



**DEPARTMENT OF THE NAVY**

**USS McCLUSKY (FFG-41)**

**FPO AP 96672-1496**

**IN REPLY REFER TO :**

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TRAINO

13 Apr 05

**From:** Commanding Officer, USS MCCLUSKY (FFG 41)

**To:** Chief Of Naval Operations

**Subj:** USS MCCLUSKY COMMAND HISTORY 2003

**Ref:** (a) OPNAVINST 5750.12H

**Encl:** (1) Command History

(2) Picture and Biography of Commanding Officer

(3) MSG, 150415Z DEC 2003, COGARD LEDET ONE ZERO SEVEN

(4) MSG, 191941Z DEC 2003, COGARD LEDET ONE ZERO SEVEN

1. Per reference (a) and enclosures (1) through (4) are submitted as the USS MCCLUSKY (FFG 41) Command History for 2003.

A handwritten signature in black ink, appearing to read "H. T. K. Awai", is centered on the page.

H. T. K. AWAI

## USS MCCLUSKY (FFG 41) 2003 COMMAND HISTORY

### 1. Command Composition and Organization:

a. USS MCCLUSKY (FFG 41), UIC 21108, is a Flight Three Oliver Hazard Perry Class Frigate built to fulfill a Protection of Shipping (POS) mission as an Anti-Submarine Warfare (ASW) combatant for amphibious expeditionary forces, underway replenishment groups, and merchant convoys. Perry-class frigates are primarily Undersea Warfare ships intended to provide open-ocean escort of amphibious ships and convoys in low to moderate threat environments. The ships are equipped to escort and protect carrier strike groups, expeditionary strike groups, underway replenishment groups and convoys. They also provide self defense against anti-ship missiles. These frigates can also conduct independent operations to perform such tasks as counter-drug surveillance, maritime interception operations, and bi- and multi-lateral exercises with other nations. The addition of NTDS, LAMPS helicopters, and the Tactical Towed Array System (TACTAS) has given these ships a combat capability far beyond the class program expectations of the mid-1970's, and has made the ships an integral and valued asset in virtually any war-at-sea scenario. They are particularly well suited for operations in littoral waters.

The FFG-7 class is a robust platform, capable of withstanding considerable damage. This "toughness" was demonstrated when USS Samuel B. Roberts struck a mine and USS Stark was hit by two Exocet cruise missiles. In both cases the ships survived, were repaired, and were returned to the fleet.

The Perry-class was designed from the keel up as a total warfare system, capable of operating independently or as an integral part of a carrier or surface action group. Innovations in high-speed digital computer technology enable the onboard weapons system to instantly detect and evaluate contacts at greater ranges with minimum human interface, thus providing increased reaction times. To enhance on-board anti-surface/anti-submarine capabilities, the LAMPS Mark III Helicopter System adds significantly to the ship's sensor and weapons delivery range.

#### Specifications:

<b>Power Plant</b>	2 - General Electric LM2500 gas turbine engines 1 shaft, 41,000 shaft horsepower total.
<b>Length</b>	453 feet (135.9 meters)
<b>Beam</b>	45 feet (13.5 meters)
<b>Displacement</b>	4,200 tons (full load)
<b>Speed</b>	29 plus knots (33.4+ miles per hour)
<b>Aircraft</b>	Two SH-60 (LAMPS III)
<b>Crew</b>	200+ personnel

**Armament**                    6 - MK-46 Torpedoes (from two MK-32 SVTT triple mounts)  
 1 - 76 mm (3-inch)/62 caliber MK 75 rapid fire gun  
 1 - Phalanx Close-In-Weapons System (CIWS)

**Combat Systems**            AN/SPS-49 Air Search Radar  
 AN/SPS-55 Surface Search Radar  
 Mk92 Fire Control System  
 AN/SLQ-32 Electronics Warfare System  
 AN/SQS-56 Sonar  
 Mk36 SRBOC Decoy System  
 AN/SQR-19 Towed Array Sonar System  
 AN/SLQ-25 NIXIE  
 AN/SQQ-89 ASW Integration System

b. USS MCCLUSKY (FFG 41) is named after Rear Admiral Wade C. McClusky, a hero of the Battle of Midway, and is homeported in San Diego, California. MCCLUSKY is assigned to Commander, Destroyer Squadron One as part of the Pacific Fleet. Commander Gary R. Parriott is the Commanding Officer, USS MCCLUSKY.

2. Chronology:

- January 1 - March 20            Inport - San Diego, California
- January 1 - 5                    Holiday Standdown
- January 6 - 10                  Crew Move-Off, Hull Cleaning
- January 8                        Galley Closed
- January 8 - 10                  Common Access Card Implementation
- January 11 - 12                 Naval Reserve Training (NRT) Weekend
- January 13                        Safety Standdown
- January 13 - March 13          Corrosion Control Availability
- January 13 - March 19          Selected Restricted Availability (SRA), Intermediate Maintenance Availability (IMAVC)
- January 14                        SRA Arrival Conference
- January 15                        Dry-docking
- January 15 - March 19          Integrated Logistics Review
- January 16                        Inport Training Exercise
- February 2 - 12                 Limited Team Trainer (LTT)
- February 6                        Inport Training Exercise
- February 7                        Small Arms Shoot
- February 10 - 21                Single Ship Anti-Submarine Warfare (ASW) School
- February 12 - 14                Marine Safety International (MSI) Simulator
- February 14                        Small Arms Shoot
- February 18                        SRA 50% Completion Conference
- February 18 - 21                Diesel Engine Inspection
- February 19                        Aviation Pre-Look Inspection
- February 20                        Inport Training Exercise
- February 22 - 23                NRT Weekend
- February 24 - 28                Shipboard Team Trainer (SBTT)

February 26	Medical LTT
February 27	Undocking
March 3 - 7	HazMat Groom Fleet Industrial Supply Center (FISC), Aeronautical Ship Installation Representative (ASIR) Technical Assist Visit
March 4	SRA 75% Completion Conference
March 4 - 5	Fuel On-load
March 6	Inport Training Exercise
March 10 - 14	WSN-7B Gyrocompass Alignment
March 11	Aviation LTT
March 15 - 16	NRT Weekend
March 17	Deck Trials, Galley Re-opens
March 17 - 19	Aviation Assist Visit (AAV) / Aviation Readiness Qualification (ARQ) Pre-Groom
March 19	Fast Cruise, Safety Standdown
• March 21	Underway - Southern California
March 21	Sea Trials, SRA 100% Completion Conference
• March 22 - April 6	Inport - San Diego California
March 24 - 28	ASIR, Diesel Duplex Strainer/Fins/Chain Gun Change Out
March 24 - April 7	Post-SRA Checks
March 27	AAV, Inport Training Exercise
April 1	Navigation and Seamanship LTT
April 1 - 4	Pre-Board of Inspection and Survey
April 5 - 6	NRT Weekend
• April 7 - 8	Underway - Southern California
April 7	Helicopter Deck Landing Qualifications (DLQ)
April 7 - 8	Full Power Trial, Lear Jet Targeting Services
• April 9 - 10	Inport - Seal Beach, California
April 9 - 10	Ammunition On-load at Seal Beach, CA
• April 11	Underway - Southern California
• April 12 - 13	Inport - San Diego, California
• April 14 - 18	Underway - Southern California
April 14	Navigation and Seamanship LTT, Shipboard Electronic System Evaluation Facility (SESEF)
April 15	Undersea Warfare (USW) Range, Southern California ASW Range (SOAR) Day, Underway Replenishment (UNREP)
April 16	Anchor Drop Test, Lear Services
April 17	Range Electronic Warfare Simulator (REWS)
• April 19 - 28	Inport - San Diego, California
April 21 - 25	Supply LTT, Engineering LTT
April 21 - May 2	Fleet Maintenance Availability (FMAV)
April 22	ARQ, Safety Survey
April 28	Combat Systems Alignment
• April 29	Underway - Southern California
April 29	UNREP
• April 30 - May 6	Inport - San Diego, California

May 5 - 6	Board of Inspection and Survey (INSURV) Inport Portion
• May 7	Underway - Southern California
May 7	INSURV Underway Portion
• May 8 - 16	Inport - San Diego, California
May 8 - 9	INSURV Inport Portion
May 14	Communication Security Material System (CMS) Assist Visit
May 16	Afloat Training Group (ATG) and Immediate Superior In Command (ISIC) Meeting for Command Assessment of Readiness and Training (CART) II
• May 17 - 18	Underway - Southern California
May 17	DLQs, Burial at Sea
May 17 - 18	NRT weekend
• May 19 - 23	Underway - Southern California
May 19 - 23	Navigation and Seamanship LTT, Leaders to Sea Orientation Cruise
May 20	DLQs
May 20 - 22	Leaders To Sea
May 21	Connected Replenishment (CONREP)
• May 24 - June 25	Inport - San Diego, California
May 27	ATG and ISIC Meeting for CART II
May 27 - May 30	Engineering/Communication/Combat Systems LTT, Performance Monitoring Team (PMT) Inspection
June 2 - 6	Engineering Initial Assessment (IA), CART II
June 9 - 13	Engineering/Damage Control Tailored Ship's Training Availability (TSTA)
June 9 - 25	IMAVC (Corrosion Control Availability)
June 11	MSI
June 12	CART II Schedule Planning Meeting, Visit Board Search and Seizure (VBSS) Classroom Training
June 13	TSTA Brief to ISIC and ATG
June 16 - 20	Force Protection Exercise I, TSTA, Supply Management Assessment (SMA), 3M Baseline Assessment, Hazardous Electro- magnetic Radiation to Ordnance (HERO) Survey
June 21 - 22	NRT Weekend
June 23 - 26	Underway to Pier 8, Force Protection Exercise II, Engineering TSTA
June 23 - 25	Administrative Inspection
• June 26 - July 2	Underway - Southern California to Northeast Pacific
July 1 - 2	Engineering/Seamanship TSTA
• July 3 - 6	Inport - Port Visit to Juneau, AK
• July 7 - 12	Underway - Northeast Pacific to Southern California
July 7 - 12	Engineering/Undersea Warfare (USW) TSTA
• July 13	Inport - San Diego, California
• July 14 - 16	Underway - Southern California
July 14	Ammunition On-load

July 15	Precision Anchorage, Small Boat Attack Exercise
July 15 - 16	Damage Control/Seamanship TSTA, Coordinated Training Midshipmen (CORTRAMID)
July 16	CONREP, Replenishment At Sea (RAS), Moor to Buoy Exercise, Tow Exercise
• July 17 - 18	Inport - San Diego, California
July 17 - 18	TSTA
• July 19 - 20	Underway - Southern California
July 19	Lane Victory Rendezvous, Friends and Family Day Cruise
July 19 - 20	NRT Weekend
• July 21 - 25	Underway - Southern California
July 20	Degaussing Range, King Fisher Range, Precision Anchorage
July 20 - 21	Range Electronic Warfare Simulator (REWS)
July 21 - 25	Engineering/Damage Control/USW/Surface Warfare (SUW) TSTA
July 21 - 25	Naval Junior Reserve Officer Training Corps (NJROTC) Embarked
July 22	SOAR Range for SUW Exercises
July 23	VBSS Exercise
July 24	DLQs
July 25	Degaussing Range, RAS
• July 26 - August 3	Inport - San Diego, California
July 28 - 30	Force Protection Exercise III
July 28 - August 1	Engineering TSTA
July 31 - August 1	Combat Systems Condition I Drill
• August 4 - 8	Underway - Southern California
August 4	Harbor Night Package
August 4 - 8	Engineering TSTA
August 5	Preventive Counter-Measures System (PCMS), SESEF
August 5 - 6	CORTRAMID
August 6	DLQs, Aviation TSTA
• August 9 - 10	Inport - San Diego, California
• August 11 - 15	Underway - Southern California
August 11	Navigation Check Ride
August 12-13	CORTRAMID
August 11 - 15	TSTA
August 14	RAS, Pass Exercise with Japanese Destroyer (Seto Giri)
• August 16 - 24	Inport - San Diego, California
August 16 - 17	NRT weekend
August 18 - 22	Engineering/Combat Systems TSTA
• August 25 - 29	Underway - Southern California
August 25 - 29	Engineering/Combat Information Center/Intelligence TSTA
• August 30 - September 1	Inport - San Diego, California
• September 2 - 12	Underway - Southern California
September 2 - 12	Engineering TSTA
September 8 - 9	Underway Demonstration
September 9	VBSS Exercise, Moor to Buoy Exercise

September 10	Air Warfare (AW)/SUW Exercises
September 11	UNREP, VBSS Exercise
September 12	Towing Exercise
September 12	Towing Exercise, Torpedo Exercise with Helicopter Detachment
• September 13 - 28	Inport - San Diego, California
September 15 - 26	Damage Control/Medical/Intelligence TSTA, IMAV
September 18	R&A Exercise
September 20 - 21	NRT weekend
September 23	Communications Inspection
September 22 - 26	3-M Certification
September 25	Visit Ship
September 26	Mass Conflagration Exercise
• September 29 - October 4	Underway - Southern California
September 29	DLQ's
September 29 - 30	Medical/Integrated TSTA
October 2 - 3	Final Evaluation Period (FEP)
• October 5 - 17	Inport - San Diego, California
October 6 - 17	FMAV, Combat systems, Command, Control, Communications, and Computer Readiness Assessment (C5RA)
• October 18	Underway - Southern California
October 18	Friends and Family Day Cruise
• October 19	Inport - San Diego, California
• October 20 - 24	Underway - Southern California
October 20	Brief Stop for Ammunition (BSA), North Island Naval Air Station, California
October 20 - 24	Embark Helicopter Detachment
• October 25 - December 2	Inport - San Diego, California
October 25 - November 21	Pre-Overseas Movement (POM) period
October 27 - November 21	Corrosion Control Availability
November 7	Crew Turnover Day
November 15 - 16	NRT Weekend
November 21	Crew Returns
November 22 - 26	Readiness For Sea (RFS) Checks
November 24	Fast Cruise
November 26	Safety Standdown
November 27 - December 2	RFS Checks
• December 3 - 30	Underway - Southern California to Southeast Pacific for Joint Inter-Agency Task Force (JIATF) Counter-Drug Operations Deployment
December 3	UNREP
December 8	Brief Stop for Fuel (BSF) Puerto Quetzal, GT
December 11	Rescue of 196 migrants onboard the merchant vessels San Luis and Andrea II
December 13	BSF Puerto Quetzal, GT
December 18	Boarding and Return to Port Order for fishing vessel Danubio
December 21	BSF Panama City, PN
• December 31	Inport - Port Visit to Manta, EC

### 3. Narrative:

MCCLUSKY (MCC) began the year making preparations for the upcoming Selected Restricted Availability (SRA) - a 9-week shipyard period for maintenance and repairs. The ship would then work through the entire Basic phase of the Inter-Deployment Training Cycle. MCCLUSKY ended the year by deploying on a Counter-Drug Operations Deployment to the waters off South and Central America.

MCCLUSKY is a member of the Naval Reserve Force (NRF) and is charged with the training of a Selected Reserve (SELRES) unit. Naval Reserve Training (NRT) weekends were held once a month for the SELRES on the following weekends: January 11-12, February 22-23, March 15-16, April 5-6, May 17-18, June 12-22, July 19-20, August 16-17, September 20-21, October 18-19, and November 15-16.

The preparations for the SRA started with the crew moving off the ship 6-10 January and the galley closing on January 8. During this time period, an extensive hull cleaning was performed. A Safety Standdown was conducted on 13 January to prepare the crew for the upcoming maintenance period. January 13 also marked the commencement of the SRA and Corrosion Control Availability. The ship moved into a dry-dock status on January 15 and came out of dry-dock on February 27. Various conferences were held to keep everyone apprised of the status of the SRA: an arrival conference on January 14, a 50% completion conference on February 18, a 75% completion conference on March 4, and a 100% completion conference on March 21.

Various inspections were conducted alongside this maintenance period. A diesel engine inspection was performed February 18-21, as well as an aviation pre-look inspection on February 19. An Aeronautical Shipboard Installation Representative (ASIR) came aboard for an assist visit March 3-7. This week also saw a HazMat groom by the Fleet Industrial Supply Center (FISC). March 10-14 was scheduled for the WSN-7B gyrocompass alignments. The actual aviation inspections, AAV and ARQ pre-groom, were performed March 17-19.

Additionally, the ship used this maintenance time as an opportunity to send members of the crew to various schools and conduct inport training. A Single Ship ASW school was arranged for February 10-21. The MSI simulator was scheduled for February 12-14 to train officers on the intricacies of shiphandling. The Shipboard Team Trainer with the Afloat Training Group (ATG) was held from February 24-28, this gave the MCCLUSKY training teams an opportunity to refine their skills. Inport training exercises, designed to maintain crew proficiency, were conducted on January 16, February 6, 20, and March 6. Limited Team Trainers (LTTs) allowed ATG to come aboard and conduct specialized training. An LTT was conducted February 2-12, along with a medical LTT on February 26 and an aviation LTT on March 11. Gun qualifications were also aggressively pursued during this time, small arms shoots were conducted on February 7 and 14 to ensure watchstanders had the proper qualifications.

As the SRA came to a close, a multitude of events ensured MCCLUSKY would be ready to leave dry-dock and put to sea again. A fuel on-load was conducted on March 4-5. Dock trials were performed and the galley re-opened on March 17. To prepare the crew for underway operations, a Fast Cruise was scheduled on March 19 along with a Safety Standdown. MCCLUSKY got underway on March 21 for sea trials and returned back to Naval Station, San Diego.



Once back inport, MCCLUSKY finished all outstanding SRA maintenance items and continued with post-SRA checks March 24-April 6. Preparations for the upcoming Board of Inspection and Survey (INSURV) and Basic Phase of the training cycle also commenced. Change-out of the diesel engine duplex strainers, fin stabilizers, and the chain gun were performed March 24-28. The ASIR inspection was conducted March 24-28, as well as the AAV on March 27. A navigation and seamanship LTT was scheduled for 1 April. To ensure the crew and ship were prepared for the upcoming INSURV, a pre-inspection was performed April 1-4.

Getting underway on April 7, MCCLUSKY conducted several evolutions. Helicopter Deck Landing Qualifications (DLQ) were performed on April 7, as well as an engineering full power run. MCCLUSKY transited to Seal Beach, California and arrived on April 9 for an ammunition on-load. The ship returned to San Diego for the weekend of April 12-13 and was underway again April 14-18. This week was for more navigation and seamanship training. Various ranges were also utilized to verify proper operation of MCCLUSKY's equipment. The SESEF range was scheduled to test communication and electronic equipment on April 14. The underwater ranges (both USW and SOAR) were utilized on April 15. An Underway Replenishment (UNREP) was conducted later that day. An anchor drop test was conducted on April 16. Finally, the Range for Electronic Warfare Simulator (REWS) was utilized on April 17.

Returning to port, MCCLUSKY used a 10-day period to perform repairs and conduct training. A Fleet Maintenance Availability (FMAV) was arranged for April 21-May 2. LTT's were also scheduled; Supply and Engineering LTT April 21-25. The Aviation Readiness Qualification (ARQ) and a Safety Standdown were conducted on April 22. The last major item for this inport period was the Combat Systems alignment conducted on April 28.

May started with the formal INSURV inspection, designed to thoroughly inspect every aspect of material condition and readiness onboard MCCLUSKY. This was conducted both inport (May 5-6 and 8-9) as well as underway (May 7). Once INSURV was completed, MCCLUSKY could focus on the training cycle once again. A CMS assist visit was conducted on May 14 to verify the Communication Security Material System onboard. Training plans were coordinated with ATG and COMDESRON ONE (ISIC) to ensure the ship would be ready for the basic training phase. An initial meeting was held on May 16 to discuss the Command Assessment of Readiness and Training (CART) II. A follow-up meeting was held on May 27.

Underway again, DLQs were conducted May 17 and 20. A burial at sea ceremony was performed on May 17 as well. ATG provided more Navigation and Seamanship training May 19-23. A Connected Replenishment was scheduled for May 21. Finally, a Leaders to Sea cruise was held during this underway to facilitate community relations.

Pulling back into San Diego May 24-June 26, MCCLUSKY caught up on some maintenance. A Performance Monitoring Inspection and more training in (Engineering, Combat Systems and Communications) were conducted. The CART II inspection was held from June 2-6, which included the Initial Assessment of the Engineering Department and plant. The results of the CART II were used to plan the remaining portion of the Basic Phase for MCCLUSKY. An initial Tailored Ships Training Availability (TSTA) planning meeting was held on June 12. The resulting plan was briefed to ATG and the ISIC on June 13. These meetings finalized the schedule for the Basic Phase TSTA. June 9-13 were Engineering and Damage Control TSTA. June 9 was also the commencement of an Intermediate Maintenance Availability. Other

miscellaneous training conducted this inport period included: MSI simulator on June 11, VBSS classroom on June 13, and Force Protection training from June 16-20. Rounding out the inport period, a Supply Management Assessment as well as a 3M Baseline Assessment were conducted.

The ship got underway on June 23 to move to pier 8 at Naval Station San Diego. This was in preparation for a Force Protection Exercise II, which was conducted from June 23-25. This week was also used for an Engineering TSTA and an inspection for the Administrative Department.

Underway again on June 26, MCCLUSKY transited north enroute to a port visit in Juneau, AK. Along the way, Navigation and Engineering continued training with their respective TSTAs. The ship enjoyed a visit to Juneau from July 3-6 and was underway again on July 7 for the return trip to San Diego, CA. This portion of the trip was used for Engineering and USW TSTAs. After a one-day stop in San Diego on July 13, the ship was underway again on July 14 for an ammunition on-load. July 15 was a precision anchorage along with a small boat attack exercise. Once this was completed, Damage Control and Seamanship TSTAs were conducted. July 15-16 was also a time for midshipmen training during the CORTRAMID. Seamanship teams conducted CONREP, Moor to Buoy, and Tow exercises on July 16 to complete the underway period.

July 19, the ship was underway for a Friends and Family day cruise. This day was also used to conduct a rendezvous with the World War II victory ship Lane Victory. This weekend was a time for the SELRES to get underway with the ship. MCCLUSKY was back underway again on July 21 until July 25. This week was used to run various ranges, including: degaussing, King Fisher, REWS, and SOAR. TSTAs were conducted in Engineering, Damage Control, USW, and Surface Warfare areas. A NJROTC unit embarked to familiarize themselves with underway operations. On July 23, a VBSS exercise was conducted, and DLQs were conducted on July 24.

While inport July 26-August 3, the ship conducted final Force Protection exercise (FP EX III). Engineering and Combat Systems Departments also participated TSTAs during this week, however, the focus was on completing the Force Protection training. A late underway on August 4 was scheduled to conduct a nighttime Harbor Navigation package. DLQs were conducted on August 6. Aviation and Engineering TSTAs, PCMS checks, SESEF range, and CORTRAMID were held from August 4-8. The ISIC Navigation Check Ride was conducted on August 11. Underway August 11-15, the ship continued to participate in CORTRAMID. A passing exercise was conducted with the Japanese Destroyer, Seto Giri, on August 14. An UNREP was also conducted this week. The ship stayed inport August 18-22 for additional Engineering and Combat Systems TSTAs. These TSTAs were extended to the 25-29 August underway, which also included Intelligence training.

The first half of September was used for final preparations for the Engineering Underway Demonstration (UD). September 2-12, the ship was underway for an Engineering TSTA and the UD was successfully conducted from 8-9 September. Continuing on this underway, various other exercises were completed, such as a VBSS, moor to buoy, towing, torpedo evasion, air warfare and an UNREP. MCCLUSKY was back in port September 13-28, during which time Damage Control, Medical and Intelligence training was the focus. An IMAV was also scheduled for maintenance and repairs. A Rescue and Assistance exercise was completed on September 18. A communications inspection was performed on September 23 and the 3M certification was achieved September 22-26.

Completing the inport period, MCCLUSKY conducted the Mass Conflagration exercise on September 26.

Nearing the end of the basic training phase, the ship was underway September 29-October 4. DLQs were conducted on September 29. A Medical TSTA was performed this week. An Integrated TSTA was scheduled to coordinate the efforts of the individual training teams. This was in preparation for the upcoming Final Evaluation Problem, which was successfully completed October 2-3. This accomplishment marked the end of MCCLUSKY's basic training portion of the Interdeployment Training Cycle.

The subsequent return to San Diego focused on maintenance once again. An FMAV and C5RA periods were scheduled for October 6-17 for upkeep. October 18 was used for another Friends and Family Day Cruise. An ammunition on-load was scheduled for October 20 to prepare MCCLUSKY for the upcoming deployment. The Pre-Overseas Movement standdown ran October 25-November 21 to allow the crew a rest period prior to the deployment. This period was also utilized for a corrosion control availability. After the crew returned, readiness for Sea checks were performed November 22-26. This included a Fast Cruise on November 24 to prepare the crew for underway periods and a safety standdown on November 26.

The entire year of training, maintenance, and preparations culminated on December 3 when MCCLUSKY commenced its JIATF South Counter-Drug Operations deployment. An UNREP was scheduled on December 3 to refuel the ship prior to heading south. A Brief Stop for Fuel was scheduled in Puerto Quetzal, GT on December 8. MCCLUSKY saw its first action on December 11 with the interdiction of the merchant vessels San Luis and Andrea II. A total of 196 migrants were onboard. Puerto Quetzal was the site of another BSF and repatriation of the migrants on December 13. The ship boarded the fishing vessel Danubio on December 18 and gave it a Return to Port order. Another BSF was conducted on December 21 in Panama City, PN. The ship had its first port visit since leaving San Diego on December 31 at Manta, EC, where the ship ended its successful 2003 year.