



DEPARTMENT OF THE NAVY

USS GUARDIAN (MCM-5)
FPO AP 96666-1925

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25 May 00

From: Commanding Officer, USS GUARDIAN (MCM-5)
Unit 21406
FPO, AP 96666-1925

To: Director of Naval History, 901 M Street, SE
Washington, DC 20374-5060

Subj: 1999 COMMAND HISTORY FOR USS GUARDIAN (MCM-5)

Ref: OPNAVINST 5750.12F

Encl: (1) Commanding Officer's Biography.
(2) Welcome Abroad Pamphlet with Commanding Officer's Photograph.
(3) Aerial Picture of USS GUARDIAN (MCM-5).

1. The following command history is submitted for USS GUARDIAN (MCM-5), homeported in Sasebo, Japan. USS GUARDIAN is commanded by CDR A. L. Woods. GUARDIAN's mission is to clear vital sea lanes of mines in coastal and offshore areas. GUARDIAN's ISIC is COMINWARCOM.

GUARDIAN's UIC: 21406.

Units under GUARDIAN's operational/administrative command: None.

GUARDIAN is home-ported at Commander Fleet Activities Sasebo (CFAS), in Sasebo, Japan.

2. Chronology:

01JAN-27JAN:	IPT SASEBO, JAPAN
28JAN-29JAN:	U/W SASEBO, JAPAN OPAREA
30JAN-11FEB:	IPT SASEBO, JAPAN
12FEB-13FEB:	ENR KURE, JAPAN
14FEB-18FEB:	IPT KURE, JAPAN
19FEB-24FEB:	SEA OF SUONADA, JAPAN EXERCISE FOAL EAGLE
25FEB-01MAR:	IPT KURE, JAPAN
02MAR-04MAR:	ENR SASEBO, JAPAN
05MAR-29MAR:	IPT SASEBO, JAPAN

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30MAR-02APR:	U/W EAST CHINA SEA
03APR-04APR:	IPT SASEBO
30MAR-02APR:	U/W EAST CHINA SEA
03APR-04APR:	IPT SASEBO
05APR-09APR:	MTT IPT SASEBO
10APR-13APR:	IPT SASEBO
14APR-14APR:	U/W EAST CHINA SEA
15APR-20APR:	IPT SASEBO
21APR-24APR:	TSTA 3, U/W EAST CHINA SEA
25APR-03MAR:	IPT SASEBO
04MAY-06MAY:	U/W EAST CHINA SEA
07MAY-11MAY:	IPT SASEBO
12MAY-13MAY:	U/W EAST CHINA SEA
14MAY-16MAY:	ENR TOKUSHIMA
17MAY-19MAY:	IPT TOKUSHIMA, JAPAN
20MAY-24MAY:	ENR OKINAWA, JAPAN
25MAY-27MAY:	IPTSTM OKINAWA, JAPAN
28MAY-07JUN:	ENR SINGAPORE
08JUN-25JUN:	IPT SINGAPORE
26JUN-27JUN:	ENR LUMUT, MALAYSIA
28JUN-04JUL:	IPT LUMUT, MALAYSIA
05JUL-08JUL:	U/W LUMUT, MALAYSIA OPAREA MCMEX
09JUL-10JUL:	IPT LUMUT, MALAYSIA
11JUL-12JUL:	ENR SINGAPORE
13JUL-14JUL:	IPT SINGAPORE
15JUL-17JUL:	U/W SINGAPORE OPAREA
18JUL-19JUL:	IPT SINGAPORE
20JUL-22JUL:	U/W SINGAPORE OPAREA, VIC MERCURY 99
23JUL-24JUL:	IPT SINGAPORE
25JUL-28JUL:	ENR SATTAHIP, THAILAND
29JUL-02AUG:	IPT SATTAHIP, THAILAND
03AUG-04AUG:	GULF OF THAILAND MCMEX
05AUG-09AUG:	IPT SATTAHIP, THAILAND
10AUG-19AUG:	ENR OKINAWA, JAPAN
20AUG-20AUG:	IPT OKINAWA, JAPAN
20AUG-22AUG:	ENR SASEBO, JAPAN
23AUG-18OCT:	IPT SASEBO, JAPAN
19OCT-20OCT:	ENR POHANG, SOUTH KOREA
21OCT-02NOV:	EXERCISE FOAL EAGLE, POHANG
03NOV-04NOV:	ENR SASEBO, JAPAN
04NOV-16DEC:	IPT SASEBO
17DEC-31DEC:	HOLUPK, IPT SASEBO

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3. The following Command History for USS GUARDIAN (MCM-5) has been recreated from the Deck Log, Engineering Logs, and PODs.

01 January to 31 January

With the holidays over with, the GUARDIAN crew came back from visiting friends and family ready to face the daily challenges at work. The inport duty sections were increased to four sections. GUARDIAN crewmembers began the process of preparing for the upcoming training cycle by holding daily training in engineering and damage control. The days were long but the needed training would pay off in the coming months. Starting with basic drills that would build in complexity, the training teams and crew gained a thorough understanding of the ships systems and how to manage multiple threats occurring at the same time.

01February to 28 February

February started with the Tailored Ships Training Availability Phase I. To avoid interfering with the ongoing maintenance, the typical workday for the crew started at 0500 with a Total Ship's Survivability Exercise. Motivation levels were high as the crew trained to fight the ship and repair any damage that was imposed by the training teams. Although the days were long, the crew learned to work as a team and was evaluated by the Afloat Training Group as effective for TSTA I. The training and daily work coupled with preparing for MINEX/EODEX 99-1JA occupied everyone's time up until the departure for Suo Nada Bay near Kure, Japan. The challenging transit through the Shimonoseki Straights provided great training for all bridge watch standers and GUARDIAN arrived in Kure on time ready to start the exercise. Just before getting underway from Kure with the Sea and Anchor Detail on station a small class "A" fire broke out in the stacks above the Main Machinery Room. Relying on their training, GUARDIAN watch standers took the appropriate action and prevented any further damage to the overhead lagging and the wooden framework. The fire was quickly extinguished but the damage wouldn't be repaired for another four days. While eagerly waiting to join the USS PATRIOT in the exercise, GUARDIAN Sailors took the opportunity to conduct training in order to maintain their high level of readiness. GUARDIAN finally set sail and joined her sister ship in a very successful exercise. Working with the Japanese afforded the opportunity to see a different approach to mine countermeasure operations and build on an already strong relationship between the two nation's mine sweeping communities.

01 March to 31 March

After a rigorous exercise with the Japanese Maritime Self-Defense Force, the crew was ready to return to Sasebo. The return trip from Suo Nada brought the GUARDIAN around the Eastern side of Kyushu and into the heavy sea of the Western Pacific. The crew was happy to return to their friends and families. During the second

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week in March, the Tailored Ships Training Availability Phase II was conducted. The hard work and training paid off as GUARDIAN training teams and watchstanders alike impressed the Afloat Training Group. Complex Integrated drills involving mass casualties and Chemical Biological Warfare Defense systems were used to display the proficiency of the crew. Again GUARDIAN was evaluated as effective for the second phase of the demanding training cycle.

01 April to 30 April

The GUARDIAN crew did not know, but their hard work and training would pay off in the month of April. It started with getting underway and conducting training exercises in preparations for her TSTA III phase of the training cycle. In the long and arduous process, the ATG Inspectors decided that the crew was proficient enough to move on to the last phase of the training cycle known as the Final Evaluation Phase, FEP. FEP is the culmination of the basic training cycle in which ATG inspectors would evaluate the crew in their ability to work as a team and handle mass casualties and still fight and save the ship. Normally FEP would be conducted after the third phase of the training cycle, but since the crew spent countless hours training and working, they proved to the inspectors that they were good enough to FEP out early. completing the Basic Phase of the Training Cycle, the crew was able to relax and prepare for her summer cruise.

01 May to 31 May

It would not be long before GUARDIAN got underway for CARAT 99. After a strenuous training cycle, the crew relaxed and was rewarded with 2 weeks of duty section only days in which they were spend time with friends and family and made sure all personal issues were taken care of before getting underway for the cruise. On 14 May, GUARDIAN was underway for her first port visit of Tokushima, Japan. This was the first visit to Tokushima since the end of World War II, and GUARDIAN's crew served as exemplary ambassadors. GUARDIAN then left for Okinawa, Japan.

01 June to 30 June

The month of June was both good and bad for the GUARDIAN crew. GUARDIAN suffered an Engineering casualty to 2 of 3 diesel generators, but due to the training provided during the training cycle, the crew was able to effect repairs and maintain electrical power throughout the ship. GUARDIAN then spent 18 days in Singapore to effect repairs on the engines. The crew enjoyed all the sights and luxuries that Singapore had to offer and was ready to get underway for Lumut, Malaysia on 26 June and arrived on 28 June.

01 July to 31 July

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During the first week of July, GUARDIAN prepared to participate in CARAT 99 exercises. The CARAT 99 exercises consisted of operating with the Royal Malaysian Navy, Australian EOD, as well as other USN ships conducting minesweeping and minehunting exercises. GUARDIAN along with PATRIOT was responsible for clearing pre-determined sea-lanes of mines using mechanical, acoustic, and influence minesweeping techniques. During the exercise, an Australian EOD Detachment was onboard to facilitate with mine detection and disposal. While conducting minesweeping operations in a crowded operation area, GUARDIAN suffered a casualty to its mechanical sweep as the sweep wire caught the anchor of an anchored Malaysian Minesweeper. The First Lieutenant and Deck Department was able to make necessary repairs, and GUARDIAN was able to complete her mission. With CARAT 99 behind her, GUARDIAN fulfilled her role as American ambassadors by promoting closer cooperation with the Royal Malaysian Navy and Australian EOD and develop a better understanding of limits and capabilities of both navies. After the exercise was over, GUARDIAN continued the summer cruise with a trip back to Singapore. GUARDIAN left Malaysia on 11 July and arrived in Singapore on 13 July. While in Singapore, GUARDIAN participated in minesweeping exercises with the Royal Singapore Navy. In order to promote closer ties and develop a better understanding of how both navies operate, a Singapore Naval Officer was onboard to observe and act as a liaison. Upon completion of the exercise, the crew once more enjoyed Singapore for a few more days before leaving for her last foreign port, Sattahip, Thailand. COMCMRON ONE was onboard for both exercises. GUARDIAN was underway on 25 July and arrived on 28 July. But on the morning of getting underway, GUARDIAN suffered an engineering casualty: an electrical fire in the Auxiliary Machinery Space. With the prospect of going to Thailand in jeopardy, the crew handled the casualty with expertise.

01 August to 31 August

The crew was extremely happy to be able to finish the summer deployment with an exercise with the Royal Thai Navy. After arriving in late July, GUARDIAN coordinating with PATRIOT and Royal Thai Navy conducted the last exercise of the cruise. Like the other exercises of the deployment, both navies developed a better understanding of each other's capabilities and limitations in addition to developing closer ties with each other. COMCMRON ONE was present during this exercise. After completing the exercise, GUARDIAN stood-down to duty sections only. The crew was able to enjoy the last couple of days in Thailand by visiting historical locations, volunteering in orphanages, taking advantage of the discounts Thailand had to offer, and participating in the active nightlife Pattaya Beach had to offer. But all good things must come to an end, and GUARDIAN left on 10 August. The long trip back involved an underway replenishment in which the crew was able to again exercise seamanship skills and a brief friendly encounter with the Taiwanese Navy. After a brief in Okinawa for refueling and replenishment of supplies, GUARDIAN got underway for its last leg of the trip back to Sasebo. The ship arrived in Sasebo on 23 August. The crew was in for another treat: duty sections increased to 5 as a result of arduous training and a two-week

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stand-down in which the crew was able to get themselves reacquainted with their friends and families.

01 September to 30 September

The GUARDIAN crew was still enjoying the 2-week stand-down after returning from summer deployment in the beginning of September. After the two weeks of stand-down though, everyone was ready to get back to work. On the agenda was repairing and maintaining equipment such as the Bow Thruster, Reverse Osmosis unit, and RHIBs, that was inoperable or degraded due to the high operational tempo of the summer deployment. The Executive Officer, LCDR Bob Azevedo was relieved by the oncoming Executive Officer, LCDR David Nosal.

01 October to 31 October

The crew began the month by preparing the ship for EXERCISE FOAL EAGLE '99. The crew was looking forward to some good training and traveling, as they have been inport for almost 2 months. A smooth departure, however, was elusive as remote control of the main spaces was lost due to failure of the main power amplifiers in the machinery control console. But with ingenuity and perseverance of her Engineering Department, GUARDIAN was able to leave and complete it's mission. This was not the last problem she faced. During the exercise, countless 24-volt grounds threatened GUARDIAN's capability to continue with the exercise. The Electrician's Mates onboard, however, were the main players in isolating and rectifying the grounds. They spent countless hours trouble-shooting and isolating resulting in two Electrician's Mates being awarded the Navy/Marine Corp Achievement Medal on the spot for their valiant efforts.

01 November to 30 November

GUARDIAN returned from EXERCISE FOAL EAGLE '99 on 03 November. After being away from friends and family, the crew was happy to be back in Sasebo. What the crew was really happy about was the inport duty sections being increased from five to eight duty sections! Although making the eight duty sections a possibility took some ingenuity of the Engineering Department, this resulted in a substantial increase in the quality of life for the sailors. GUARDIAN set the example for the rest of the ships in Sasebo, Japan on what can be done for improving the quality of life for our sailors. Although GUARDIAN sailors did not have to stand duty for seven days, their duty days did place emphasis on maintaining their damage control skills and knowledge at a high level by training and conducting numerous drills.

01 December to 31 December

GUARDIAN spent the last month of the century continuing routine maintenance and ship's upkeep. There were some eventful days like Damage Control Stand-down and

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Safety Stand-down. During Damage Control Stand-down, the whole crew spent the day learning how to use the portable CO2 bottle to put out a fire, the Portable Exothermic Cutting Unit, proper use of the P-100 pump, emergency egress, emergency first aid, and proper donning of the Emergency Escape Breathing Device. During Safety-Stand-down the crew learned about potential hazards they could face during the holiday season. And when the holidays did finally arrive, the duty sections were reduced down to four duty sections to maintain the fire parties and security force. At midnight, the youngest and the oldest sailor rang the bell to celebrate the beginning of the new century.



A. L. WOODS