



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

Subj: COMMAND HISTORY FOR 1996

Ref: (a) OPNAVINST 5750.12E

- Encl:
- (1) USS MCCLUSKY Command History 1996
 - (2) Welcome Aboard pamphlet
 - (3) Change of Command Ceremony Program, 5 Jan 96
 - (4) MCCLUSKY SOE for SHAREM 112-2, 19-27 Jan 96
 - (5) Press release for completion of TSTA III/FEP, USS MCCLUSKY 150718Z MAY 96
 - (6) Press release for COMREL Project with boys home in Thailand, MCCLUSKY 150716Z MAY 96
 - (7) Pacific Starts and Stripes news article, "Police: Sailor Slashed Woman to Rob Her", p. 3, 22 Jul 96
 - (8) SOE/Information Letter, Commander Fleet Activities, Yokosuka, Ser 001/754, 23 Jul 96
 - (9) Seahawk new article, "USS MCCLUSKY Crew Honors Will Adams in Itoh", p. 4, 23 Aug 96
 - (10) Press release for Osaka trip, MCCLUSKY 060503Z SEP 96
 - (11) Press release for homecoming in San Diego, MCCLUSKY 300935Z SEP 96
 - (12) Press release for rescue of Cuban national, MCCLUSKY 230925Z OCT 96
 - (13) Navy Compass news article, "MCCLUSKY gives to Community during Puerto Vallarta port visit", p. A-5, 13 Dec 96

1. Enclosures (1) through (13) are submitted in accordance with reference (a).

P. J. FROTHINGHAM

SHIP'S HISTORY 1996

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 was a member of Destroyer Squadron FIFTEEN, commanded by Captain Robert E. Smith, until 30 September 1996. She then joined Destroyer Squadron SEVEN, commanded by Captain Robert T. Conway, Jr.

d. USS MCCLUSKY was a member of the Overseas Family Residency Program operating from Yokosuka, Japan, until 30 September 1996, when she homeport shifted to San Diego, California.

e. USS MCCLUSKY deployed with HSL-51 during the following periods: 15 Jan - 02 Feb, 12-18 Feb, 10-28 Mar, 17 Apr - 31 May, 1-19 Jul, 08-22 Aug, and 30 Aug - 02 Sep 1996.

2. Chronology

<u>Date</u>	<u>Event/Evolution</u>
01 Jan - 04 Jan	Holiday Leave/Upkeep, Yokosuka
01 Jan - 02 Jan	SHAREM Equipment Installation
05 Jan	Commander Peter J. Frothingham relieves Commander Danny Lee Waterman as Commanding Officer, USS MCCLUSKY
08 Jan - 14 Jan	Upkeep, Yokosuka
15 Jan - 17 Jan	U/W Enroute Chinhae, Korea
18 Jan - 19 Jan	IPT Chinhae, Korea
20 Jan - 27 Jan	U/W Yellow Sea SHAREM 112 Phase 2
22 Jan	RAS (F) w/USNS Pecos
27 Jan	DLQ's with Army UH-60's
28 Jan - 30 Jan	IPT Pusan, Korea
31 Jan - 02 Feb	U/W Enroute Yokosuka
03 Feb	IPT Yokosuka
03 Feb - 11 Feb	Upkeep, Yokosuka
12 Feb - 18 Feb	U/W TSTA II
19 Feb	IPT Yokosuka
20 Feb - 23 Feb	LTT (C)
26 Feb - 28 Feb	LTT (E)
10 Mar - 12 Mar	U/W Tawain Contingency Ops w/Independence Battle Group
13 Mar - 28 Mar	U/W Philippine Sea
14 Mar	RAS (F) w/ USNS GUADALUPE VERTREP w/ USNS NIAGARA FALLS
17 Mar	RAS (F) w/ USNS TIPPECANOE
21 Mar	RAS (F) w/ USNS TIPPECANOE
23 Mar	RAS (F) w/ USNS NIAGARA FALLS
25 Mar	RAS (F) w/ USNS GUADALUPE
29 Mar	IPT Yokosuka
08 Apr - 10 Apr	OPPE
11 Apr	IPT Yokosuka
17 Apr - 24 Apr	U/W Enroute Subic Bay, Philippines
17 Apr - 20 Apr	TSTA III
21 Apr - 24 Apr	FEP

25 Apr - 29 Apr	IPT Subic Bay, Philippines
30 Apr - 03 May	U/W Enroute Phattaya, Thailand
04 May - 09 May	IPT Phattaya, Thailand
10 May - 18 May	U/W COBRA GOLD/SEA EAGLE '96
13 May	RAS (F) w/ USNS PECOS
17 May	RAS (F) w/ USNS PECOS
19 May - 21 May	U/W Enroute Kota Kinabalu
22 May - 24 May	IPT Kota Kinabalu
25 May - 31 May	U/W Enroute Yokosuka
01 Jun	IPT Yokosuka
03 Jun - 07 Jun	Hull Cleaning
10 Jun - 21 Jun	CSRR
17 Jun - 21 Jun	SESI
30 Jun - 02 Jul	U/W Sea of Japan Enroute Tonghae, Korea
03 Jul	IPT Tonghae, Korea
04 Jul - 05 Jul	U/W Sea of Japan ASWEX 96-2K
06 Jul	IPT Tonghae, Korea
07 Jul - 08 Jul	U/W Enroute Nagasaki, Japan
07 Jul	RAS (F) w/ USNS GUADALUPE
09 Jul - 11 Jul	IPT Nagasaki, Japan
12 Jul	U/W Enroute Sasebo, Japan
13 Jul - 15 Jul	IPT Sasebo, Japan
16 Jul - 19 Jul	U/W Enroute Yokosuka
20 Jul	IPT Yokosuka
04 Aug	Command Mt. Fuji climb
07 Aug	U/W Enroute Ito, Japan
08 Aug - 10 Aug	IPT Ito, Japan/William Adams Festival
11 Aug - 14 Aug	U/W Enroute Hong Kong
15 Aug - 18 Aug	IPT Hong Kong
19 Aug - 21 Aug	U/W Enroute Yokosuka
22 Aug	IPT Yokosuka
30 Aug	U/W Enroute Osaka, Japan
31 Aug - 01 Sep	IPT Osaka, Japan
02 Sep	U/W Enroute Yokosuka
03 Sep	CDS-15 Fly-on, Precision Anchorage, J.O. Shiphandling Competition IPT Yokosuka
09 Sep	Diesel Inspection
11 Sep	CAPT Valencia (CNSP N1) Visit CAPT Snyder (CNSP N01M) Visit
12 Sep	CNSP Visit
16 Sep - 20 Sep	EOQL/DC Assist

30 Sep	USS CURTIS WILBUR Arrives for turnover
08 Oct	Fast Cruise
09 Oct	Fast Cruise
14 Oct - 24 Oct	U/W Enroute Pearl Harbor, Hawaii
16 Oct	PACFIRE
19 Oct	PACFIRE
20 Oct	Steel Beach Picnic
21 Oct	RAS (F) w/ USS CIMARRON
21 Oct	Medevac Rescue of Cuban merchant with appendicitis from merchant Bahia de Cochinas
25 Oct - 28 Oct	IPT Pearl Harbor, Hawaii
29 Oct - 05 Nov	U/W Enroute San Diego
03 Nov	Steel Beach Picnic
05 Nov	RAS (F) w/ USNS RAPPAHANNOCK
06 Nov	Homecoming, San Diego
26 Nov	U/W DLQ Duty
27 Nov	IPT San Diego
02 Dec	Sea Cadet Embarkation
02 Dec - 04 Dec	U/W Enroute Puerto Vallarta, Mexico
05 Dec - 08 Dec	IPT Puerto Vallarta
06 Dec	Project Handclasp/COMREL projects
09 Dec - 11 Dec	U/W Enroute San Diego
12 Dec	IPT San Diego
	Sea Cadet Debarkation
12 Dec - 31 Dec	Holiday Leave period
19 Dec	Ship Tours - NJROTC Cadets and Int'l School of Language
20 Dec	Command softball game - khaki vs. crew
23 Dec	CDS-7 Christmas Party
30 Dec	CAPT Seder (CNSP Dentist) visit

3. Narrative

USS MCCLUSKY began 1996 with a change of command. On 5 January, 1996, Commander Danny Lee Waterman was relieved by Commander Peter J. Frothingham. The Change of Command Ceremony program is included as enclosure (3). Immediately thereafter, the crew began preparations for SHAREM/AIREM 112-2, which took MCCLUSKY off the coast of Korea in a few short weeks. Preparations for the exercise included the installation of an array of equipment which would facilitate data collection.

SHAREM went without a hitch, and was a great success as the first underway period of the new year. Enclosure (4) is the SOE for this busy exercise. Before leaving the area, MCCLUSKY paid a visit to Pusan, where the crew enjoyed two days of liberty and shopping on Texas Street and in the markets near the Naval Base. We also worked with Army UH-60's from the Army Base, to assist in their qualification requirements.

Once back home in Yokosuka, it was time to switch gears and get ready for the closure of the training cycle. With CART having been finished before the change of command, the next step was TSTA II. The crew drilled and studied and drilled, and it payed off when we got underway 12-18 February with the riders from ATG WESTPAC. MCCLUSKY was given a 'BZ' for a job well done.

Getting back into port, MCCLUSKY immediately attacked two training assists, LTT (C), and LTT (E), to further assist in our preparation for the final tests on the horizon -- OPPE and FEP -- which signaled the end of the training cycle. OPPE was in the process of being scheduled when a crisis broke out in Taiwan. It looked as though the Chinese were threatening the Republic of Taiwan. President Clinton vowed support for Taiwan, and on Sunday, 9 May 96, MCCLUSKY was put on a 24-hour alert, and all personnel were recalled.

On Monday, 10 May 96, MCCLUSKY set sail to join the INDEPENDENCE Battle Group off the coast of Taiwan. The contingency operations with the carrier were first-rate, and went to prove that all of MCCLUSKY's hard work during this training cycle was not just for nothing. Families were worried, because we were given orders without a date of return. But MCCLUSKY sailors answered the call, and reveled in the spirit of service.

As it turns out, tensions between China and Taiwan eased, and the operations kept MCCLUSKY out to sea for only 18 continuous days.

Upon return to Yokosuka, it was time to get back to OPPE and FEP. OPPE was scheduled for two weeks later.

The two-day OPPE was hard, but in the end, MCCLUSKY could count it up as another success, and another step towards

completion of the cycle. At the same time, MCCLUSKY was preparing for a month-and-a-half deployment that would take us to the Philippines, Thailand, and Kota Kinabalu. The port visits were some of the best that the Pacific has to offer, and needless to say, the crew was excited. But before they got there, they needed to jump the final hurdle of the training cycle -- TSTA III/FEP.

Hours upon hours of drills and exercises were met with success during the transit to Subic Bay. The end result was a resounding 'BZ', and a passing grade from the ATG WESTPAC riders that worked side by side with the crew to get us battle ready. Enclosure (5) describes the hard work that went into our success. The port visits to follow were thoroughly enjoyed by all, and before we knew it, MCCLUSKY was back home in Yokosuka. Enclosure (6) describes a community relations project that we undertook while in Thailand.

The month of June was spent inport, taking care of administrative matters, cleaning and repairing gear, and completing CSRR and SESI. Towards the end of the month, ASW was once again on our minds as we looked forward to ASWEX. The ASWEX scenario involved a hypothetical encounter with the North Korean submarine threat, and took MCCLUSKY to the coast of Korea.

On the way back from Tonghae, Korea, where the ASWEX debriefs took place, MCCLUSKY was vectored for port visits in Nagasaki and Sasebo, Japan. The Nagasaki trip was especially memorable, as the crew was invited to visit the Atomic Bomb Museum.

Misfortune struck MCCLUSKY during her next stop, in Sasebo. On the last night of liberty, a MCCLUSKY deck seaman committed a crime of violence against a local girl, saddening the entire crew. Enclosure (7) details the incident.

The incident brought the MCCLUSKY crew close together, and it was not long before they put it behind them, more focused than ever to prove how good they were. A fun command trip to climb Mt. Fuji, while back in Yokosuka, with overwhelming participation, was an excellent gauge in measuring the crew's motivation and esprit de corps.

Next, MCCLUSKY was called upon to represent the U.S. Navy at the William Adams Festival in Ito, Japan. The festival honors William Adams, the Englishman made famous in the James Clavell novel, Shogun. The highlight of the event was a parade through the city, led by a marching unit from the ranks of MCCLUSKY's proud sailors. Enclosures (8) and (9) give details.

Wrapping up August were port visits to Hong Kong, a favorite among WESTPAC sailors, and historic Osaka, Japan. Both visits were enjoyable, and excellent witnesses to the positive diplomatic effect that MCCLUSKY has in foreign ports. Enclosure (10) explains the fun that the crew had in Osaka. The transit back to home port was highlighted with the embarkation of Commander, Destroyer Squadron FIFTEEN, CAPT Robert E. Smith, to observe a NAV CHECK ride and our candidate for the DESRON Junior Officer Shiphandling competition. At the end, the Commodore commented that the precision anchoring was one of the most professional operations he had ever seen.

Osaka represented the last underway period for MCCLUSKY prior to her scheduled homeport shift back to San Diego. Once back in Yokosuka, final preparations began promptly. Much hard work and orchestration went in to moving all of the families to the states, and in preparing for the large turnover of personnel that accompanied the personnel swap with our relief, USS CURTIS WILBUR (DDG 54). Enclosure (11) explains.

Finally, 14 October arrived, and it was time to say farewell to our old friend Japan. The SEVENTH Fleet band played as MCCLUSKY set sail for Pearl Harbor, enroute San Diego. Just days into the transit, however, MCCLUSKY was called upon to assist in a rescue operation. A Cuban merchant man with appendicitis was in critical condition and required medical assistance immediately. If MCCLUSKY could intercept the slow merchant vessel, she could save the Cuban's life by transporting him to medical attention on Midway Island. We made best course and speed, and succeeded in saving the merchant's life. The flawless RHIB transfer, in the dark hours of the morning, epitomized the dedication and focus of the MCCLUSKY team in a time of need. The press release is included as enclosure (12).

Directly after the rescue mission, MCCLUSKY turned back towards Pearl Harbor, where the crew enjoyed the fair, warm weather, and made final preparations for her homecoming in San Diego.

The homecoming celebration was tremendous. Leaving Japan was sad for many, but most agreed it was nice to be back in the States. One of the toughest hurdles we had to cross was assimilating into the six-section duty rotation that most San Diego ships enjoyed. This was accomplished by hours of drills and practice during the transit from Yokosuka. The month of November was spent with the various and sundry administrative and physical tasks of moving into a new home.

However, we were not back in the States for quite a month, when it was time to get underway again. Our destination this time -- Puerto Vallarta, Mexico. The trip to Puerto Vallarta brought warm, sunny weather, and a sense of commitment to community to the crew. While in P.V., over twenty sailors participated in a massive community relations project that involved delivering tons of food and books to the less fortunate. While at an orphanage, sailors contributed their time and hard work towards repainting a shelter. Enclosure (13) tells the story.

Upon our return to San Diego in December, a leave and standown period commenced, allowing for those who desired to visit their stateside families, many of whom we had not seen for over a year. It was the perfect way to finish a year full of adventure and accomplishment.