



DEPARTMENT OF THE NAVY

USS ELROD (FFG-55)
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From: Commanding Officer, USS ELROD (FFG 55)
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Subj: SUBMISSION OF COMMAND HISTORY, USS ELROD (FFG 55)

Ref: (a) OPNAVINST 5750.12D

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(32) USS ELROD GENADMIN MSG DTG 111234Z NOV95.
(33) USS ELROD GENADMIN MSG DTG 131754Z NOV95.
(34) USS ELROD GENADMIN MSG DTG 201737Z DEC95.
(35) USS ELROD GENADMIN MSG DTG 300758Z DEC95.

Subj: SUBMISSION OF COMMAND HISTORY, USS ELROD (FFG 55)

1. In accordance with reference (a) the Command History of USS ELROD (FFG 55) for calendar year 1995 is forwarded. The attached enclosures highlight the year experienced by ELROD's officers and crew.


J. D. BURKE

COMMAND COMPOSITION AND ORGANIZATION

USS ELROD (FFG 55) is a Flight IV design of the Oliver Hazard Perry class guided-missile frigate. Originally designed as a primary platform for Anti-Submarine Warfare (ASW) and Anti-Air Warfare (AAW) duties, ELROD is a highly capable Anti-Surface Warfare (ASUW) platform that has been highly successful in conducting Maritime Interception and Drug Interdiction operations and Search and Rescue (SAR) missions.

ELROD's armament consists of MK 46 anti-submarine torpedoes, Harpoon surface-to-surface cruise missiles, SM-1 (MR) surface-to-air missiles, a MK 75 automatic, rapid fire 76mm gun, and a 20mm gun. Weapons, sensor, and control systems include: MK 32 SVTT launchers, MK 13 Guided Missile Launching System (GMLS), MK 75 76mm Oto Melara Lightweight gun, MK 15 Mod 11 Block 1 Close In Weapons System (CIWS), AN/SPS-49(V)5 Air Search Radar, AN/SPS-55 Surface Search Radar, AN/SYS-2 Integrated Air Detection System (IADT), Mk 92 Mod 6 Coherent Receiver Transmitter (CORT) Fire Control System, AN/SLQ-32(V)5 Electronic Warfare Suite, AN/SQS-89(V)2 Anti-Submarine Warfare Suite, which includes the AN/SQR-19 Tactical Towed Array Sonar System (TACTAS), the AN/SQQ-28 Sonobuoy Processor, and the SH-60B LAMPS Mk III Helicopter.

ELROD's complement is comprised of 23 officers and 211 crew members. ELROD is homeported at Norfolk Naval Station, Norfolk, Virginia, and is under the command of Commander J. D. Burke, USN. ELROD's Immediate Superior In Command (ISIC) is Commander, Destroyer Squadron TWO EIGHT, homeported in Norfolk, Virginia.

ELROD is deployed as a part of the U.S. Atlantic Fleet's MEF 4-95 team with USS VICKSBURG (CG-69) and is currently a part of the Commander U.S. Naval Forces Central Command (COMUSNAVCENT) Task Force Five Zero (TF 50) in support of operations throughout the COMUSNAVCENT Area of Responsibility (AOR).

Enclosure (1)

**USS ELROD (FFG-55)
1995 CHRONOLOGY OF EVENTS**

01 JAN - 06 JAN	DSRA, CHARLESTON, SC
07 JAN - 22 JAN	UPK, CHARLESTON, SC
09 JAN - 09 JAN	NATO SECRET/COSMIC INSPECTION
11 JAN - 11 JAN	CHANGE OF COMMAND, CHARLESTON, SC
15 JAN - 15 JAN	ADMIN HOMEPORT SHIFT TO NORFOLK, VA
23 JAN - 12 FEB	IMAV, CHARLESTON, SC
23 JAN - 27 JAN	SESI
26 JAN - 26 JAN	AVIATION READINESS EVALUTATION (ARE) COMPLETED
30 JAN - 03 FEB	HARPOON MATERIAL/SAFETY INSPECTION
03 FEB - 03 FEB	MARINE SANITATION DEVICE (MSD) INSPECTION
13 FEB - 17 FEB	U/W, CHARLESTON OPAREA, TSTA I, FTG
18 FEB - 20 FEB	UPK, NAVAL WEAPONS STATION, CHARLESTON, SC
21 FEB - 22 FEB	AMMO ON-LOAD, CHARLESTON NAVAL WEAPONS STATION
22 FEB - 22 FEB	U/W, TRANSIT TO CHARLESTON, SC
23 FEB - 26 FEB	AVIATION CERTIFICATION (AVCERT); IPT, CHARLESTON, SC
27 FEB - 03 MAR	U/W, CHARLESTON/VACAPES OPAREAS FOR TSTA II, ETG; DEPART CHARLESTON, SC FOR HOMEPORT SHIFT TO NORFOLK, VA.
03 MAR - 03 MAR	ARRIVE NORFOLK, VA COMPLETE HOMEPORT SHIFT
04 MAR - 19 MAR	UPK, NORFOLK, VA
07 MAR - 10 MAR	CSLTT, NORFOLK, VA
07 MAR - 19 MAR	COMBAT SURFACE SHIP QUALIFICATION TRIAL (CSSQT) CLASSROOM TRAINING; IPT NORFOLK, VA
20 MAR - 23 MAR	U/W, VACAPES OPAREA, CSSQT (CIWS PH I)
24 MAR - 26 MAR	UPK, NORFOLK, VA
27 MAR - 29 MAR	U/W, VACAPES OPAREA, CSSQT (MK 75 76MM GUN PH II)
30 MAR - 02 APR	UPK, NORFOLK, VA
03 APR - 03 APR	CSSQT AMMUNITION ONLOAD, YORKTOWN NAVAL WEAPONS STATION (NWS)
03 APR - 08 APR	U/W, TRANSIT TO PUERTO RICO FOR CSSQT, WEEK ONE WORK-UPS (WOWU'S) WITH WITH HSL 48 DET 4
09 APR - 09 APR	UPK, ROOSEVELT ROADS, PUERTO RICO
10 APR - 13 APR	U/W, PUERTO RICO OPAREAS FOR CSSQT (GUNEXS AND MISSLEX PH III)
13 APR - 13 APR	UPK, ROOSEVELT ROADS, PR
14 APR - 16 APR	U/W, TRANSIT TO NORFOLK, VA
17 APR - 21 APR	PQS AND LMA ASSIST VISITS
17 APR - 30 APR	UPK, NORFOLK, VA, TSTA II, CSTG
01 MAY - 05 MAY	U/W, VACAPES OPAREA, TSTA II, CSTG
06 MAY - 07 MAY	UPK, NORFOLK, VA
08 MAY - 12 MAY	U/W, VACAPES OPAREA, TSTA III, CSTG
13 MAY - 15 MAY	UPK, NORFOLK, VA,
16 MAY - 19 MAY	U/W, VACAPES OPAREA, TSTA II, CSTG, ETG
20 MAY - 22 MAY	UPK, NORFOLK, VA

**USS ELROD (FFG-55)
1995 CHRONOLOGY OF EVENTS**

23 MAY - 26 MAY	U/W, VACAPES OPAREA, FEP/CMTQ
27 MAY - 30 MAY	UPK, NORFOLK, VA
31 MAY - 01 JUN	U/W, VACAPES OPAREA, OPPE PREPS
31 MAY - 01 JUN	NOISE SURVEY
02 JUN - 25 JUN	UPK, NORFOLK, VA
22 JUN - 02 JUL	CABLEWAY INSPECTION
26 JUN - 27 JUN	U/W, VACAPES OPAREA, OPPE PREPARATIONS
28 JUN - 04 JUL	UPK, NORFOLK, VA
05 JUL - 06 JUL	U/W, VACAPES OPAREA FOR OPPE
07 JUL - 16 JUL	UPK, NORFOLK, VA
10 JUL - 21 JUL	CSRR PHASE I AND II
14 JUL - 14 JUL	INDUSTRIAL HYGIENE SURVEY
17 JUL - 17 JUL	U/W, TRANSIT TO YORKTOWN NWS
17 JUL - 17 JUL	IPT, AMMO ON-LOAD, YORKTOWN NWS
18 JUL - 18 JUL	U/W, DEPENDENTS' DAY CRUISE, TRANSIT TO NORFOLK, VA
19 JUL - 25 JUL	UPK, NORFOLK, VA
26 JUL - 01 AUG	DRYDOCK AT AFDM-7 SUSTAIN; IPT NORFOLK VA
31 JUL - 04 AUG	LOGISTICS MANAGEMENT ASSESMENT (LMA)
01 AUG - 01 AUG	UNDOCK FROM AFDM-7 SUSTAIN; IPT NORFOLK VA
01 AUG - 09 AUG	UPK, NORFOLK, VA
10 AUG - 14 AUG	U/W, TRANSIT TO ROOSEVELT ROADS, PR FOR MIDDLE EAST FORCES EXERCISE (MEFEX) 4-95
12 AUG - 12 AUG	SAFETY STANDDOWN
14 AUG - 14 AUG	UPK, ROOSEVELT ROADS, PR
15 AUG - 22 AUG	U/W, PUERTO RICO OPERA, MEFEX 4-95
22 AUG - 25 AUG	U/W, TRANSIT TO NORFOLK, VA
26 AUG - 15 SEP	IPT, NORFOLK, VA, PREDEPLOYMENT OVERSEAS MOVEMENT (POM)
01 SEP - 08 SEP	GTE 1A CHANGE OUT
13 SEP - 13 SEP	U/W, VACAPES OPAREA FOR SEA TRIALS TO TEST GTE 1A AFTER CHANGE-OUT
15 SEP - 18 SEP	IPT, NORFOLK, VA
19 SEP - 19 SEP	U/W FOR MIDDLE EAST FORCE (MEF) DEPLOYMENT 4- 95 WITH USS VICKSBURG (CG-69)
19 SEP - 21 SEP	U/W, TRANSIT TO BERMUDA
21 SEP - 21 SEP	BRIEF STOP FOR FUEL (BSF) BERMUDA
21 SEP - 27 SEP	U/W, TRANSIT TO PONTA DELGAD, AZORES FOR BSF
27 SEP - 27 SEP	BSF PONTA DELGADA, AZORES W/USS VICKSBURG
28 SEP - 02 OCT	U/W, TRANSIT TO THE STRAIT OF GIBRALTAR
30 SEP - 30 SEP	TRANSIT STRAIT OF GIBRALTAR; OUTCHOP SECOND FLEET, INCHOP SIXTH FLEET
02 OCT - 05 OCT	IPT, PALMA DE MALLORCA, SPAIN
06 OCT - 11 OCT	U/W, TRANSIT TO PORT SAID, EGYPT
11 OCT - 11 OCT	ANCHORED, PORT SAID, EGYPT

USS ELROD (FFG-55)
1995 CHRONOLOGY OF EVENTS

12 OCT	-	12 OCT	U/W TRANSIT SUEZ CANAL, EGYPT; OUTCHOP SIXTH FLEET, INCHOP FIFTH FLEET
12 OCT	-	15 OCT	U/W, TRANSIT TO DJIBOUTI
15 OCT	-	15 OCT	IPT, BSF DJIBOUTI
15 OCT	-	21 OCT	U/W, TRANSIT TO AL JUBYAL, SAUDI ARABIA
18 OCT	-	18 OCT	TRANSIT STRAIT OF HORMUZ; ENTER ARABIAN GULF
22 OCT	-	25 OCT	U/W, EXERCISE NAUTICAL SWIMMER 96-1, CENTRAL ARABIAN GULF (CAG)
25 OCT	-	29 OCT	IPT, MANAMA, BAHRAIN
30 OCT	-	01 NOV	U/W, NORTHERN ARABIAN GULF (NAG), MIO OPS
02 NOV	-	03 NOV	IPT, ASH SHUWAYKH, KUWAIT FOR EXER EAGER SENTRY 96-1
04 NOV	-	08 NOV	U/W, NAG, EXER EAGER SENTRY 96-1
08 NOV	-	22 NOV	U/W, NAG, MIO OPS
23 NOV	-	26 NOV	UPK, DUBAI, UNITED ARAB EMIRATES (UAE)
27 NOV	-	27 NOV	U/W, TRANSIT TO MANAMA, BAHRAIN
28 NOV	-	30 NOV	UPK, MANAMA, BAHRAIN
01 DEC	-	06 DEC	U/W, EXERCISE INHERENT FURY, CAG
07 DEC	-	15 DEC	U/W, NAG, MIO OPS
16 DEC	-	28 DEC	U/W, CAG, MARITIME PREPOSITIONING SHIP (MPS) MODLOC PATROL
29 DEC	-	30 DEC	U/W, MARITIME PREPOSITIONING SHIPS ESCORT; TRANSIT STRAIT OF HORMUZ
30 DEC	-	31 DEC	UPK, DUBAI, UAE

1995 NARRATIVE

ELROD began 1995 in Charleston, SC nearing the completion of a 8 1/2 month Extended Drydock Selected Restricted Availability (E-DSRA) at Detyens Shipyards. The month of January followed ELROD's successful completion of the CINCLANTFLT PEB Light Off Examination (LOE) 14-16 December 94 and E-DSRA Sea Trials 21 December 94. ELROD remained pier-side throughout January as work was being completed from the E-DSRA in addition to continuing an Intermediate Maintenance Availability (IMAV) with SIMA Charleston through 12 February. Afloat Training Group (ATG) representatives conducted the Command Assessment of Readiness and Training (CART) Phase II in port Charleston, SC 2-6 January. Although much cosmetic work remained throughout the ship, the E-DSRA officially ended 6 January 95, two weeks prior to the CNO end date of 20 January. On 9 January, ELROD successfully completed a NATO Secret Inspection conducted by Commander, Destroyer Squadron Four (COMDESRON FOUR).

A Change of Command Ceremony was held pier-side at Charleston Naval Station 11 January, as CDR H. L. Broughton III was relieved by CDR J. D. Burke as Commanding Officer, USS ELROD (FFG-55). The Guest Speaker was Captain Otto Spahr, USN; COMDESRON FOUR.

ELROD administratively shifted homeport to Norfolk, Virginia 15 January. During the month, a plethora of crew members moved their families north to the Tidewater area in order to settle into their new surroundings. ELROD was changing homeport due to the Base Realignment and Closure (BRAC) Committee decision to close Charleston Naval Base as a result of the military drawdown.

ELROD conducted the Shipboard Explosives Safety Inspection (SESI) 23-27 January. The Harpoon Material Safety Inspection was successfully completed the following week. This milestone achievement qualified ELROD to load and carry Harpoon missiles on board.

February began with the Marine Sanitation Device (MSD) Inspection on 3 February. Crew members began final ship wide preparations in anticipation for the first extended underway period in over 11 months. Fleet Training Group (FTG) observers embarked in ELROD 13-17 February to conduct training and drills in Navigation, Seamanship, and Damage Control exercises. After completion of this at sea period, ELROD returned to Naval Weapons Station Yorktown 17 February to prepare for a complete ammunition on load 21-22 February. After completion of the onload, ELROD returned to Charleston Naval Station for an upkeep period 23-26 February. During this time frame, representatives from COMNAVSURFLANT conducted the Aviation Certification. Successful completion of this inspection would clear ELROD for unlimited helicopter operations at sea. The AVCERT was completed on 24 February and paved the way for the first helicopter operations in over 15 months.

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On the morning of 27 February, ELROD completed the final task of the homeport shift to Norfolk as the ship departed Charleston Naval Station. ELROD sailed down the Cooper River for the last time for the transit up to Norfolk after spending 10 years homeported in Charleston. During this transit, Engineering Training Group (ETG) representatives were on board to conduct training and critiques of the Engineering plant and the watchstanders. ELROD arrived in Norfolk, VA on the afternoon of 3 March.

ELROD spent 4-17 March in an upkeep period. Representatives from Combat Systems Training Group (CSTG) Charleston embarked 7-10 March and conducted Combat Systems Limited Training (CSLT) in order to critique and assess the CIC team in the ASW/ASUW/AAW warfare areas. Additionally, the Fire Controlmen (FC's) and Operations Specialists (OS's) began classroom training with representatives of the Combat Systems Ship Qualification Trials (CSSQT) Team from Port Hueneme, California in preparation for CSSQT off the Virginia Capes and Puerto Rico Opareas in April. This inport classroom training lasted until 17 March. The CSSQT team would train the watchstanders on the new MK 92 Mod 6 CORT Fire Control System (FCS) that was installed during E-DSRA along with qualifying the FCS by conducting live tracking and firings of the CIWS, 76MM Gun, and SM-1 missile against drone targets.

ELROD began the at sea phase of CSSQT with a three day underway period in the VACAPES 20-23 March to conduct CIWS testing and firing evolutions. ELROD successfully qualified CIWS and returned to Norfolk for an upkeep period 24-26 March. ELROD was underway on the morning of 27 March for the second underway period of CSSQT. This time the MK75 76mm would go through testing and evaluation prior to conducting live firing runs against a towed sled and a inbound high speed surface target. Unfortunately, the gun suffered a casualty and could not fire, precluding any further testing. Therefore, ELROD returned on 28 March in order to repair the casualty prior to transiting down to the Puerto Rican Op Areas 3 April for the missile exercise portion of the trials. The month of April began with ELROD seeing the first helicopter detachment embark on board in over 15 months, as HSL 48 Det 4 from Jacksonville, FL moved on board. Det 4 was ELROD's parent aviation detachment and eagerly awaited to conduct the ship's LAMPS Week One Workups (WOWU's) 4-8 April during the transit down to Puerto Rico. On 3 April, ELROD sailed to Yorktown Naval Weapons Station in order to on load 2 SM-1 missiles that would be fired on the range in Puerto Rico. The following day, ELROD began the transit and commenced WOWU's with Venom 510. WOWU's were successfully completed 8 April and the ELROD/LAMPS team were now ready to continue intermediate and advanced LAMPS MK III deployment workups in preparation for the upcoming MEF 4-95 deployment in September.

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ELROD arrived in Roosevelt Roads, PR 9 April for the Atlantic Fleet Weapons Training Facility (AFWTF) range safety briefs prior to the final stage of CSSQT that would begin 10 April. ELROD completed several successful gun shoots 10 April and an SM-1 engagement 11 April. The second missile firing was postponed until 12 April as a casualty to the MK 13 GMLS prevented ELROD from firing against the second target. ELROD returned to Roosevelt Roads that evening and fixed the launcher. The next morning, the ship successfully engaged the second target presentation and CSSQT was officially completed. ELROD transited north back to Norfolk 14-16 April and arrived pier-side the morning of 17 April. The next day, 18 April, ELROD began a variety of inport visits and inspections which included a PQS assist visit by the CNSL PQS assist team, an LMA Assist visit by the CNSL LMA team, and the beginning of CIC teams intermediate training for the Final Evaluation Period (FEP) with CSTG TSTA II from 17-30 April.

On Thursday April 19th, ELROD was selected by Commander, Destroyer Squadron Two to give a formal tour of the ship for the Chief of Naval Operations of the Venezuelan Navy. General Briceno, Commanding General of the Venezuelan Navy visited ELROD in order to expand his knowledge of the Oliver Hazard Perry Class frigate. He was contemplating the purchase of a few of these ships for his Navy and was interested in the capabilities and living accommodations of this platform. ELROD conducted a two hour long tour and visit with General Briceno that proved to be highly successful in all respects.

The month of May began with ELROD underway in VACAPES. The ship was continuously at sea this month in preparation for the Final Evaluation Period (FEP)/Cruise Missile Tactical Qualification (CMTQ) that would be held 23-26 May. Successful completion of CMTQ was the final step in fully qualifying ELROD to fire Harpoon missiles. From 01-05 May, ELROD's CIC team drilled continuously with CSTG during underway operations in support of TSTA II. After a brief upkeep period 6-7 May, ELROD returned to the VACAPES from 8-12 May. Another upkeep period followed 13-14 May before the final at sea set of drills 15-19 May prior to FEP/CMTQ. Additionally, representatives from Engineering Training Group (ETG) were on board 15-19 May in order to prepare the engineering team for their upcoming Operational Plant Propulsion Examination (OPPE) at the end of June.

The Final Evaluation Period (FEP) began 23 May as over 30 inspectors from the Afloat Training Group (ATG) walked on board for the 4 day inspection. ELROD was underway on the afternoon of 23 May as the hot war scenario began. During FEP, all of ELROD's warfare mission areas would be tested, critiqued, evaluated in order to assess the level of intermediate training that had taken

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place prior certifying the ship for advanced pre-deployment workups. "TEAM ELROD" performed superbly during FEP and passed all tests in all warfare areas while successfully passing the CMTQ earning full Harpoon qualification.

ELROD arrived in port the afternoon of 26 May earning a well deserved upkeep period through 30 May. On 31 May, ELROD was underway in the Virginia Capes Op Area in preparation for the next major inspection: OPPE. The ship would conduct 3 days of engineering drills in order to prepare the engineering watchstanders and the at sea fire party for OPPE. On 1 June, during Basic Engineering Casualty Control Exercises (BECCE's), Number 2 Ship's Service Diesel Generator (SSDG) suffered a major casualty when it threw a connecting rod and disabled the diesel engine. This was a major blow to the engineering plant's material readiness prior to the inspection. ELROD returned later that afternoon to begin emergent repairs on the engine. Due to the length and complexity of the casualty, the ship's schedule was altered significantly in order to repair the SSDG, and OPPE was delayed until 5-7 July. Sailors from all departments were tasked with everything from helping fix the diesel engine to cleaning and painting main engineering spaces. This effort assisted the engineers as they led an all out effort to repair and have the SSDG re-certified for full operation prior to the OPPE. Inspections remained on schedule though, as SIMA conducted a 10 day Cableway Inspection from 22 June - 02 July.

The SSDG was fixed a week prior to OPPE and ELROD was underway 26-27 June to test the engineering plant out one final time prior to PEB's arrival the following week. ELROD returned to Norfolk on the afternoon of 27 June and remained inport the remainder of the month.

July began pier-side Norfolk with the ship making final preparations for the OPPE. The Propulsion Examining Board (PEB) commenced OPPE on the morning of 5 July. ELROD successfully completed the hot/cold checks and material space preservation walk-through and was underway for the at-sea phase that evening. After a rigorous evening of drills, followed by a complex Main Space Fire Drill, ELROD returned to Norfolk late 6 July. The PEB team departed that night as ELROD was given the adjective grade of "SATISFACTORY" overall. With the successful completion of OPPE, ELROD was one major inspection away from completing the pre-deployment work up cycle.

Although not until 31 July, preparations began for the Logistics Management Assessment (LMA) that would be conducted on the Supply Department. For Supply Department, this inspection is the equivalent to OPPE for the Engineers. ELROD remained in

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an upkeep period following OPPE from 8-16 July. Combat Systems Readiness Review Phase I and II was conducted on board 10-21 July. This visit checked and evaluated all of the Combat Systems equipment in order to validate the material readiness of the Combat Systems Suite.

On 13 July, another foreign naval leader, Vice Admiral Fadel, the Commander in Chief of the Egyptian Naval forces, and his party met Vice Admiral Douglas Katz, Commander Naval Surface Force Atlantic Fleet and ELROD's Commanding Officer, Cmdr. J. D. Burke aboard ELROD. Vice Admiral Fadel's visit purpose was to become acquainted with the capabilities of an Oliver Hazard Perry Class frigate as the Egyptian Navy had shown recent interest in the decommissioned Flight 1 and Flight 2 class frigates to supplement their force of destroyers, frigates and coastal patrol boats. The visitors enjoyed lunch in the Wardroom followed by a ship's tour. Afterwards, mementos were exchanged prior to the end of this highly successful visit. On the morning of 17 July, ELROD transited to Yorktown Naval Weapons Station for a pre-deployment ammunition on load. A Dependent's Day Cruise was held on the return trip to Norfolk 18 July. After the ship was tied up, the Dependents and crew held a ship's picnic/party that afternoon. ELROD remained in an upkeep period 19-25 July and began final preparations for a week long drydock period in ADFM-7 Sustain to repair a leaking rudder post seal that was discovered to be faulty from the E-DSRA. On 26 July, ELROD was safely drydocked in SUSTAIN and work on the rudder post seal began the following day by representatives from Detyens Shipyard.

The Logistics Management Assessment (LMA) began the morning of 31 July. ELROD was safely floated on the morning of 1 August and tied up pier-side that afternoon as the leaking rudder post seal had been fixed. ELROD successfully completed the LMA on the afternoon of 4 August as the final pre-deployment inspection was completed. ELROD would remain in an upkeep period until 9 August. The officers and crew now focused its sights on the Middle East Force Exercise (MEFEX) 4-95 with USS VICKSBURG and USS SIMPSON in the Puerto Rican Op Area 10-25 August. This would be the final pre-deployment hurdle prior to the September deployment.

The Air Detachment (HSL 48 Det 4) embarked for MEFEX 8-9 August as Venom 507 would fly on after departing the Norfolk area 10 August. Early 10 August, ELROD was underway, enroute to Puerto Rico for MEFEX 4-95. The ship arrived in port for AFWTF Range safety briefings on 14 August. During MEFEX 4-95, ELROD would fire MK 46 torpedoes, SM-1 missiles, 76mm gun, and CIWS. The exercise began on the morning of 15 August as ELROD, SIMPSON, and VICKSBURG with Commander, Destroyer Squadron Twenty (COMDESRON TWENTY) embarked on VICKSBURG set sail for an aggressive schedule of events

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that awaited all participants. Over the next 8 days "TEAM ELROD" was flexed in all warfare areas in completing final advanced training exercises prior to deployment. Major exercises completed during MEFEX included: Underway replenishment from USS Kalamazoo (AOR-6), successful shipboard MK 46 torpedo shot and two successful LAMPS MK III drops from Venom 507, 4 successful SM-1 missile firings that included one skin to skin hit on the drone, and a 76mm gun exercise against a towed sled. ELROD's performance was outstanding as accolades were received from COMDESRON TWENTY, VICKSBURG, and SIMPSON.

ELROD detached from MEFEX 4-95 on 22 August and sailed north to Norfolk arriving on the afternoon of 25 August. Upon return to homeport, ELROD began its Pre-deployment Overseas Movement (POM) period that would last until 15 September. During this time frame, many crew members took leave to spend time with their families prior to the sixth month deployment that was less than one month away. ELROD would remain in port Norfolk until deployment day 19 September.

Unfortunately, the Engineering department suffered a major casualty to their equipment as Gas Turbine 1A needed to be changed out prior to deployment due to sustained excessive high vibrations in the gas generator portion of the turbine. This problem had been getting increasingly worse over time and the last resort was to replace the gas generator. The GTE change out lasted from 1-8 September. After the GTE was successfully replaced, ELROD conducted a one day sea trial 13 September in VACAPES to test the engine and record its operating parameters. The engine tested out satisfactorily with no major discrepancies and the ship returned that evening to complete its POM period through 18 September.

ELROD began its six month deployment to the Arabian Gulf on the morning of 19 September as the ship departed Norfolk to rendezvous with USS VICKSBURG and transit to Bermuda. The MEF 4-95 CONUS LANT transit would have ELROD stop in Bermuda and Ponta Delgada, Azores for a Brief Stop for Fuel (BSF) prior to inchopping into the Mediterranean Sea. During the transit across the Atlantic Ocean ELROD and VICKSBURG altered their track in order to avoid Hurricane Marilyn, not once, but twice. Although the inclement weather made the transit to Bermuda rough, ELROD arrived in Bermuda 21 September as scheduled.

Unfortunately for ELROD and VICKSBURG, Hurricane Marilyn's path had curved south, again crossing the MEF 4-95 team's track. ELROD and VICKSBURG again turned south to avoid the storm. Both ships arrived as scheduled in Ponta Delgada 27 September. As a result of the extremely slow refueling rate and large quantities of fuel required, both ships were allowed to remain overnight in Ponta

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Delgada in order to enjoy a night of liberty prior to the continued voyage towards the Strait of Gibraltar.

ELROD and VICKSBURG departed Ponta Delgada 28 September for the Mediterranean Sea. On 30 September, the ships passed through the Strait of Gibraltar and chopped into the COMSIXTHFLT Area of Responsibility (AOR). On 1 October, ELROD crossed the Prime Meridian; 0 degrees Longitude.

The following day, 2 October, ELROD arrived in Palma De Mallorca, Spain for four days of liberty. Palma was a superb port visit where the entire crew enjoyed themselves. ELROD departed Palma on the morning of 6 October to rendezvous with VICKSBURG and continue the transit to Port Said, Egypt and the Suez Canal. On 11 October at 0100 the trip through the Suez Canal began. ELROD finally reached the Red Sea and inchooped into the COMFIFTHFLT AOR 14 hours later.

ELROD steamed through the Gulf of Suez and the Red Sea to Djibouti for another BSF on 15 October. ELROD crossed the Gulf of Aden, North Arabian Sea and the Gulf of Oman enroute the Strait of Hormuz 15-18 October. ELROD made a rendezvous with USS STARK (FFG 31) in the Gulf of Oman on the afternoon of 18 October and conducted a MEF deployer turnover at sea. After entering the Arabian Gulf later that evening, ELROD proceeded directly to Al Jubayl, Saudi Arabia to participate in Exercise NAUTICAL SWIMMER 1-96.

NAUTICAL SWIMMER 1-96 (NS 1-96), was a bilateral exercise with the Royal Saudi Naval and Air Forces, USS HARRY W HILL (DD-986) and Commander, Destroyer Squadron Five Zero (COMDESRON FIFTY). This exercise was the first major tasking for ELROD in the Gulf. NAUTICAL SWIMMER ran from 22-25 September. Three days of events included a port visit to Al Jubayl, Saudi Arabia, tactical maneuvering, formation anchoring, underway replenishments, and tactical gunnery exercises. This exercise increased the interoperability, training, and cultural awareness of both navies.

After the completion of NS 1-96, ELROD transited to Manama, Bahrain for inchoop briefs by COMFIFTHFLT and installation of the Navy Mast Mounted Sight System (NMMSS). ELROD remained in port Bahrain 25-29 October.

ELROD headed to the Northern Arabian Gulf (NAG) for Maritime Interception Operations (MIO OPS) on 30 October. "TEAM ELROD" soon learned that "flexibility" was the key to success in the Arabian Gulf, as MIO OPS were very dynamic, with new tasking and events that unfolded daily, even hourly. ELROD remained in the NAG until 2 November.

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The first week of November was very busy as ELROD departed MIO OPS and arrived in Ash Shuwaykh, Kuwait for Exercise EAGER SENTRY 96-1. ELROD was the Officer in Tactical Command (OTC) for this exercise. Another bilateral event, EAGER SENTRY featured participants from the British, French, and Kuwaiti Navies in addition to elements of the US and Kuwaiti Air Forces. ELROD, HMS BRILLIANT from England, FS CDT BIROT from France, KS AL-SANBOUK from Kuwait, and elements of US Air Force and Kuwaiti Air Force trained in a variety of evolutions including publications exercises, live weapons firing exercises, simulated missile attacks from USAF/KAF aircraft, and a simulated amphibious attack.

EAGER SENTRY ended 8 October and ELROD returned to the NAG to conduct MIO OPS. ELROD remained on station in the NAG until 19 November. While on station conducting MIO OPS, ELROD and HARRY W HILL had diverted nine dhows who were U.N. Sanctions Violators. ELROD escorted two from this group down to Dubai, United Arab Emirates (UAE) where they were turned over to the UAE Coast Guard on the evening of 22 November. Later that night, ELROD arrived inport Dubai for a Thanksgiving Day port visit that lasted until 26 November.

ELROD departed Dubai 27 November and transited to Manama, Bahrain, in order to prepare for EXERCISE INHERENT FURY, a Joint Military exercise with the U.S. ARMY. ELROD remained in Bahrain 28-30 November. ELROD embarked two OH-58D U.S. Army helicopters to conduct LAMPS/OH-58 tactics training. ELROD departed Bahrain 1 December and commenced a two day WOWU period with the OH-58 Detachment prior to integrating Venom 507 into tactics training. From 1-6 December USN/USA air and ground crews began with basic proficiency qualifications finally progressing into more complex tactical maneuvers and flying formations. The training finally culminated in a successful mock surprise attack on USS HARRY W HILL (DD-986) and USS CURTIS WILBUR (DDG-54).

INHERENT FURY ended the afternoon of 6 December and ELROD sailed north in order to resume station in the Northern Arabian Gulf in support of MIO OPS. ELROD remained in the NAG from 6-15 December, and returned to the Central Arabian Gulf (CAG) 16 December to provide escort and protection for the Maritime Prepositioning Ships (MPS) anchored at the Shutaya Modloc Anchorage until 27 December.

ELROD officially observed the half-way point of the deployment, 19 December. The actual observance was postponed until Christmas Eve due to a massive vertical replenishment (VERTREP) of food, stores, and cargo with the USNS SPICA (T-AFS-9) on the 19th.

A combined "HUMP DAY" and Christmas celebration featuring a

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"steel beach" picnic, comedy hour, and talent show was held on Christmas Eve. ELROD departed the MPS Modloc 28 December and escorted two of the MPS ships through a routine transit of the Strait of Hormuz. On 30 December, ELROD entered Dubai for another port visit, this time to celebrate the New Year.

As ELROD celebrated New Year's Eve 1995 in Dubai, many memories were re-kindled over the hectic and eventful year that had just passed. Starting the year in a overhaul and ending it overseas were just two of the many highlights, milestones, and achievements that the officers and crew of "TEAM ELROD" had witnessed in 1995. Having completed intensive pre-deployment training workups and deploying in support of enforcing U.N. sanctions against IRAQ, ELROD lived up to its motto of "War Ready To Preserve Peace."