

## USS MCINERNEY (FFG-8) COMMAND HISTORY

The Guided Missile Frigate USS MCINERNEY (FFG-8), first follow ship and second ship in the Oliver Hazard PERRY Class Program, is designed to provide protection for military and mercantile convoys. Her specific abilities are three-fold: to detect and attack submarines, destroy anti-ship missiles launched from enemy subs, aircraft or surface ships, and to destroy enemy surface ships.

The propulsion system is a computer-controlled gas turbine power plant consisting of 2 LM 2500 gas turbines with 4 auxiliary diesel generators for power.

The Combat System is a new and innovative design, providing a computerized command and decision system interfaced with the ship's weapons and sensors.

The ships characteristics are as follows:

Displacement: 3400 tons  
Dimensions: 445 ft in length, 47 ft in beam  
Complement: 12 Officers, 164 Enlisted  
Propulsion: Two General Electric LM 2500 Gas Turbines 40,000 total shaft horsepower  
Two 350 horsepower electric drive auxiliary propulsion units  
One controllable reversible pitch propellor  
Four Ship Service Diesel Generators

Max Speed: 28 + knots

Aircraft: Two SH-2 LAMPS Helicopters

Armament: MK 13 MOD 4 Guided Missile Launcher with standard Surface to Air and Harpoon Surface to Surface Missiles.  
MK 75 76 MM Rapid Firing Gun  
Two Triple Tube MK32 ASW Torpedo Mounts.

Combat Systems: AN/SQS-56 Digital Sonar  
AN/SPS-49 and SPS-55 Radars  
AN/SLO-32 Countermeasures Receiving Set  
MK92 MOD 2 Fire Control System  
Two UYK-7 Computers which integrate all weapons and sensors.

MCINERNEY's keel was laid on the 16th of January in 1978. On the 4th of November 1978, the launching of USS MCINERNEY occurred at Bath Iron Works Corporation in Bath, ME. Present for the occasion was Joan McInerney KELLEY, daughter of the late Vice Admiral Francis Xavier MCINERNEY and sponser of the ship, and John F. SULLIVAN Jr., President of Bath Iron Works. Also present were the Honorable Thomas J. MCINTYRE, United States Senator from New Hampshire, the Honorable Edmund S. MUSKIE, United States Senator from Maine, the Honorable James B. LONGLEY, Governor of Maine, Doctor David E. MANN, Assistant Secretary of the Navy, the Honorable David F. EMERY, United States Congressman from Maine and Rear Admiral Edward J. OTTH, USN, Special Assistant for Shipbuilding Naval Sea Systems Command.

During June thru October 1979, the Pre-Commissioning Unit and Detail were formed. The goal of the precommissioning training for MCINERNEY was to ensure that the ship was manned by a highly qualified crew. Considering the complexity of new systems and the implementation of the reduced manning concept, a need was recognized for specialized team/cross rate training as well as individual billet qualification.

The MCINERNEY's precommissioning crew was divided into groups, the unit which comprised about 35 percent of the total crew, assembled in July of 1979 at Bath Iron Works, Bath, ME. The unit worked closely with the Fleet Introduction Team which was already established at Bath for the FFG-7 Class Ships, to witness tests of machinery and equipment, and became familiar with the details of operating the ship and its equipment, and served as on-the-job instructors for the detail. The Prospective Commanding Officer (PCO) assumed command of the pre-comm unit.

The balance of the crew (detail) consisted of the men who were ordered to MCINERNEY via Fleet Training Center, U. S. Naval Station, Norfolk, VA. That group underwent extensive formal training at various school commands in the Tidewater area. The Prospective Executive Officer (PXO) remained with the Balance Crew, assuming the responsibility for the training received.

Builders Trials commenced on the 25th of September 1979, with the ship operating under BIW control off the Coast of Maine. Final evaluation of machinery and Combat Systems was accomplished by the yard at that time.

The MCINERNEY completed final acceptance trials on the 2nd of October 1979 before the Navy Board of Inspection and Survey, headed by Admiral BULKELEY. Deficiencies were identified at that time by the Navy Board and alterations were immediately started to improve these areas.

The detail arrived from Norfolk, VA on the 18th of November 1979 to begin training and learn their way around the ship.

On 19 November 1979, the USS MCINERNEY was delivered by BIW to the U. S. Navy in a small ceremony on board. The first production model of the new frigate class was delivered 11 weeks ahead of schedule and 5 million dollars below cost.

On the 7th of December 1979, the Propulsion Examination Board of SURFLANT (PEB) arrived and conducted Phase I of the Light Off Examination (LOE) on the Engineering Department. All areas were satisfactorily completed.

Commissioning of the USS MCINERNEY (FFG-8) occurred on 15 December 1979 amid military fanfare and many dignitaries. The USS MCINERNEY formally joined the Navy two years to the month after the commissioning of the prototype leader of the class, the Oliver Hazard PERRY (FFG-7).

Present for the ceremony were the sponsor and her family, Joan McInerney KELLEY, Vice Admiral MCINERNEY's son Robert MCINERNEY, grandson Philip MCINERNEY and granddaughter Caroline KELLEY.

Keynote speaker was Secretary of the Navy Edward HIDALGO.

Vice Admiral John D. JOHNSON, Commander, Naval Surface Force, U. S. Atlantic Fleet, was the Senior Naval Officer participating in the ceremony. Also present were Captain Charles L. MULL, USN, Navy Supervisor of Shipbuilding, Conversion and Repair at Bath Iron Works, Captain William B. LATHAM, USN, Commander, Destroyer Squadron TWELVE, John F. SULLIVAN Jr., President and Chief Executive Officer of Bath Iron Works.

Rear Admiral Carl A. BRETTSCHEIDER, Commandant of the Fourth Naval District, placed the ship into commission, with Commander J. S. BERG of Southington, Connecticut, assuming command of the vessel.

Commander BERG was born on [REDACTED]. Following graduation from the U. S. Naval Academy in 1962, he was ordered to duty aboard USS MULLANY, where he served as First Lieutenant and ASW Officer until 1964.

Between 1964 and 1967 he served on USS GALVESTON and USS SHIELDS, at which time he served as an advisor to a Vietnamese river gunboat.

In 1968, CDR BERG reported to the Naval Post-Graduate School, where he earned his Master of Science Degree in Ocean Engineering. He returned to sea duty in 1971, where he served as a Weapons Officer aboard USS PREBLE until 1974.

After attending the Armed Forces Staff College for one year, he reported aboard USS LAWRENCE as Executive Officer, and served in that capacity until September 1976. Until his selection as Prospective Commanding Officer of USS MCINERNEY in 1978, CDR BERG served as operational Test Coordinator for FFG-7 at COMOPTEVFOR in Norfolk, VA.

Commander BERG is decorated with the Bronze Star with Combat "V", Meritorious Service Medal, Navy Commendation Medal with Combat "V", and the Combat Action Ribbon.

Commander BERG is married to the former [REDACTED] of [REDACTED] and has two children, [REDACTED] and [REDACTED].

At time of placing USS MCINERNEY in commission, her officers were as follows:

CDR J. S. BERG, USN	Commanding Officer
LCDR H. R. BANKERT, USN	Executive Officer
LT [REDACTED], USN	Combat Systems Officer
LT [REDACTED], USN	Engineering Officer
LT [REDACTED], USN	Ship Control Officer
LT [REDACTED] SC, USN	Support Officer
LTJG [REDACTED], USN	Combat Information Center Officer
LTJG [REDACTED], USN	Anti-Submarine Warfare Officer
ENS [REDACTED], USN	Ordnance Officer
ENS [REDACTED], USN	Damage Control Assistant/Auxiliaries Officer
CWO2 [REDACTED], USN	Main Propulsion Assistant
CWO2 [REDACTED], USN	Electronics Readiness Officer

  
J. S. BERG