

5750
FFG61/

From: Commanding Officer, USS INGRAHAM (FFG 61)
To: Chief of Naval Operations (N09BH)

Subj: COMMAND HISTORY FOR 2004

Ref: (a) OPNAVINST 5750.12H

Encl: (1) USS INGRAHAM (FFG 61) Command History for 2004
(2) CDR Colby Biography
(3) CDR Polk Biography
(4) Welcome Aboard Pamphlet

1. Enclosures (1) through (4) are submitted in accordance with ref (a).

R. W. POLK
CDR USN

Subj: COMMAND HISTORY FOR 2004

1. Command Composition and Organization:

Command: USS INGRAHAM (FFG 61)

UIC: 21430

Organizational Structure: ISIC - Commander Destroyer Squadron NINE (JAN04 - AUG04), Commander Naval Surface Group Pacific Northwest (SEP04 - DEC04)

Mission: To escort and protect carrier strike groups, expeditionary strike groups, and underway replenishment groups.

Commander: Mark D. Colby (23AUG03-14DEC04), Ricks W. Polk (14DEC04-31DEC04)

Permanent Duty Station: Everett, WA

Type/Number of Aircraft assigned with tailcode: N/A

2. Chronology:

Inport Everett, WA	01-05JAN04
Transit to San Diego, CA	05-09JAN04
Inport San Diego, CA	09-14JAN04
SOCAL OPAREA - Minor Collision with Sailboat in San Diego Harbor	14JAN04
Inport San Diego, CA	14-20JAN04
Transit to Port Hueneme, CA	20JAN04
Inport Port Hueneme, CA	20-23JAN04
Transit to Indian Island, WA	23-26JAN04
Inport Indian Island, WA	26-28JAN04
Transit to Everett, WA	28JAN04
Inport Everett, WA	28JAN04-01MAR04
INSURV	23FEB04-27FEB04
Deadstick Berth Shift	01MAR04
Inport Everett, WA	01MAR04-14APR04
Transit to TODD Shipyard, Seattle, WA	14APR04
Inport TODD Shipyard, Seattle, WA	14APR04-11MAY04
Deadstick to Dry Dock, TODD Shipyard	11MAY04
Drydock, TODD Shipyard, Seattle, WA	11MAY04-07AUG04
Deadstick to TODD Shipyard, Pier 5	07AUG04
Inport TODD Shipyard, Seattle, WA	07AUG04-17SEP04
Deadstick to Everett, WA	17SEP04
Inport Everett, WA	17SEP04-06OCT04
Sea Trials, Puget Sound	06-07OCT04
Inport Everett, WA	07-12OCT04
Transit to Indian Island, WA	12OCT04
Inport Indian Island, WA	12-13OCT04

Enclosure (1)

Underway to Anchorage, Everett, WA	13OCT04
Anchored Everett, WA	13-14OCT04
Underway Puget Sound	14-18OCT04
Inport Everett, WA	18-28OCT04
Transit to San Diego, CA	28OCT04-01NOV04
Inport San Diego, CA	01NOV04-15NOV04
Underway SOCAL OPAREA for training ex	15-24NOV04
Inport San Diego, CA	24-29NOV04
Underway SOCAL OPAREA for training ex	29NOV04-05DEC04
SAR Ops with Coast Guard SOCAL OPAREA	05DEC04
Underway Demonstration	06DEC04
Inport San Diego, CA	07DEC04
OPFOR with NIMITZ, SOCAL OPAREA	08-10DEC04
Transit to Everett, WA	11-14DEC04
Change of Command, Puget Sound	14DEC04
Inport Everett	14-31DEC04

Involved in:

Extended Ship's Repair Availability
 Light Off Assessment
 Basic Phase - Training Cycle
 Underway Demonstration
 OPFOR with USS NIMITZ

Awards:

Supply Management Excellence Award

3. Narrative: INGRAHAM received a major overhaul and refit 2004. From the beginning of the year, when INGRAHAM transited to San Diego, forced to leave a few days early due to a prediction of extremely high seas, she began her overhaul. She transited to San Diego at the beginning of the year to receive a new non-skid deck. On 14 January, she was struck by a Sailboat in San Diego Harbor Channel, upon which the sailboat acknowledged full responsibility. In the middle of January, she sailed to Port Hueneme, CA for a Combat Systems groom. After returning to Everett and offloading her combat fire power at Indian Island Naval Magazine, INGRAHAM began her preparations for an extended Ship Repair Availability (SRA).

On 14 April, she transited to Seattle to TODD Shipyard. On 11 May, she was drydocked for hull maintenance. Over the next few months, she received four new Caterpillar (CAT) Diesels, 2 Reverse Osmosis Units and

various other engineering upgrades. One of the most distinctive cosmetic changes was the removal of the missile launcher and guidance systems. On 07 August, INGRAHAM once again had water beneath her keel and was back where she belonged, afloat. Although she would remain at TODD for more than a month, her combat readiness continued to improve in preparation for underway operations. On 17 September, INGRAHAM returned to Everett to begin her Basic Phase Training (BPT) Cycle. She participated in the first Crew Certification conducted in Everett, where she was run through an extensive Fast Cruise and doctrine/bill reviews.

After Light-Off Assessment (LOA) in early October, INGRAHAM was ready to go back to sea on 06 October to test her mettle yet again. At the end of October, an Initial Engineering Assessment deemed INGRAHAM ready to sail to San Diego for more non-skid work, numerous mandatory schools not accomplished over the summer due to monetary restrictions and to prepare for Underway Demonstration.

Although scheduled to depart 30 October, INGRAHAM sailed early in order to avoid a PACNORWEST Storm. On 28 October, she started her transit down to San Diego with numerous ATG personnel to continue BPT. In San Diego, new flight deck non-skid supported completion of Aviation Certification. Single ship ASW trainer, Radar Navigation Certification, Engineering Console Training, Bridge Resource Management and various other mandatory requirements were also completed. Additionally, the Supply Department proved its valor, achieving one of the highest SMI scores (General Stores: 94.97%, Food Service: 94.11%, Ship Store: 90.07%) in the Pacific Fleet.

After a two week intensive inport training period, INGRAHAM got underway to participate in many live fire exercise, to include firing her Mk75 76mm gun, newly installed CIWS Block 1B in the surface mode, a few REXTORPS and numerous small arms. While underway, she also participated in the Ship's Self Radiated Noise Measurement (SSRNM) run, Range Electronic Warfare Simulator (REWS) and Shipboard Electronic Systems Evaluation Facility (SESEF) ranges.

After extensive underway training, INGRAHAM returned to port in San Diego for Thanksgiving. The next week it was back to engineering training. Yet always ready, INGRAHAM was called upon by the US Coast Guard to help participate in a Search and Recovery Operation on the morning of 05 December. SAR operations required a complete search for a passenger that had

fallen overboard from a cruise liner. After the initial passenger search, INGRAHAM was vectored North to the coast of San Diego to aide in a search for a lost fishing boat and its passengers. Searching for hours amongst a debris field, the ship's ever vigilant crew topside were unable to locate any passengers. Nevertheless, the Coast Guard recognized INGRAHAM for the quick, appropriate and dedicated response. The next day, INGRAHAM performed Underway Demonstration proving the versatility and depth of this fine crew. INGRAHAM was once again ready to fully operate her Engineering Plant!

On 8 December, INGRAHAM's Prospective Commanding Officer (PCO), Commander Ricks Polk, arrived via small boat transfer off the coast of San Diego. From 8 - 10 December, INGRAHAM played the opposition force for USS NIMITZ Strike Group. Throughout this time, INGRAHAM used all available means of deception, combat action and harassment techniques to complicate combat operations for NIMITZ Strike Group.

INGRAHAM began her transit back to Everett on 10 December. Much of this three day transit was in low visibility. Once in the protected waters of the Straits of Juan De Fuca, the ship prepared for Change of Command, underway. The morning of 14 December, CDR Ricks W. Polk relieved CDR Mark D. Colby in the Eastern Bank OPAREA of the Puget Sound. That morning CDR Polk brought INGRAHAM safely back to Everett, where she received a well deserved rest, the crew enjoyed Christmas leave and continued shipboard maintenance.

INGRAHAM continues to prepare for deployment and expects to complete the Final Evaluation Period (FEP), BPT graduation, at the end of February and begin work-ups with the TARAWA Expeditionary Strike Group (ESG). INGRAHAM's greatest asset is the resilience of her crew. The battle cry of INGRAHAM is heard every day and is what makes her more than just a ship, it makes her a threat to all who oppose freedom. We are Warriors. Integrity is our Battle Cry. We WIN! (Warrior Integrity Now!)