands as CAPT Robert E. Smith relieved CAPT Cyrus H. Butt as COMDESRON-15. Document 13 explains.

Finally, Mighty Mac arrived in Bali on June 26 and anchored out. However, the seas were rough near this anchorage, and on the second day of liberty, the barge that was moored alongside to support the liberty boats came crashing into MCCLUSKY's hull as its Yokohama fenders popped on deck, causing a three-foot crack just below the waterline. Quick action by the duty section had the barge cast off in only eight minutes. MCCLUSKY was moved to a safer anchorage, and temporary hull repair welds were made that night. This hull damage was later permanently repaired while in dry-dock for the regularly-scheduled Selected Restricted Availability (SRA).

June was kicked off with a transit to, Darwin, Australia. Just as in Bali, many spouses and family members joined up with the crew to enjoy the splendid weather and sights in "the Outback."

As always, the time flew by and soon it was time to return home. But not before a short stop in Guam to pick up fuel, stores and Tiger Cruise participants. The Tiger Cruise lasted from July

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13-17, and included eleven male guests of the crew. During the five-day cruise, they were treated to a variety of events, including a small arms familiarization firing (FAMFIRE), a PAC Fire of the 76 mm and CIWS, and a picnic held on the flight deck ("Steel Beach").

On July 17, 1995, MCCLUSKY returned home to Yokosuka, JA, her battle Ensign flying proud. Document 14 includes a story and photos of the joyous return to loved ones. Document 15 is the Cruisebook from the deployment, complete with pictures of each crewmember and each port call. Commencing immediately upon return to Yokosuka was a well-earned leave and standown period.

The crew returned on August 1, refreshed and ready for business. The business at hand was the beginning of a new training cycle, and it kicked off on August 14 with the administrative training evaluation CART IIA. MCCLUSKY got underway on the 16th in order to offload ammunition and be evaluated by the Afloat Training Group, who oversaw CART IIA.

The last significant event prior to SRA was the Annual Friendship Day, an open house held on the Yokosuka base, for the benefit of Japanese-American relations. For this event, MCCLUSKY was chosen as one of three "show ships." It was an honor to be chosen, and the ship came alive as over one thousand visitors crossed the brow on that hot summer day August 13. Document 16 is a letter received by the Commanding Officer from a guest of that day. This letter helps explain the dramatic effect that events such as these have on the public opinion of the U.S. Navy.

Soon thereafter, it was time for MCCLUSKY to enter dry-dock and begin her SRA. She entered Drydock #4 in Yokosuka on August 21. Here, the hull damage encountered in Bali was repaired. The SRA lasted for four months and also saw the complete facelift of Crew's Complex 2, accomplished entirely by the crew, with the assistance of four technical representatives. Also included in the SRA package was a new CAS Antenna, ORDALTS to the MK13 Missile Launching System and 76 mm gun, an upgrade to the SQQ-89 system, a freshly non-skidded flight deck, and several other maintenance jobs, both functional and cosmetic. In the midst of all of this were various inspections, assist visits, and schools for the crew.

On November 6-7, MCCLUSKY came from out of dry-dock and wasted no time making preparations for getting back underway, in the form of Fast Cruises. Document 17 is the SOE for these two days of exercises.

Soon thereafter, MCCLUSKY got underway for real, for Sea Trials. On November 14-15, she conducted tests of practically all propulsion and electronic systems, proving that she was still as strong as ever.

This was followed by the next step in the training cycle--CART II, conducted on November 27 - December 1. MCCLUSKY passed with flying colors. Document 18 describes the busy schedule of that demanding inspection.

The first half of December was spent in transit to and from Hong Kong, where MCCLUSKY crewmembers spent four days sightseeing and shopping for the holidays. The transit was made, once again, with USS O'BRIEN. The SOE for both there and back are included as Document 19.

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The concluding event of the year was the LMA inspection, a difficult Supply Department inspection that weighed heavily on MCCLUSKY's selection for the coveted Battle "E" award, which would be bestowed upon her and her crew shortly after the New Year. It is a yearly award given to the ships in the DESRON which have best displayed professionalism in each of the warfare areas. The earning of the Battle "E" in 1995 is an appropriate event, which best summarizes the year in review for MCCLUSKY.

## 4. Supporting Documents

1. Welcome Aboard pamphlet.
2. **Seahawk** news article, "The Story behind a Ship's Name - USS McClusky (FFG-41)," p. 4, February 24, 1995.
3. **Seahawk** news article, "The Story behind USS McClusky's Coat of Arms", p. 6, June 9, 1995.
4. Schedule of Events (SOE) message for multi-sail transit with USS O'BRIEN, covering beginning of deployment through MCCLUSKY visit to Karachi. CTU 75.9.4  
130611ZFeb95.
5. SOE submitted by Royal Thai Navy for Passex, 3 Mar 95.
6. SOE submitted by Pakistan Navy for Inspired Siren 95-2, 11 Mar 95.
7. **Seahawk** news article, "USS McClusky Represents U.S. at IDEX," p. 4, April 21, 1995.
8. BZ message from Commander Carrier Group Five for IDEX performance. CCG5 110400ZApr95.
9. **Boston Globe** news article, "Iran said to deploy poison arms," Thursday, March 23, 1995.
10. SOE message for Eager Sentry 95-2. CDS-50 191600ZMar95.
11. **Seahawk** news article, "USS McClusky Exercise Eager Sentry," p. 6, June 16, 1995.
12. The Mighty Mac FamilyGram, sent out to family and friends early May 1995.
13. **Seahawk** news article, "DESRON-15 holds change of command," p. 1, June 23, 1995.
14. **Seahawk** news article, "McClusky and O'Brien celebrate homecoming after five months at sea," p.p. 10-11, July 21, 1995.
15. Cruise To The Far Side, 1995 MEF Deployment Cruisebook.
16. Letter from Friendship Day attendee, Dr. Donald C. Buresh, sent to McClusky on August 23, 1995.
17. SOE announcement for Fast Cruise from Plan of Day (POD) for 6-7 Nov 95.
18. SOE message for CART II. ATGWP 310700ZOct95.
19. SOE message for transit with USS O'BRIEN to and from Hong Kong. MCCLUSKY 280641ZNov95.
20. SOE message for transit with USS O'BRIEN to and from Hong Kong. MCCLUSKY 280642ZNov95.

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