



DEPARTMENT OF THE NAVY

USS DUBUQUE (LPD-8)
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From: Commanding Officer, USS DUBUQUE (LPD 8)
To: Director of Naval History (OP 09BH), Washington Navy Yard,
Washington, D.C. 20374-0571

Subj: COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12D

Encl: (1) Command History for 1988
(2) Commanding Officer's Biography
(3) Commanding Officer's Photograph

1. In accordance with reference (a), enclosures (1) through (3) are submitted.


S. F. HALTER
By direction

Note: Missing pages covering
August-December of this report.

HISTORICAL NARRATION

THE FOLLOWING IS AN ACCOUNT OF THE SHIP'S HISTORY FOR USS DUBUQUE (LPD 8) DURING 1988. USS DUBUQUE IS A FORWARD DEPLOYED UNIT, OPERATING OUT OF SASEBO, JAPAN. WHILE OVERSEAS, THE SHIP SERVES AS PART OF AMERICA'S FRONT LINE OF DEFENSE.

USS DUBUQUE STARTED THE YEAR WITH A DEPENDENT'S CRUISE AFTER NEW YEARS DAY, TO PUSAN, REPUBLIC OF SOUTH KOREA. MOORING IN THE EVENING OF 02 JANUARY, THE DEPENDENTS AND SHIP'S FRIENDS FROM SASEBO WERE ABLE TO SHOP AND SIGHTSEE FOR FOUR DAYS. ON 06 JANUARY, THE SHIP RETURNED TO SASEBO. ARRIVING IN THE EVENING, THE DEPENDENTS WERE DEBARKED FROM THE SHIP USING THE LCU, THE SHIP REMAINED AT ANCHOR FOR THE EVENING AND THE NEXT TWO DAYS, THE CREW CONDUCTED AN AMMO OFFLOAD IN PREPARATION FOR SRA. THE SHIP RETURNED BACK TO BERTH SEVEN, INDIA BASIN, SASEBO THE MORNING OF 09 JANUARY AND COMMENCED THE REPAIR AVAILABILITY.

SRA-5 PROVED TO BE A MUCH NEEDED PERIOD FOR THE CREW TO SPEND TIME WITH THEIR FAMILIES AND FOR THE SHIP WHICH UNDERWENT NUMEROUS SCHEDULED REPAIRS AND ALTERATIONS. FOR THE BACHELORS AND ALL THE OTHER PHYSICAL FITNESS CONSCIOUS CREWMEMBERS, THE LONG INPORT PERIOD GAVE THEM OPPORTUNITY TO GET INTO BETTER SHAPE. BEING PHYSICALLY FIT WAS EMPHASIZED ESPECIALLY TO THOSE WHO DID NOT MEET THE MINIMUM NAVY PHYSICAL STANDARDS. A RIGOROUS WEIGHT TRAINING PROGRAM WAS ESTABLISHED AND PROMULGATED WHICH PROVED HIGHLY SUCCESSFUL IN RETURNING INDIVIDUALS TO PRESCRIBED STANDARDS. SEVERAL CREWMEMBERS PARTICIPATED IN COMMAND SPONSORED TOURNAMENTS SUCH AS BOWLING, RACQUETBALL, BASKETBALL, AND TENNIS WHILE OTHERS PARTICIPATED IN COMMAND ARRANGED SIGHTSEEING TOURS OF BEAUTIFUL SOUTHERN JAPAN, RICH IN HISTORY AND BLOOMING WITH EXPERTLY MADE HANDICRAFTS FOUND ONLY IN THIS PART OF THE WORLD. OTHERS ENROLLED IN COURSES OFFERED ON BASE. COURSES WERE ALSO OFFERED ON BOARD.

AS IN PREVIOUS SRA'S, MANY JOBS WERE UNDERTAKEN. CHIPPERS, GRINDERS AND HAMMERS COULD BE HEARD THROUGHOUT THE SHIP, TAKING OFF OLD PAINT. NEW COATS WERE THEN ADDED, GIVING SPACES A FRESH NEW LOOK. INSIDE THE MAIN ENGINEERING SPACES, LONG TERM REPAIR AND MAINTENANCE WORK WAS DONE. OVERHAULS, REFURBISHING, REPLACING AND GENERAL IMPROVEMENTS WERE BECOMING EVIDENT EVERYWHERE AS THE SRA PROGRESSED.

THE LONG INPORT PERIOD ALSO ENABLED THE CREW TO CONDUCT TRAINING. THE TRAINING WAS COMPREHENSIVE AND FILLED DUBUQUE'S EVERYDAY SCHEDULE. SHIPWIDE, DEPARTMENTAL, DIVISIONAL, REPAIR LOCKER WATCHSTATION AND GENERAL MILITARY TRAINING ENCOMPASSING ALL AREAS WERE EMPHASIZED.

THE FIRST WEEK OF MARCH WAS HECTIC AS THE END OF THE SRA PERIOD DREW NEAR. WITH SEVERAL DAYS LEFT PRIOR TO THE COMPLETION OF THE SRA, MOST EQUIPMENT OVERHAUL WERE IN THE FINAL STAGES. FINE TUNING AND TESTING OF ELECTRONICS WAS UNDERTAKEN. JOBS CONTRACTED BY SASEBO'S SHIP REPAIR FACILITY WERE COMPLETED AND INSPECTED.

ON 05 MARCH, DUBUQUE WELCOMED HER NEW EXECUTIVE OFFICER, LCDR S.F. HALTER.

TWO DAYS LATER, ON 07 MARCH, DUBUQUE REFUELED AND GOT UNDERWAY FOR SEA TRIALS CONCLUDING THE SRA PERIOD. ALL NEWLY REPAIRED AS WELL AS PREVIOUSLY IDLE EQUIPMENTS PERFORMED SATISFACTORILY AND THE SHIP RETURNED TO SASEBO TWO DAYS LATER.

ON 10 AND 11 MARCH, DUBUQUE BACKFILLED AMMUNITION AT ANCHORAGE, COMPLETING FINAL PREPARATIONS FOR THE LARGEST WESTPAC AMPHIBIOUS EXERCISE SINCE WORLD WAR TWO - TEAM SPIRIT 88.

SATURDAY, 12 MARCH, DUBUQUE LEFT HER HOMEPORT ENROUTE TO BUCKNER BAY OKINAWA ACCOMPANIED BY USS SAN BERNARDINO. DURING THE TRANSIT, DUBUQUE AS OTC CONDUCTED VARIOUS TRAINING EXERCISES SUCH AS GUNSHOTS, LEAPFROGS AND ENGINEERING CASUALTY CONTROL DRILLS. ON 14 MARCH, WHILE ANCHORED IN BUCKNER BAY, OKINAWA THE ONLOAD FOR TEAM SPIRIT 88 COMMENCED. DESPITE THE FRENZY INVOLVED WITH THE ONLOAD WHILE AT ANCHOR, DUBUQUE'S CREW MANAGED TO ACCOMPLISH THE EXERCISE IN A TIMELY FASHION INCLUDING GRANTING OF LIBERTY IN OKINAWA. DUBUQUE'S CREW AND EMBARKED MARINES ENJOYED THE WELL-PLANNED ENTERTAINMENT ARRANGED BY THE CLUBS OF WHITE BEACH OKINAWA.

UNDERWAY ON 17 MARCH ENROUTE POHANG, REPUBLIC OF SOUTH KOREA, DUBUQUE PARTICIPATED IN AN AGREESIVE OPPOSED TRANSIT BEFORE MOORING IN POHANG ON 23 MARCH FOR THE ADDITIONAL ONLOAD OF MARINES AND EQUIPMENTS. THE DAYS THAT FOLLOWED INVOLVED NUMEROUS ANCHORINGS AND UNDERWAY PERIODS CONSISTING OF FLIGHT OPERATIONS, UNREPS, BOAT WAVE CONTROL, AND ALL OTHER PHASES OF AMPHIBIOUS EXERCISES. AFTER A FULL DAY, DUBUQUE GOT UNDERWAY EACH EVENING, CONDUCTING ENGINEERING CASUALTY CONTROL DRILLS TILL DAWN.

WEDNESDAY, 30 MARCH, DUBUQUE CARRIED OUT AN UNREP WITH THE KOREAN SHIP CHONG BUK. ALTHOUGH THE EVENT WAS DISRUPTED DUE TO AN ENGINEERING CASUALTY ON THE CHONG BUK, THE SHIPHANDLING WAS IMPRESSIVE.

FOLLOWING A SUCCESSFUL AMPHIBIOUS EXERCISE WHERE DUBUQUE DEMONSTRATED THE CENTRAL CONTROL SHIP CONCEPT, ON 04 APRIL, THE SHIP VISITED PUSAN, SOUTH KOREA. THE CREW SPENT FOUR LIBERTY DAYS IN PUSAN SHOPPING AND TOURING THE THRIVING CITY. ON 08 APRIL, DUBUQUE GOT UNDERWAY FOR POHANG TO COMPLETE THE BACKLOAD OF MARINES AND THEIR EQUIPMENTS FROM TEAM SPIRIT. THE SHIP ARRIVED IN OKINAWA ON 14 APRIL FOR A SHORT OVERNIGHT STAY, TO OFFLOAD THE MARINES AND THEIR MATERIAL. WITH THE EXPEDITIOUS OFFLOAD, DUBUQUE GOT UNDERWAY ON APRIL 15 FOR SASEBO, JAPAN WITH THE WESTPAC ENGINEERING MTT (MOBILE TRAINING TEAM) ABOARD. THE TRIP BACK TO SASEBO CONSISTED OF SEVERAL ENGINEERING CASUALTY CONTROL DRILL PERIODS AS MONITORED BY THE INSPECTING TEAM. THE DUBUQUE ENGINEERS DISPLAYED THEIR EXPERTISE AND KNOWLEDGE OF THE ENGINEERING PLANT AND THE SHIP WAS READY FOR OPPE.

ON MONDAY, 18 APRIL, DUBUQUE IS ONCE AGAIN BACK IN SASEBO. THE LAST HALF OF APRIL WAS DEDICATED TO ANOTHER UPKEEP PERIOD, FINE TUNING THE ENGINEERING PLANT WHILE INPORT. ON 28 APRIL, DUBUQUE GOT UNDERWAY TO TEST PLANT OPERATION AND TO COMPLETE ONE LAST SET OF DRILLS, RETURNING TO SASEBO THE FOLLOWING DAY.

ON THE MORNING OF 30 APRIL, THE MAJOR TEST OF ENGINEERING READINESS FOR THE DUBUQUE ENGINEERS BEGAN. THE SHIP GOT UNDERWAY WITH REAR ADMIRAL RICHARDSON, COMMANDER NAVAL SURFACE GROUP WESTERN PACIFIC, PRESENT TO WITNESS THE OPRE. THE INTENSE PREPARATIONS BY THE WHOLE CREW PAID OFF WHEN ON 02 MAY, THE SUCCESSFUL COMPLETION OF OPRE WAS PASSED OVER THE I MC. DUBUQUE BECAME THE FIRST SHIP IN THE WESTERN PACIFIC TO PASS ON THE FIRST ATTEMPT. ALTHOUGH MUCH OF THE CREDIT CAN BE ATTRIBUTED TO THE ENGINEERING CREW, THE SHIP'S TEAM EFFORT WAS OBVIOUS. THE INSPECTORS AND THE VISITING ADMIRAL WERE VERY PLEASED WITH THE OUTCOME OF THE INSPECTION. THE DUBUQUE PULLED BACK INTO SASEBO THAT DAY TO START A WELL DESERVED LEAVE PERIOD, THOSE REMAINING ABOARD BEGAN TO PREPARE FOR WHAT WAS TO BECOME THE MOST SIGNIFICANT OPERATION OF 1988 FOR DUBUQUE; DEPLOYMENT TO THE PERSIAN GULF.

THE SHIP'S NUMEROUS TROOP SPACES WERE GIVEN PARTICULAR ATTENTION PREPARING THEM FOR THE MARINES EXPECTED TO EMBARK FOR THE SIX MONTH GULF DEPLOYMENT. SEVERAL SPACES ON BOARD WERE MODIFIED TO ACCOMMODATE THE NECESSARY ADDED EQUIPMENTS. ALTHOUGH LIMITATIONS IN POWER AND SPACE REQUIREMENTS POSED A PROBLEM, CAREFUL SCRUTINY OF THE SITUATION COUPLED WITH MINOR ALTERATIONS SOLVED THE DEFICIENCIES. GUN MOUNTS FOR 50 CALIBER AND 25 MM MACHINE GUNS WERE INSTALLED. PREPARATIONS TO COPE WITH THE HARSH, HOT ENVIRONMENT OF THE ARABIAN GULF REGION WERE TAKEN INTO CONSIDERATION BY ALL HANDS. THIS INCLUDED INSTALLATION OF ELECTRIC FANS, AIR CONDITIONERS, AND FILTERS FOR VENTILATION INTAKES.

ON MAY 26, THE UNDERWAY WHISTLE WAS AT LONG LAST BLOWN AGAIN, AS DUBUQUE DEPARTED ITS PIERSIDE BERTH IN INDIA BASIN FOR AMMUNITION ANCHORAGE IN SASEBO HARBOR. THE REST OF THE DAY AND INTO THE EVENING WAS SPENT UNLOADING THE SPECIAL AMMUNITION REQUIRED TO SUPPORT THIS UNUSUAL MISSION. ON 30 MAY, AFTER A SAFE AND SUCCESSFUL ONLOAD, DUBUQUE GOT UNDERWAY FOR BUCKNER BAY OKINAWA.

THE SHIP ARRIVED IN BUCKNER BAY ON 31 MAY AND BEGAN UNLOADING THE MARINES AND EQUIPMENTS OF CONTINGENCY MARINE AIR GROUND TASK FORCE (MAGTF) 3-88. INCLUDED IN THE FORCE WERE HANDPICKED UNITS FROM MARINE RECON, GROUND SUPPORT AND 8 HELICOPTERS. ON 01 JUNE, DUBUQUE, WITH ITS FLIGHT DECK OVERFLOWING GOT UNDERWAY FOR SUBIC BAY, REPUBLIC OF THE PHILIPPINES.

ENROUTE SUBIC, DUBUQUE WAS FORCED TO EVADE TYPHOON SUSAN WHICH COMPLICATED BUT DID NOT CEASE ON BOARD TRAINING. MOORING AT ALAVA PIER ON 04 JUNE, THE BRIEF LAYOVER WAS REQUIRED TO ONLOAD TWO REEFER VANS, INTENDED TO STORE PROVISIONS FOR MINESWEEPERS WHILE IN THE GULF. PRIOR PREPARATIONS TO RECEIVE THE VANS FACILITATED THE ONLOAD AND THE CREW WAS ABLE TO ENJOY AN EVENING IN SUBIC. THE FOLLOWING DAY, DUBUQUE GOT UNDERWAY AND ANCHORED JUST OUTSIDE SUBIC TO CONDUCT AN AMPHIBIOUS

RAID EXERCISE FOLLOWED BY A GUN SHOOT AT THE TABONES RANGE THE NEXT DAY, RETURNING TO ALAVA PIER THE FOLLOWING DAY. A LAST RESTFUL NIGHT WAS SPENT BY THE CREW IN SUBIC. ON 08 JUNE, DUBUQUE EMBARKED AN LCM-6 TO AUGMENT THE SHIP'S BOATS AND GOT UNDERWAY TO FULFILL HER COMMITMENT AND PLAY HER ROLE AS AN MSO MOTHERSHIP AND CONTINGENCY MARINE FORCE SUPPORT PLATFORM AS PART OF THE PEACE KEEPING FORCES IN THE UNSTABLE MIDDLE EAST REGION.

ENROUTE TO THE MIDDLE EAST ON 08 JUNE DUBUQUE'S AIR ELEMENT CONDUCTED FIRST TIME TESTS OF EMPLOYMENT OF "HELLFIRE" MISSILES AGAINST SHIPPING WHEN TWO AH-1W AIRCRAFT FIRED ON TARGET HULKS IN THE SOUTH CHINA SEA WITH COMPLETE SUCCESS.

ON JUNE 09, JOINED IN THE TRANSIT SOUTH TOWARDS THE EQUATOR BY THE USS KILAUEA, THE SHIP ENCOUNTERED A VIETNAMESE REFUGEE BOAT WITH ABOUT 50 - 70 PERSONS ONBOARD. THE DECISION WAS MADE BY DUBUQUE'S COMMANDING OFFICER NOT TO TAKE THE REFUGEES ABOARD AFTER ASSESSING THE CIRCUMSTANCES. INSTEAD, ASSISTANCE WAS RENDERED TO THE REFUGEES IN THE FORM OF WATER AND FOOD SUPPLIES INCLUDING LIMITED NAVIGATIONAL MATERIAL. THE DUBUQUE THEN PROCEEDED SOUTH TOWARDS THE EQUATOR WITH THE USS KILAUEA, CONDUCTING FOUR CONNECTED REPLENISHMENTS THE NEXT FOUR DAYS.

ON 11 JUNE, AT 0000 LATITUDE AND 106 24 LONGTITUDE, A WHOLE DAY OF CEREMONIES AND INITIATIONS WAS DEDICATED TO WELCOME THE 700 POLYWOGS ON BOARD TO KING NEPTUNE'S DOMAIN. FROM MID DAWN TO LATE AFTERNOON, EVERYONE ON THE SHIP WAS EITHER INVOLVED IN INITIATING THE NEW COMERS OR SHOULDERING THE INITIATION DUTIES. AFTER KING NEPTUNE HAD TRANSFORMED ALL WOGS INTO SHELLBACKS, THE DUBUQUE HEADED TOWARDS SINGAPORE ENROUTE THE ARABIAN GULF. THE LONG JOURNEY TO THE GULF PROVIDED MORE OPPORTUNITIES FOR THE CREW TO TRAIN IN DAMAGE CONTROL AND COMBAT CONTINGENCIES IN ANTICIPATION OF ANY INCIDENT THAT MAY OCCUR IN THE PERSIAN GULF.

THE INCHOP (CHANGE OF OPERATIONAL COMMAND) TO THE MIDDLE EAST FORCES COMMENCED ON 19 JUNE WHEN DUBUQUE REPORTED FOR DUTY WHILE TRANSITING THE GULF OF OMAN. ON 20 JUNE, AN UNREP WITH THE USS PONCHOTOULA WAS CONDUCTED. THE SHIP THEN TRANSITED THE STRAITS OF HORMUZ AND TWO DAYS LATER, ANCHORED AT SITRAH ANCHORAGE, BAHRAIN. A SHORTENED TURNOVER COMMENCED WITH THE USS TRENTON WHILE AT ANCHOR AND BY 1600 22 JUNE, DUBUQUE HAD ASSUMED HER MSO MOTHERSHIP RESPONSIBILITIES.

ON 25 JUNE, COMMANDER IN CHIEF CENTRAL COMMAND, GENERAL CRIST, USMC, ACCOMPANIED BY COMMANDER JOINT TASK FORCE MIDDLE EAST, REAR ADMIRAL LESS VISITED DUBUQUE. THE GENERAL EXPRESSED HIS EXPECTATIONS OF THE DUBUQUE IN ORDER TO ACCOMPLISH THE MISSION IN THE GULF.

DURING THE SHIP'S STAY IN THE GULF FROM JUNE TO NOVEMBER, DUBUQUE EXPERIENCED THE HARSH ENVIRONMENT IN THE AREA. WATER BECAME AN EXTREMELY VALUABLE COMMODITY AND DUBUQUE SHARED MUCH OF WHAT THE SHIP PRODUCED WITH THE MSO'S WHO CAME ALONGSIDE. HOWEVER, THE MAJORITY OF MOTHERSHIP DUTIES ENCOMPASSED A FULL RANGE OF SERVICES FROM FUEL, REPAIR PARTS, REPAIR SERVICES, ELECTRICAL POWER, AND EVEN ENTERTAINMENT. EVERY WEDNESDAY EVENING, A BINGO NIGHT WAS HELD ON

BOARD WITH PRIZES PROVIDED FROM WELFARE AND RECREATION FUNDS. THE EVENT INCLUDED ALL YOU CAN EAT PIZZAS AND ICE CREAM AND MSO CREWS WERE ALL WELCOMED. AT TIMES, DUBUQUE LAUNCHED HER BOATS TO SHUTTLE PERSONNEL EAGER TO JOIN THE PARTY FROM MSO'S ANCHORED NEARBY.

FLIGHT OPERATIONS WHILE IN THE GULF WERE A DAILY OCCURRENCE. WITH EIGHT EMBARKED HELICOPTERS PLUS THE ADDED VISITS OF THE LOGISTICS HELICOPTERS DESERT DUCK AND DUSTY DUCK DELIVERING CRUCIALLY NEEDED SUPPLIES AND TRANSFERRING PERSONNEL DAWN TO DUSK OPERATIONS WERE COMMONPLACE. ALSO, HELOS FROM OTHER SHIPS AND THE MOBILE SEA BARGES VISITED THE SHIP'S DECK. AS A RESULT, THE DUBUQUE FLIGHT DECK PERSONNEL SET A RECORD BREAKING NUMBER OF FLIGHT LAUNCHES AND RECOVERIES WHILE ON STATION. A TOTAL OF 4700 WERE RECORDED, PUSHING THE SHIP'S LIFETIME TOTAL TO OVER 20,000 ACCUMULATED HELO LAUNCHES AND RECOVERIES. MOST LPDS' AVERAGE 600 - 800 LANDINGS A YEAR AND DUBUQUE WAS ON A SIMILAR PACE UNTIL THIS DEPLOYMENT. IT SHOULD BE NOTED THAT NIGHT TIME RECORDS WERE ESTABLISHED AND INCLUDED THE NO LIGHT CONCEPT WHEREBY NIGHT VISION GOGGLES (NVG'S) WERE EMPLOYED BY ALL HANDS, AND A RECORD 30 EARNEST WILL CONVOY SUPPORT MISSIONS WERE FLOWN.

TO RELIEVE SOME OF THE CREW'S TENSIONS, STEEL BEACH PICNICS WERE CONDUCTED ON THE FLIGHT DECK ON A NUMBER OF WEEKENDS. THE COOKOUTS BEGAN AT NOON AND CONTINUED UNTIL SUNSET. ON SUCH OCCASIONS, THE SHIP'S BAND PLAYED AND MSO'S VISITED. IN ADDITION, MONTHLY SMOKERS BOXING MATCHES WERE HELD. THE CREW WATCHED AMATEUR BOXING WITH NAVY PERSONEL MATCHED WITH THEIR SAILOR COUNTERPARTS AND MARINES PAIRED AGAINST MARINES IN TWO MINUTE - THREE ROUND BOUTS. LIVE COVERAGE OF THESE BOUTS WHICH WERE HELD ON THE FLIGHT DECK WAS SHOWN ON CLOSED CIRCUIT TELEVISION. THUS, THOSE PERSONNEL ON WATCH WHO WERE NOT ABLE SEE THE MATCHES, VIEWED A REPLAY IN THE EVENING.

ON JULY 11, DUBUQUE WAS, FOR THE SECOND TIME OF THE YEAR, CHALLENGED ON HER ABILITIES TO CONDUCT AN UNREP AS A SUPPLY SHIP, THIS TIME WITH A UNITED STATES COMBAT SHIP. SHE PROVIDED FUEL TO THE USS NICHOLAS VIA A CLOSE IN REFUELING RIG USING THE BOAT AND AIRCRAFT (B&A) CRANE. THE EVOLUTION WAS DONE SAFELY AND EXPEDITIOUSLY.

ON 18 JULY, DUBUQUE WAS VISITED BY THE HONORABLE CONGRESSMAN DICKERSON FROM ALABAMA. DUBUQUE DISPLAYED HER FULL COMBAT CAPABILITIES TO THE VISITING CONGRESSMAN.

ON 23 JULY, THE SECRETARY OF THE NAVY, MR. WILLIAM H. BALL III, WAS FLOWN IN BY THE DESERT DUCK, TO WITNESS ANOTHER DISPLAY OF EMBARKED MARINE COMBAT ASSETS AS WELL AS THE DEFENSIVE CAPABILITIES OF THE DUBUQUE. TWO DAYS LATER AFTER THE SECNAV'S VISIT, THE SHIP MOORED IN BAHRAIN FOR A THREE DAY LIBERTY PERIOD. WHILE INPORT, THE AMERICAN AMBASSADOR TO BAHRAIN VISITED DUBUQUE TO FAMILIARIZE HIMSELF WITH DUBUQUE'S OPERATIONS AND ATTEND A DOD SHOW HELD ON THE FLIGHT DECK. AN NBC NEWS CREW HEADED BY CHIEF PENTAGON CORRESPONDENT FRED FRANCIS FILMED THE UNIQUE MISSION CARRIED OUT BY DUBUQUE ALSO ON 28 JULY. THE DAYS THAT FOLLOWED ESTABLISHED THE PATTERN EXPERIENCED THE REMAINDER OF THE DEPLOYMENT, CONSISTING OF LOCAL AND MSO SUPPORT OPERATIONS INVOLVING A SERIES OF UNDERWAY AND ANCHORING EVOLUTIONS. LEAPFROG EXERCISES WITH THE USS CORONADO WERE CODUCTED ON 10 AUGUST AND ON 11 AUGUST, DUBUQUE CONDUCTED AN UNREP WITH THE USS NIAGRA