



DEPARTMENT OF THE NAVY
USS INGRAHAM (FFG-61)
FPO AP 96668-1515

Rec'd 5/8/97

5750
FFG-61/Ser 072
26 MAR 97

From: Commanding Officer, USS INGRAHAM (FFG-61)
To: Director of Naval History (NO9BH) Washington Navy
Yard, 901 M. Street, SE, Washington, DC 20374-5060

Subj: USS INGRAHAM (FFG-61) COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) USS INGRAHAM (FFG-61) Command History for 1996

1. Per reference (a), enclosure (1) is submitted.


G. J. FULLERTON

USS INGRAHAM began 1996 with a drydocking selective restricted availability (DSRA), or maintenance period, at Cascade General Shipyard in Portland, OR. The choice of Cascade over Todd shipyard in Seattle was made late in 1995. INGRAHAM had recently returned from a six month deployment to the Persian Gulf in October of 1995. As a result, INGRAHAM had the highest OPTEMPO (operational tempo, the percentage of time spent out of home port) of any ship in the Pacific Fleet.

While drydocked in Portland, the officers and crew were put up in a Travel Lodge motel on Sandy Blvd, near Portland International Airport. In an attempt to improve the crew's quality of life, the command requested two important concessions, namely refrigerators in each room and four day work weeks with busses taking the crew home on Thursday afternoon and returning Sunday night. Enlisted personnel were berthed two to a room, chief petty officers and officers individually.

The DSRA accomplished extensive work on the hull, propeller, decking, and some combat systems. Crewmembers from Combat Systems and Operations departments formed "Tiger Teams" to assist Engineering Department in cleaning and refurbishing the main engineering spaces. Due to drydocking, the ship was uninhabitable, and the duty sections remained on a barge docked just astern of the ship, maintaining only a quarterdeck watch. The duty section was challenged during February, when a combination of flooding and ice storms stranded crewmembers on liberty and almost set the drydock adrift. The cold and rainy weather also caused significant delays in repainting the hull, as this could only proceed on dry days. There were no deaths, though one shipyard worker was injured when he was electrocuted by a live circuit.

In addition to normal yard work, INGRAHAM established a program to combat ship board corrosion by using thermoplastic coatings. To support this, the ship procured a sand-blaster, dipping tank, and oven to prepare, coat, and bake small items such as machine gun mounts, valve handwheels, and stanchions. Ultimately, this represented a significant savings in man hours previously devoted to chipping and painting to prevent corrosion. The Naval Sea Systems Command (NAVSEA) has since officially implemented the use of thermoplastic coatings for corrosion control, largely due to INGRAHAM's vociferous support and extensive self-help program.

After DSRA, INGRAHAM began the work-up and training cycle in preparation for her Persian Gulf deployment February, 1997. The training consisted of a Commander's Assessment of Readiness and Training (CART II), three phases of Tailored Ship's Training Availability (TSTA I-III), and a Final Evaluation Process (FEP). In addition, engineering completed a Light Off Assessment (LOA) and Engineering Certification (ECERT) to certify the plant as ready for unrestricted operations.

While the ultimate deciding authority for a ship's readiness for deployment rests with her immediate superior, in this case Commander, Destroyer Squadron NINE (COMDESRON NINE), training was conducted by Afloat Training Group, Pacific (ATGPAC), which flew assessors up from San Diego to observe ship's company during drills. The TSTA process differed from previous Refresher Training (REFTRA) in that the emphasis was placed on evaluating a ship's ability to train itself by conducting realistic drills and scenarios. INGRAHAM scheduled Coast Guard instructors to train boarding teams from INGRAHAM, PAUL F. FOSTER, and HMCS REGINA, all of whom are scheduled to deploy together in early 1997 as members of the Middle East Force (MEF) who will enforce United Nations sanctions against Iraq.

Also during the workup cycle, engineering prepared for strenuous drills and material condition checks received during ECERT, while supply department was nominated for the Ney Award as a result of a highly successful Logistics Management Assessment (LMA) in late 1995. In September, the ship completed ECERT with high praises from the senior Propulsion Examining Board (PEB) members.

In August, Commander George Jeffrey Fullerton relieved Commander Peter Randall Daspit as Commanding Officer. Lieutenant Commander David Matawitz had relieved Commander Jonathan Sharpe as Executive Officer in February. Three of the four department heads turned over during the summer of 1996. This was typical of most ships, which experience a high turnover rate after deployment and during the work-up cycle.

Interspersed with the training cycle, INGRAHAM visited various ports for liberty, including Portland, OR during the Rose Festival, Bellingham, WA for the Ski to Sea race, Kodiak, AK for the 4th of July, and Victoria, BC to visit our Canadian sister frigate HMCS REGINA. During the Bellingham port visit, a team from INGRAHAM participated in the Ski to Sea race, a seven leg relay race from the slopes of Mt. Baker to Bellingham harbor, and including cross country skiing, downhill skiing, running, road biking, canoeing, mountain biking, and sea kayak legs. While the team did not place, they did finish in the top half.

INGRAHAM completed her training cycle with flying colors. Comments from ATGPAC assessors included the following: "The best USW and Harpoon watch teams I have ever seen," and the "The Total Ship's Survivability Exercise (TSSE, the culminating drill of FEP) was the most difficult ever successfully run by a Guided Missile Frigate (FFG) in the Pacific Fleet." In addition, COMDESRON NINE was greatly impressed by INGRAHAM's navigation teams, giving them a grade of "Satisfactory" on their navigation check-ride, along with personal compliments. After the high OPTEMPO of TSTA and FEP, INGRAHAM settled down for a well-deserved stand-down period over the winter holidays, before deploying to the Persian Gulf in February 1997.

Command Composition and Organization (USS INGRAHAM FFG-61)

Commanding Officer CDR George Jeffrey Fullerton
Executive Officer LCDR David Matawitz

Combat Systems Officer LT [REDACTED]
Ordnance Officer LTJG [REDACTED]
Anti-Submarine Warfare Officer STGCS [REDACTED]
Combat Information Center Officer LTJG [REDACTED]
Systems Test Officer LTJG [REDACTED]
Electronics Repair Officer ETC [REDACTED]

Chief Engineer LT [REDACTED]
Auxiliaries Officer LT [REDACTED]
Damage Control Officer ENS [REDACTED]
Main Propulsion Assistant LTJG [REDACTED]
Ship's Material Maint. Officer LTJG [REDACTED]

Operations Officer LT [REDACTED]
Communications Officer ENS [REDACTED]
Navigator LTJG [REDACTED]
First Lieutenant ENS [REDACTED]

Supply Officer LT [REDACTED]
Disbursing Officer LTJG [REDACTED]

USS INGRAHAM (FFG-61) Chronology for 1996

SOH: STRAITS OF HORMUZ
ECERT: ENGINEERING CERTIFICATION
STT: SEAMANSHIP TRAINING TEAM DRILLS
DCTT: DAMAGE CONTROL TRAINING TEAM DRILLS
ECTT: ENGINEERING CASUALTY TRAINING TEAM
GQ: GENERAL QUARTERS
MODLOC: CIRCULAR PATROL AREA
IPT: INPORT
U/W: UNDERWAY
TSTA: TAILORED SHIP TRAINING AVAILABILITY
FEP: FINAL EVALUATION PROCESS, END OF THE TRAINING CYCLE
OPAREA "WG": WNW OF VANCOUVER, CANADA - EAST OF NANOOSE HARBOR
HEIN BANK: OPAREA LOCATED ESE OF VICTORIA ON U.S. SIDE OF BORDER

JANUARY

1 IPT: EVERETT STANDOWN
2 IPT: EVERETT STANDOWN
3 U/W: FROM EVERETT TO NEPAC
4 U/W: NEPAC TO ASTORIA, OR
5 U/W: FROM ASTORIA, OR TO PORTLAND, OR; ARRIVE PORTLAND, OR.
AT CASCADE GENERAL, SWAN ISLAND
6 IPT: PORTLAND; MOVE-IN BERTHING BARGE
7 IPT: PORTLAND
8 IPT: PORTLAND; COMMENCE SRA 96; MOVE-IN TRAVELODGE AT I-205
& SANDY BLVD
9 IPT: PORTLAND
10 IPT: PORTLAND; DRYDOCKING
11 DRYDOCK: PORTLAND
12 DRYDOCK: PORTLAND
13 DRYDOCK: PORTLAND
14 DRYDOCK: PORTLAND
15 DRYDOCK: PORTLAND
16 DRYDOCK: PORTLAND
17 DRYDOCK: PORTLAND
18 DRYDOCK: PORTLAND
19 DRYDOCK: PORTLAND
20 DRYDOCK: PORTLAND
21 DRYDOCK: PORTLAND
22 DRYDOCK: PORTLAND
23 DRYDOCK: PORTLAND
24 DRYDOCK: PORTLAND
25 DRYDOCK: PORTLAND
26 DRYDOCK: PORTLAND
27 DRYDOCK: PORTLAND
28 DRYDOCK: PORTLAND
29 DRYDOCK: PORTLAND
30 DRYDOCK: PORTLAND
31 DRYDOCK: PORTLAND

FEBRUARY

- 1 DRYDOCK: PORTLAND
- 2 DRYDOCK: PORTLAND
- 3 DRYDOCK: PORTLAND
- 4 DRYDOCK: PORTLAND
- 5 DRYDOCK: PORTLAND
- 6 DRYDOCK: PORTLAND
- 7 DRYDOCK: PORTLAND; COMDESRON NINE VISITS
- 8 DRYDOCK: PORTLAND; HEAVY LOCAL FLOODING IN WILLAMETTE AND COLUMBIA
- 9 DRYDOCK: PORTLAND; FLOODING SPREADS THROUGH SW WASHINGTON; I-5, I-84, AND MULTIPLE STATE ROUTES CLOSED DUE TO FLOODING AND MUD SLIDES; LOSS OF PHONE SERVICE AND HOT WATER ON BARGE
- 10 DRYDOCK: PORTLAND; RAIN STOPS
- 11 DRYDOCK: PORTLAND; I-5, I-84 REOPEN; MULTIPLE COUNTIES IN WASHINGTON AND OREGON DECLARED DISASTER AREAS
- 12 DRYDOCK: PORTLAND
- 13 DRYDOCK: PORTLAND
- 14 DRYDOCK: PORTLAND; RADM CENTER VISITS
- 15 DRYDOCK: PORTLAND
- 16 DRYDOCK: PORTLAND
- 17 DRYDOCK: PORTLAND
- 18 DRYDOCK: PORTLAND
- 19 DRYDOCK: PORTLAND
- 20 DRYDOCK: PORTLAND
- 21 DRYDOCK: PORTLAND
- 22 DRYDOCK: PORTLAND
- 23 DRYDOCK: PORTLAND
- 24 DRYDOCK: PORTLAND
- 25 DRYDOCK: PORTLAND
- 26 DRYDOCK: PORTLAND
- 27 DRYDOCK: PORTLAND
- 28 DRYDOCK: PORTLAND
- 29 DRYDOCK: PORTLAND

MARCH

1 DRYDOCK: PORTLAND
2 DRYDOCK: PORTLAND
3 DRYDOCK: PORTLAND
4 DRYDOCK: PORTLAND
5 DRYDOCK: PORTLAND
6 DRYDOCK: PORTLAND
7 DRYDOCK: PORTLAND; FLOATED
8 IPT: PORTLAND
9 IPT: PORTLAND
10 IPT: PORTLAND
11 IPT: PORTLAND
12 IPT: PORTLAND
13 IPT: PORTLAND
14 IPT: PORTLAND
15 IPT: PORTLAND
16 IPT: PORTLAND
17 IPT: PORTLAND
18 IPT: PORTLAND
19 IPT: PORTLAND
20 IPT: PORTLAND
21 IPT: PORTLAND
22 IPT: PORTLAND
23 IPT: PORTLAND
24 IPT: PORTLAND
25 IPT: PORTLAND
26 IPT: PORTLAND
27 IPT: PORTLAND
28 IPT: PORTLAND
29 IPT: PORTLAND
30 IPT: PORTLAND
31 IPT: PORTLAND

April

1 IPT: PORTLAND
2 IPT: PORTLAND
3 IPT: PORTLAND
4 IPT: PORTLAND
5 IPT: PORTLAND
6 IPT: PORTLAND
7 IPT: PORTLAND
8 IPT: PORTLAND
9 IPT: PORTLAND
10 IPT: PORTLAND
11 U/W: PORTLAND TO EVERETT
12 U/W: PORTLAND TO EVERETT
13 U/W: PORTLAND TO EVERETT, ARRIVE EVERETT
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 IPT: EVERETT
19 IPT: EVERETT
20 IPT: EVERETT
21 IPT: EVERETT
22 IPT: EVERETT
23 IPT: EVERETT
24 IPT: EVERETT
25 IPT: EVERETT
26 IPT: EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT

May

1 IPT: EVERETT
2 IPT: EVERETT
3 IPT: EVERETT
4 IPT: EVERETT
5 IPT: EVERETT
6 U/W: EVERETT TO INDIAN ISLAND FOR AMMO ONLOAD, ARRIVE INDIAN ISLAND
7 U/W: INDIAN ISLAND TO NEPAC
8 U/W: NEPAC TO HEIN BANK, ANCHORED 48 16.9N, 123 15.8W
9 U/W: HEIN BANK TO MANCHESTER FOR FUELING, U/W MANCHESTER TO INDIAN ISLAND, ARRIVE INDIAN ISLAND
10 U/W: INDIAN ISLAND TO EVERETT, ARRIVE EVERETT
11 IPT: EVERETT
12 IPT: EVERETT
13 IPT: EVERETT, ADM JOSE DE FREITAS RIBEIRO PACHECO, CHIEF OF NAVAL OPERATIONS, PORTUGUESE NAVY, ONBOARD ACCOMPANIED BY RADM HERRERA, USN
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 IPT: EVERETT
19 IPT: EVERETT
20 IPT: EVERETT
21 IPT: EVERETT
22 IPT: EVERETT, VADM VIKTOR PATRUSHEV, DEPUTY CHIEF OF STAFF, RUSSIAN FEDERATION NAVY, ONBOARD ACCOMPANIED BY RADM WRIGHT, USN
23 IPT: EVERETT
24 U/W: EVERETT TO BELLINGHAM FOR SKI TO SEA RACE, ARRIVE BELLINGHAM
25 IPT: BELLINGHAM
26 IPT: BELLINGHAM
27 IPT: BELLINGHAM
28 U/W: BELLINGHAM TO EVERETT, ARRIVE EVERETT
29 IPT: EVERETT
30 IPT: EVERETT

June

1 IPT: EVERETT
2 IPT: EVERETT
3 U/W: EVERETT TO LONGVIEW, WA
4 U/W: EVERETT TO LONGVIEW, WA, ARRIVE LONGVIEW
5 U/W: LONGVIEW, WA TO PORTLAND, OR FOR THE ROSE FESTIVAL,
ARRIVE PORTLAND, OR
6 IPT: PORTLAND
7 IPT: PORTLAND
8 IPT: PORTLAND
9 IPT: PORTLAND
10 U/W: PORTLAND TO LONGVIEW, ARRIVE LONGVIEW, U/W LONGVIEW TO
EVERETT
11 U/W: LONGVIEW TO EVERETT, ARRIVE EVERETT
12 IPT: EVERETT
13 IPT: EVERETT
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 U/W: EVERETT TO MANCHESTER FOR FUELING, ARRIVE MANCHESTER,
U/W MANCHESTER TO HEIN BANK
18 U/W: HEIN BANK
19 U/W: HEIN BANK
20 U/W: HEIN BANK TO EVERETT, ARRIVE EVERETT
21 IPT: EVERETT
22 IPT: EVERETT
23 IPT: EVERETT
24 U/W: EVERETT TO INDIAN ISLAND, ARRIVE INDIAN ISLAND, U/W
INDIAN ISLAND TO HEIN BANK
25 U/W: HEIN BANK
26 U/W: HEIN BANK
27 U/W: HEIN BANK TO MANCHESTER FOR FUELING, ARRIVE MANCHESTER,
U/W MANCHESTER TO EVERETT, ARRIVE EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT

July

1 U/W: EVERETT TO KODIAK, AK
2 U/W: EVERETT TO KODIAK, AK
3 U/W: EVERETT TO KODIAK, AK; ARRIVE KODIAK
4 IPT: KODIAK, AK
5 IPT: KODIAK, AK
6 IPT: KODIAK, AK;
7 U/W: KODIAK, AK TO EVERETT
8 U/W: KODIAK, AK TO EVERETT
9 U/W: KODIAK, AK TO EVERETT; ARRIVE EVERETT
10 IPT: EVERETT
11 IPT: EVERETT
12 IPT: EVERETT
13 IPT: EVERETT
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 IPT: EVERETT
19 IPT: EVERETT
20 IPT: EVERETT
21 IPT: EVERETT
22 IPT: EVERETT
23 IPT: EVERETT
24 IPT: EVERETT
25 IPT: EVERETT
26 IPT: EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT
31 IPT: EVERETT; SHIFTED BERTHS DUE TO ARRIVAL OF USS
CONSTELLATION

August

1 IPT: EVERETT
2 IPT: EVERETT
3 IPT: EVERETT
4 IPT: EVERETT
5 U/W: EVERETT TO HEIN BANK
6 U/W: HEIN BANK
7 U/W: HEIN BANK
8 U/W: HEIN BANK TO EVERETT; ARRIVE EVERETT
9 IPT: EVERETT; CDR G. J. FULLERTON PROPERLY RELIEVED CDR P.R.
DASPIT AS COMMANDING OFFICER, USS INGRAHAM
10 IPT: EVERETT
11 IPT: EVERETT
12 U/W: EVERETT TO NANOOSE FOR TORPEDO EXERCISE
13 U/W: EVERETT TO NANOOSE; ARRIVE NANOOSE; ANCHORED NANOOSE
14 U/W: GEORGIA STRAIT; FIRED FOUR MK46 EXERCISE TORPEDOS
15 U/W: NANOOSE TO EVERETT; ARRIVE EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 IPT: EVERETT
19 U/W: EVERETT TO MANCHESTER FOR FUELING, U/W MANCHESTER TO
NEPAC
20 U/W: NEPAC
21 U/W: NEPAC TO PORT ANGELES FOR MEDEVAC OF CREW MEMBER
22 U/W: NEPAC TO HEIN BANK
23 U/W: HEIN BANK TO EVERETT; ARRIVE EVERETT
24 IPT: EVERETT
25 IPT: EVERETT
26 IPT: EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT
31 IPT: EVERETT

September

1 IPT: EVERETT
2 IPT: EVERETT
3 IPT: EVERETT
4 IPT: EVERETT
5 IPT: EVERETT
6 IPT: EVERETT
7 IPT: EVERETT
8 IPT: EVERETT
9 IPT: EVERETT
10 IPT: EVERETT
11 IPT: EVERETT
12 IPT: EVERETT
13 U/W: EVERETT TO HEIN BANK
14 U/W: HEIN BANK
15 U/W: HEIN BANK
16 U/W: HEIN BANK
17 U/W: HEIN BANK; TRANSIT TO EVERETT; ARRIVE EVERETT
18 IPT: EVERETT
19 U/W: EVERETT TO HEIN BANK FOR ECERT
20 U/W: HEIN BANK; TRANSIT TO EVERETT; ARRIVE EVERETT
21 IPT: EVERETT
22 IPT: EVERETT
23 IPT: EVERETT
24 U/W: EVERETT TO NEPAC
25 U/W: NEPAC; COMMITTED SIX CREMANS TO THE DEEP AT 47 01.3N,
125 02.4W
26 U/W: NEPAC; TRANSIT TO EVERETT; ARRIVE EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT

October

1 IPT: EVERETT
2 IPT: EVERETT
3 IPT: EVERETT
4 IPT: EVERETT
5 IPT: EVERETT
6 IPT: EVERETT
7 IPT: EVERETT
8 IPT: EVERETT
9 IPT: EVERETT
10 IPT: EVERETT
11 IPT: EVERETT
12 IPT: EVERETT
13 IPT: EVERETT
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 IPT: EVERETT
19 IPT: EVERETT
20 IPT: EVERETT
21 U/W: EVERETT TO HEIN BANK
22 U/W: HEIN BANK
23 U/W: HEIN BANK
24 U/W: HEIN BANK
25 U/W: HEIN BANK TO EVERETT; ARRIVE EVERETT
26 IPT: EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT
31 IPT: EVERETT

November

1 IPT: EVERETT
2 IPT: EVERETT
3 IPT: EVERETT
4 U/W: EVERETT TO NEPAC FOR FEP
5 U/W: NEPAC
6 U/W: NEPAC TO HEIN BANK, U/W HEIN BANK TO EVERETT
7 IPT: EVERETT
8 IPT: EVERETT
9 IPT: EVERETT
10 IPT: EVERETT
11 IPT: EVERETT
12 IPT: EVERETT
13 IPT: EVERETT
14 IPT: EVERETT
15 IPT: EVERETT
16 IPT: EVERETT
17 IPT: EVERETT
18 U/W: EVERETT TO HEIN BANK
19 U/W: HEIN BANK TO VICTORIA, BC, ARRIVE VICTORIA
20 IPT: VICTORIA
21 IPT: VICTORIA
22 U/W: VICTORIA TO EVERETT, ARRIVE EVERETT
23 IPT: EVERETT
24 IPT: EVERETT
25 IPT: EVERETT
26 IPT: EVERETT
27 IPT: EVERETT
28 IPT: EVERETT
29 IPT: EVERETT
30 IPT: EVERETT

December

- 1 IPT: EVERETT
- 2 IPT: EVERETT
- 3 IPT: EVERETT
- 4 IPT: EVERETT
- 5 IPT: EVERETT
- 6 IPT: EVERETT
- 7 IPT: EVERETT
- 8 IPT: EVERETT
- 9 IPT: EVERETT
- 10 IPT: EVERETT
- 11 IPT: EVERETT
- 12 IPT: EVERETT
- 13 IPT: EVERETT
- 14 IPT: EVERETT
- 15 IPT: EVERETT
- 16 IPT: EVERETT
- 17 IPT: EVERETT
- 18 IPT: EVERETT
- 19 IPT: EVERETT
- 20 IPT: EVERETT
- 21 IPT: EVERETT
- 22 IPT: EVERETT
- 23 IPT: EVERETT
- 24 IPT: EVERETT
- 25 IPT: EVERETT, HEAVY SNOW CLOSES SEATTLE-TACOMA AIRPORT,
NAVAL STATION EVERETT, AND PASSES LEADING TO EASTERN
WASHINGTON
- 26 IPT: EVERETT, HEAVY SNOWS CONTINUE
- 27 IPT: EVERETT, SNOW AND RAIN, SEVERAL BUILDINGS, CARPORTS,
AND BOAT SHELTERS IN WESTERN WASHINGTON COLLAPSE UNDER
WEIGHT OF SNOW
- 28 IPT: EVERETT
- 29 IPT: EVERETT
- 30 IPT: EVERETT
- 31 IPT: EVERETT