



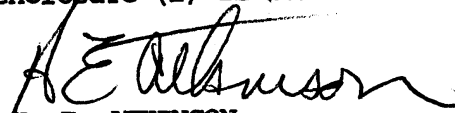
DEPARTMENT OF THE NAVY

USS BOONE (FFG-28)
FPO MIAMI, FL 34093-1484

5750
FFG28-XO
29 Aug 86

From: Commanding Officer, USS BOONE (FFG-28)
To: Chief of Naval Operations, (OP-05D2), Washington, DC 20350
Subj: COMMAND HISTORY FOR 1 JANUARY 1985 THROUGH 31 DECEMBER 1985
Ref: (a) OPNAVINST 5720.12C
Encl: (1) Command History for 1985

1. In accordance with reference (a), enclosure (1) is forwarded.


H. E. ATKINSON

Copy to:
Director of Naval History
Code: OP-09BH
Washington Navy Yard
Washington, DC 20374

USS BOONE (FFG-28) COMMAND HISTORY 1985

1985 was a transition year for BOONE. From a beginning; with personnel shortages, which predicated equipment and logistics malfunctions; to an end which found BOONE being one of the top FFG's in the U. S. Atlantic Fleet, BOONE became a highly responsible and effective unit. This was done despite an arduous schedule and some unfortunate material casualties.

All of January found BOONE inport, Mayport, in a restricted availability for extensive repairs to the Ship's Service Diesel Generators. The restricted availability was followed by a Gas Turbine Mobile Team Training inspection, and an Immediate Unit Commander's Inspection (Commander, Destroyer Squadron EIGHT). These inspections yielded mixed results providing bench marks for the further improvement which was to come.

February was a busy month for BOONE. Following a Food Service Assistance Team Visit, she got underway for Charleston, SC on 25 February to offload ammunition prior to going into her first scheduled Selected Restricted Availability (SRA) which would be held in Mayport.

Upon returning to Mayport, BOONE entered SRA I at Mayport Naval Station. The primary contractor was Jacksonville Shipyard, Inc. From 1 March to 28 May BOONE was "in the yards". On 28 May BOONE got underway once again for Charleston to reload her ammo. She returned on 31 May.

The first week of June, BOONE underwent inspection by the Mobile Training Team, and also conducted a Training Readiness Evaluation. On 19 June, she had a Departure Material Status Review. On 21 June, BOONE departed homeport for Guantanamo Bay, Cuba for Refresher Training. While in Guantanamo Bay, BOONE had her deployment date, originally scheduled for February 1986, pushed forward to October 1985. This was done because the ship originally scheduled for deployment in October was unable to meet the commitment. Following BOONE's return from Guantanamo Bay on 12 August she underwent an Operational Propulsion Plant Examination, a Combat Systems Readiness Review, a Supply Management Inspection, a Comsec Material System Inspection and an Ammunition Handling inspection. The results of these inspections were again mixed but enabled BOONE to deploy on 7 October fully ready to meet the rigors of a Middle East deployment.

BOONE left homeport determined to return home in tip-top shape. Enroute BOONE refueled from the USS DETROIT (AOR-4) in 15 foot seas during her transatlantic voyage. Also the ship's SPS-49 Radar antenna experienced a catastrophic casualty. A new antenna was flown from the United States to Rota, Spain where BOONE was scheduled to stop for fuel enroute to the Persian Gulf.

Enclosure (1)

This antenna was mounted, tested, and the casualty corrected entirely by the ship's force within a twenty-four hour period. This job is normally accomplished by Depot Level Repair, but BOONE met the challenge and the commitment. BOONE departed Rota Spain on time, fully operationally ready.

BOONE transitted the Suez Canal on 28 October 1985 and joined the Middle East Force on 5 November 1985. BOONE entered the Middle East Force with growing confidence and over the next four months developed an enviable record there. During this time the ship also experienced a large crew turnover. The last of the plank owners were leaving and a new crew with fresh ideas was arriving.

This new crew brought with it new energy. A new sense of traditional naval pride was emerging. Morale was improving daily. BOONE was being re-born.

Except for a few days inport at Bahrain, the months of November and December were spent almost entirely at sea patrolling various assigned sections of the Persian Gulf. Festive meals to celebrate Thanksgiving, Christmas, and New Year's Eve were served to help alleviate the pain of being 12,000 miles from home during the holidays. Santa came to visit on Christmas morning. He brought many smiles as he delivered over 1800 pounds of mail.

The last official event of 1985 for BOONE was a New Year's Eve party at sea. The crew had worked hard to turn BOONE into a ship worthy of her motto: "World's Finest Frigate". At 2400, eight bells tolled to officially ring out a year that would be remembered as the year BOONE matured into a ready unit.